

**DEPARTMENT OF TRANSPORTATION**

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10/5/2020

Governor's Office of Planning &amp; Research

October 5, 2020

**Oct 05 2020**

Jaclyn Lee, AICP  
City of Camarillo  
Department of Community Development  
601 Carmen Drive  
Camarillo, CA 93010

**STATE CLEARINGHOUSE**

RE: 2800 Barry Street Affordable Housing  
Project – Mitigated Negative Declaration  
(MND)  
SCH # 2020080530  
GTS # 07-VEN-2020-00417  
Vic. VEN-34/PM: 13.785

Dear Jaclyn Lee:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above referenced project in the City of Camarillo. The project is a 100% affordable multi-family housing development consisting of 68 units, including 60 rental apartments and 8 for-sale town homes. The 68 units would be located in five buildings and would be comprised of seven studios, 22 one-bedroom units, 15 two-bedroom units, and 23 three-bedroom units. A total of 153 parking spaces are provided. The City of Camarillo is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located adjacent to Lewis Road, also known as State Route 34 (SR-34), and includes a proposed driveway leading directly onto SR-34. The project is also approximately 1,000 feet away from the United States 101 (US-101) and E. Daily Drive freeway ramps. After reviewing the MND, Caltrans has the following comments:

- Thank you for providing a Vehicle Miles Traveled (VMT) analysis of this project's transportation impacts, as required by Senate Bill 743 (2013). Since the July 1, 2020 deadline for implementing SB 743 has passed, Caltrans has reviewed this project from a VMT rather than a Level of Service (LOS) perspective.
- Caltrans agrees that because this project is an 100% affordable residential development in an infill location, its VMT impacts can be presumed to be less than significant. In addition, Caltrans concurs that since the project is located .1 miles north of the Camarillo transit hub, its VMT impacts will be reduced.
- For more information on determining transportation impacts in terms of VMT on the State Highway System, see Caltrans' updated Vehicle Miles Traveled-Focused Transportation Impact Study Guide (TISG), dated May 2020 and released on Caltrans' website in July 2020: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>.
- Caltrans' new TISG is largely based on the Technical Advisory on Evaluating Transportation Impacts in CEQA by the California Governor's Office of Planning and Research, which is referenced in the MND.

- The updated TISG states, “Additional future guidance will include the basis for requesting transportation impact analysis that is not based on VMT. This guidance will include a simplified safety analysis approach that reduces risks to all road users and that focuses on multi-modal conflict analysis as well as access management issues.” Since releasing the TISG, Caltrans has released interim safety analysis guidance, dated July 2020 and found here, for the City’s reference: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-07-01-interim-ldigr-safety-guidance-a11y.pdf>.
- In addition to the VMT analysis, Caltrans has reviewed the signal warrant analysis for the location in front of the driveway leading to SR-34, and concurs that a signal is not necessary.
- Caltrans has also reviewed the placement of the driveway leading to SR-34. The MND states “The project proponents would be required to construct the driveway connection to Lewis Road (SR 34) to City of Camarillo and Caltrans standards....” Caltrans supports this statement. It is particularly important for this project that minimum spacing between driveways on SR-34 conforms with Caltrans’ Highway Design Manual and the National Association of City Transportation Officials bicycle and pedestrian design guides. This is because the driveway located south of the proposed driveway is very close. Furthermore, driveways that are placed too close to each other can cause sight distance issues. Caltrans appreciates the City of Camarillo adhering to Caltrans’ driveway design related standards.
- The proposed driveway on SR-34 is also located close to the US-101 ramps at Daily Drive, which might lead to multimodal conflicts caused by left turning vehicles. Therefore, Caltrans recommends that a “No Left Turn” sign is installed to prevent motorists from making left turns into the project site from eastbound SR-34.
- Finally, as mentioned in the MND, any project improvements to Caltrans right of way such as SR-34 will likely need an encroachment permit, however, the final determination on this will be made by Caltrans’ Office of Permits.

The following information is included for your consideration. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability. Furthermore, Caltrans encourages the Lead Agency to integrate transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions, as well as facilitates a high level of non-motorized travel. A Transportation Demand Management (TDM) measure the City of Camarillo may want to consider integrating into this project is decreasing vehicle parking by providing additional bicycle parking facilities.

Also, any transportation of heavy construction equipment or materials that requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. If construction traffic is expected to cause delays on any State facilities, including US-101, please submit a Construction Traffic Management Plan detailing these delays for Caltrans’ review. Caltrans also recommends that the project limit construction truck traffic to off-peak periods to minimize the potential impact on State facilities.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at [Emily.Gibson@dot.ca.gov](mailto:Emily.Gibson@dot.ca.gov), and refer to GTS# 07-VEN-2020-00417.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief  
cc: Scott Morgan, State Clearinghouse