

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research



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Oct 20 2020**STATE CLEARINGHOUSE**

October 20, 2020

Elizabeth Richardson
City of San Buenaventura
Community Development Department
501 Poli Street
San Buenaventura, CA 93002

RE: Veterans Affairs Community-Based
Outpatient Clinic – Mitigated Negative
Declaration (MND)
SCH # 2020090474
GTS # 07-VEN-2020-00424
Vic. VEN-101/PM: R25.315

Dear Elizabeth Richardson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced MND. The project proposes to demolish the existing 44,600 square foot industrial/office facility on-site and construct a new one-story Veterans Affairs Community-Based Outpatient Clinic consisting of approximately 51,000 square feet of building area, landscaping, and 339 parking spaces on the approximately eight-acre site. The new clinic is intended to serve as a primary care clinic for the local veteran population within the community and greater Ventura County. The City of San Buenaventura is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located adjacent to United States 101 (US-101) and approximately one mile away from the US-101 and State Route 126 (SR-126) interchange. From reviewing the MND, Caltrans has the following comments:

- The City has provided both a Vehicle Miles Traveled (VMT) analysis and Level of Service analysis for this project. Since the implementation deadline for Senate Bill (SB) 743 (2013) has passed, Caltrans has reviewed this project from a VMT perspective. As discussed in the MND, SB 743 mandates that VMT be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020.
- Caltrans concurs that this project will have a less than significant VMT impact after accounting for some of its design features and its location in relation to other similar veteran's facilities as well as bicycle facilities.
- For 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 here: <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 2018 *Technical Advisory on Evaluating Transportation Impacts in CEQA* by the California Governor's Office of Planning and Research (OPR).
- Caltrans' 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>.

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 Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce VMT and Greenhouse Gas (GHG) emissions. Thus, Caltrans supports the TDM strategies this project has incorporated, such as installing bike racks. Additional TDM strategies that the City may want to consider integrating into this project in order to further reduce VMT include:

- Confirm that project driveway placements do not directly cause issues related to line of sight of pedestrians or bicyclists.
- Verify that no more parking than required by the local permitting agency is provided.
- Ensure that sidewalk improvements are ADA compliant.
- Increase the number of bicycle racks provided on-site.
- Make sure that during construction either connections to nearby bus stops are unblocked or alternative routes to these stops are provided.

Also, 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. Caltrans supports the implementation of the Transportation Management Plan (TMP), which will include limitations on timing for lane closures to avoid peak hours. Caltrans recommends that all construction related traffic be scheduled to avoid peak hours. If construction traffic is expected to cause delays on any State facilities, please submit the TMP detailing these delays for Caltrans’ review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-VEN-2020-00424.

Sincerely,



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