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Governor's Office of Planning & Research



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September 01 2021

STATE CLEARINGHOUSE

August 31, 2021

Kathleen Mallory, AICP, LEED GA, MA, Planning & Sustainability Manager
City of Oxnard
Community Development Department Planning Division
214 S. C Street
Oxnard, California 93030

RE: City of Oxnard Housing Element Update
2021-2029 – Mitigated Negative Declaration
(MND)
SCH# 2021080100
GTS# 07-VEN-2021-00457
Vic. VEN Multiple

Dear Kathleen Mallory,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project involves a General Plan Amendment to amend the 2030 General Plan to replace the current Chapter 8 (Housing Element) with the 2021-2029 Housing Element. The Housing Element is a State-mandated policy document within the Oxnard General Plan that provides direction for the implementation of various programs to meet existing and projected future housing needs for all income levels. The Housing Element provides policies, programs, and actions that accommodate growth, produce opportunities for the development of new housing units, preserve existing housing stock, and assist the existing population. Additional actions include: an update to the City's General Plan Land Use Element by making text changes to this element. Also included will be associated General Plan Land Use map changes. Both General Plan Land Use text and map amendments are to ensure consistency with the 2021-2029 Housing Element. The City will also be updating Chapter 16 of the Oxnard City Code (OCC) to implement the Housing Element and by initiating Zoning Map amendments to ensure consistency between the Final Housing Element, the Land Use Element, and the OCC.

After reviewing the MND, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. However, to accommodate the additional housing units and not induce demand for excessive Vehicle Miles Travelled (VMT), Caltrans recommends significantly reducing or eliminating car parking requirements. Research looking at the relationship between land-use, parking, and transportation indicates that car parking prioritizes driving above all other travel modes and undermines a community's ability to choose public transit and active modes of transportation. For any community or city to better support all

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modes of transportation and reduce vehicle miles traveled, we recommend the implementation of a TDM ordinance, as an alternative to requiring car parking.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-VEN-2021-00457.

Sincerely,



Miya Edmonson
IGR/CEQA Branch Chief

cc: State Clearinghouse