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8/10/2020

Governor's Office of Planning & Research

Aug 10 2020**STATE CLEARINGHOUSE**

August 10, 2020

John Novi, AICP
City of Camarillo
Department of Community Development
601 Carmen Drive
Camarillo, CA 93010

RE: Camino Ruiz Apartment
Community – Draft Environmental
Impact Report (DEIR)
SCH # 2019039127
GTS # 07-VEN-2019-00409
Vic. VEN-101/PM: 11.987

Dear John Novi:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-mentioned project's Recirculated Draft Environmental Impact Report (DEIR). The project applicant is requesting approval from the City of Camarillo to change the land use designation of the project site from Industrial to High-Density Residential (18.1 - 30 dwelling units per acre), change the zoning of the site from L-M (Limited Manufacturing) to RPD-30U (Residential Planned Development 30 units per acre maximum), and permit the development of the site with 385 apartment units in 14 buildings. The development would consist of approximately 49 studio units, 203 one-bedroom units, and 133 two-bedroom units.

Under Senate Bill 743 (2013), CEQA review of transportation impacts of a proposed development are adapting to eliminate consideration of delay-and capacity-based metrics such as level of service (LOS) and are instead focusing analysis on another metric of impact, "Vehicle Miles Traveled (VMT)". Effective July 1st, 2020, Caltrans is replacing LOS with VMT when evaluating traffic impacts.

For any future project, like the proposed Final EIR, we encourage the Lead Agency to adopt or develop a verifiable performance-based Vehicle Miles Travelled (VMT) criteria as required by SB 743.

After reviewing the project's DEIR Caltrans has the following comments:

1. As stated on p. 61 of the DEIR, the City of Camarillo has contributed a fair-share contribution towards mainline freeway improvements by reconstructing freeway interchange bridges with longer spans to accommodate future mainline widening projects. Please consider specifying which freeway interchange bridges are included in this mainline freeway improvements.
2. Caltrans encourages projects that create high quality transportation alternatives for local and inter-regional trips. State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), and encourage alternative

modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and doubling trips made by walking and public transit by 2020. The Strategic Plan also seeks to achieve a 15% reduction in statewide, per capita, VMT by 2020. Similar goals are embedded in California Transportation Plan 2040, and Southern California Association of Governments' (SCAG) Regional Transportation Plan.

As stated in the DEIR, Caltrans and the Ventura County Transportation Commission (VCTC) have documented that the segment of US-101 in the Camarillo area could be upgraded by adding one lane in each direction to provide a continuous eight-lane facility. It also mentioned there is a recently completed widening project of Santa Rosa Road from Adobe Way to Upland Road to four lanes and capacity improvements at the Santa Rosa Road/Adolfo Road intersection under City Capital Improvement Program. Roadway widening is incompatible with the above State-level goals, as the widening would create greater crossing distances, increase vehicle speeds, and induce demand for additional vehicle trips. By avoiding unnecessary street widening in the future, Caltrans suggests the Citywide Traffic Mitigation fees consider being applied to more appropriate infrastructure projects that will reduce VMT and GHG emissions, such as, but not limited to:

- Encouraging new residents and visitors of the proposed project to utilize public transit. TDM strategies such as public transportation, carpool, rideshare, telecommuting, walking, biking, bike-share, and educational programs could be considered.
- Reducing the amount of parking whenever possible, as research on parking suggests that abundant car parking enables and encourages driving. Research on the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building an unnecessary amount of parking.
- Enhancing pedestrian/bicycle connections to the Ventura Intercity Service Transit Authority (VISTA) stops and bus stops with robust signage, wayfinding, safety improvements, and streetscape amenities. The nearest VISTA stop is located at the Plaza at Mission Oaks shopping center located west of the project site. Residents of the proposed project would be within walking distance of this public transit service.
- Including canopy trees, bioswales, bicycle parking facilities, and street furniture to provide a comfortable and sustainable environment to encourage active transportation modes and improve community health.
- Providing high quality bus shelters and bus bulb-outs on major streets
- Using high-visibility continental crosswalks, curb extensions, count-down signal heads, pedestrian refuge islands, and pedestrian scrambles at all crossings.
- Implementing leading pedestrian intervals that give pedestrians a 5- to 7-second head start at crosswalks, which provides additional crossing time and makes pedestrians more visible to drivers.
- Evaluating the feasibility for shared micro-mobility vendors such as bike sharing and

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considering the need for designated curb space for Mobility-as-a-Service (MaaS) drop-off and pick-up activity near the VISTA stops and bus stops.

- Adequate bicycle storage facilities (e.g., bicycle racks, lockers, etc...)
- Eliminating “gaps” in roadways, bikeways, and pedestrian networks and promoting bicycle network and sidewalk connectivity to increase public access.
- Reducing the amount of parking and replacing with park-and-ride lots to facilitate more carpooling, vanpooling, and public transportation use
- Promoting the use of permeable paving and other passive drainage features such as bio-swales to prevent flooding.

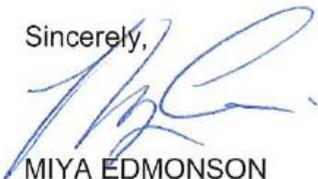
Further information included for your consideration:

Storm water run-off is a sensitive issue for Ventura County. Please be mindful that projects should be designed to discharge clean run-off water. Discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods

If you have any questions regarding these comments, please contact project coordinator Reece Allen, at reece.allen@dot.ca.gov and refer to GTS# 07-VEN-2019-00409

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse