

DEPARTMENT OF TRANSPORTATION

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a California Way of Life*

July 31, 2024

Joe Pearson
City of Oxnard
214 South C Street
Oxnard, CA 93030

RE: Lockwood III Apartments: Final
Mitigated Negative Declaration
GTS # 07-VEN-2024-00605
SCH # 2024030528
Vic. US 101 20.492, 20.042

Dear Joe Pearson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The project proposes to construct a new five-story, 234-unit, mixed-income, multi-family apartment building and associated utilities located on the existing, vacant 5.17-acre property. The proposed building would be 4-stories with studio through 3-bedroom units, a community center, onsite management office, and other resident amenities. Additional onsite amenities include outdoor recreational areas for residents and pet amenities. The Project also includes a request for the ministerial approval of a Density Bonus Permit to allow for a 50 percent Density Bonus to increase the maximum number of units from 156-units to 234-units and to waive, reduce or modify ten development standards related to open space requirements, balcony size and number, and bedroom location, setbacks, parking lot design, unit location, and apply parking reductions per State regulations. The project also requests approval of a Zone Change to adopt the Affordable Housing Discretionary (-AHD) Additive Zone for the project site. The Project is currently within the Business Research Park land use designation and the Business Research Park (BRP) zone district. The City of Oxnard is the Lead Agency under the California Environmental Quality Act (CEQA).

The closest state facility is US 101. After reviewing the project's documents, Caltrans has the following comments:

Pedestrian, Bike, and Transit

Caltrans aims to reach zero traffic-related fatalities and serious injuries by 2050 as there is a direct link between impact speeds and the likelihood of fatality or serious injury. To reach this goal, Caltrans encourages the Lead Agency to improve pedestrian and bicyclist amenities in community destinations. These improvements can be made along existing

bikeways on N Rose Ave, E Gonzalez Rd, Rice Ave (PCH 1), and connecting to the project site along Lockwood St.

The most effective methods to reduce pedestrian and bicyclist exposure to vehicles are through physical design and geometrics. Caltrans recommends the following multimodal improvements for this project:

- These methods include constructing physically separated facilities such as ADA compliance, Class IV bikeways, wide sidewalks, curb extensions, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing.
- Visual indicators such as pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to people walking or riding bikes.
- Parking reduction whenever possible. The Lockwood III Apartments project is designed in a way that induces demand for unnecessary vehicle trips.
- If the proposed project results in new sidewalks and intersection improvements, it is expected to reconstruct the sidewalk along property frontage per the latest state standards, as well as to construct ADA curb ramps to meet the current Caltrans Standard Plans. Please refer to the link below for further reference:

https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/f0020348_complete-streets-elements-toolbox-a11y.pdf

VMT:

Based on the analysis, the existing city-wide home-based VMT in the City of Oxnard is 14.80 VMT per capita; thus, the VMT threshold is 12.58 VMT per capita ($14.80 \times 0.85 = 12.58$). The project's home-based VMT is estimated at 9.7 VMT per capita, which is below the 12.58 VMT per capita threshold. Since the project would generate a VMT that is lower than the impact threshold, the project would not create a substantial increase in VMT or conflict or be inconsistent with CEQA guidelines, and impacts would be less than significant.

Please note the following discrepancies between the Final Initial Study/Mitigated Negative Declaration Document, Section 3.15, Environmental Checklist, Transportation and Circulation, and Appendix J, Revised Traffic Circulation Study:

Description of Discrepancy	IS/MND	Appendix J
VMT Impact Threshold	12.58 per capita	10.69 per capita
Project VMT Estimate	9.7 per capita	0.97 per capita

Other:

Please ensure that the existing signal and traffic operations at US-101 off-ramps to Rose Avenue and Rice Avenue and all major intersections in the vicinity of the project can accommodate the additional project trips. For any traffic signals and curb ramp upgrades, the Project would be responsible for payment of applicable fees as required related to the transportation system. Caltrans is not responsible for any fair-share contribution to the improvement.

Due to the project's proximity along US-101, Caltrans will require an Encroachment Permit for work performed within the State Right-of-way. Caltrans recommends that large-size truck travel be limited to off-peak commute hours. Caltrans requires a permit for any heavy construction equipment and or materials that require the use of oversized transport vehicles on State highways.

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, please submit a construction traffic control plan detailing these issues for Caltrans' review.

Caltrans looks forward to the future documents. If you have any questions, please feel free to contact Jaden Oloresisimo, the project coordinator, at Jaden.Oloresisimo@dot.ca.gov and refer to GTS # 07-VEN-2024-00605.

Sincerely,



Anthony Higgins
Acting LDR/CEQA Branch Chief

cc: State Clearinghouse