

DEPARTMENT OF TRANSPORTATION

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a California Way of Life.*

May 25, 2022

Kristina Boero
Ventura County Planning Division
800 S. Victoria Avenue #1740
Ventura, CA 93009

RE: Major Modification (Case No.
PL18-0052) to Conditional Use
Permit (CUP) No. 3048/ Camp
Ramah Project – Mitigated
Negative Declaration (MND)
SCH # 2022040478
GTS # 07-VEN-2022-00483
Vic. VEN-33/PM: 12.965

Dear Kristina Boero:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced Mitigated Negative Declaration (MND). The applicant requests a Major Modification to Conditional Use Permit (CUP) No. 3048 for the continued operation and maintenance of a camp for a 20-year term. The request also includes the expansion of the CUP boundary, the construction of new structures and the legalization of existing structures, which total 15,887 sq. ft. The County of Ventura Resource Management Agency (RMA) Planning Division is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located at 385 Fairview Road, approximately 1 mile East of State Route 33 (SR-33) and 0.32 miles west of the City of Ojai in the unincorporated area of Ventura County.

Based on the Office of Planning and Research (OPR) Screening Criteria under Senate Bill (SB) 743, if a proposed land use project is consistent with policies Circulation Transportation Mobility (CTM)-1.1 and CTM-1.2 of the Ventura County General Plan and the Regional Transportation Plan/Sustainable Communities Strategy (SCS) regionally adopted by Southern California Association of Governments (SCAG), projects that generate or attract fewer than 110 trips per day are presumed to have a less than significant impact on Vehicles Miles Traveled (VMT). As no new trips would be generated by the proposed project, the project is consistent with General Plan policies CTM-1.1 (VMT Standards and CEQA Evaluation) and CTM-1.2 (Projects with Significant Transportation Impacts). Therefore, project specific and cumulative impacts related to VMT is considered less than significant. We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to better manage the transportation network, as well

as transit service and bicycle or pedestrian connectivity improvements. For TDM strategies, please refer to the Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). This reference is available online at: <http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

Caltrans also encourages the Lead Agency to promote alternative transportation. This will increase accessibility and decrease Greenhouse Gas Emissions, which supports Caltrans' mission to provide a safe and reliable transportation network that serves all people and respects the environment. For additional strategies that will promote equity and environmental preservation, please refer to the 2010 Quantifying Greenhouse Gas Mitigation Measures report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

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. Caltrans recommends that the Project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, including SR-33, please submit a construction traffic control plan detailing these issues for Caltrans' review.

Finally, any work completed on or near Caltrans' right of way may require an encroachment permit. However, the final determination on this will be made by Caltrans' Office of Permits. This work would require additional review and may be subject to additional requirements to ensure current design standards and access management elements are addressed. For more information on encroachment permits, see: <https://dot.ca.gov/programs/traffic-operations/ep>.

If you have any questions regarding these comments, please contact Ronnie Escobar, the project coordinator, at Ronnie.Escobar@dot.ca.gov, and refer to GTS # 07-VEN-2022-00483.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

cc: State Clearinghouse