

DEPARTMENT OF TRANSPORTATION

DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 266-3574
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

September 23, 2024

Shanna Farley
City of San Buenaventura, Community Development Department
501 Poli Street
San Buenaventura, CA 93002

RE: 255-290 Maple Court Mixed-Use Project
– Draft Sustainable Communities
Environmental Assessment (DSCEA)
SCH# 2024081121
GTS# 07-VEN-2024-00613
Vic. VEN-101 & 126

Dear Shanna Farley,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed development consists of two new mixed-use buildings with up to 350 multi-family units, up to 4,850 square feet of ground-floor commercial space, up to 500 car parking spaces, 70 bicycle parking spaces, open space and landscaping improvements on an approximately 5.75-acre site in the City of Ventura. Each of the buildings would include three levels of residential units over two levels of parking, lined with townhome units and ground-floor commercial spaces.

After reviewing the DSCEA, Caltrans has the following comments:

Caltrans acknowledges and supports infill development that helps California meet its climate, transportation, and livability goals. The Project Site is located within an amenity-rich area nearby the Pacific View shopping center and Ventura College, while being served by several bus lines along Telegraph Road and South Mills Road. However, due to the amount of car parking being proposed, up to 500 car parking spaces total, the 255-290 Maple Court Mixed Use Project unnecessarily induces demand for vehicle trips. This demand should be addressed with appropriate design and management principles. Caltrans recommends the following:

- Reducing the amount of parking whenever possible. Due to AB 2097 this project should not be required to include car parking, but the proposed design suggests that the Lead Agency should seriously consider adopting parking maximums. This

"Provide a safe and reliable transportation network that serves all people and respects the environment."

project's location is an excellent candidate for reduced car parking due to it being an infill location within a high-quality transit corridor. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation.

Additionally, rates of car ownership and vehicle miles traveled (VMT) are significantly lower for low-income households than they are for high-income households. Seeing as this project proposes 32 units reserved for low-income households, this should be taken into serious consideration. There is sufficient justification to consider reducing the amount of parking required for affordable housing projects to promote affordability and achieve the project's goals.

- Unbundling car parking from residential units to promote affordability and expand mode choice. Due to AB1317 this project shall not include any off-street parking in any residential rental agreement, instead subject to an addendum or separate rental agreement.
- Reallocation of vehicle parking space to increase the number of long-term bicycle parking spaces from the proposed 70 to 350, for a ratio of at least one long-term space per residential unit.
- Adding short-term bicycle parking along the exterior of each building, allowing a variety of transportation access to visitors of both the development's residences and commercial space. Research shows short-term bicycle parking can incentivize foot and bicycle traffic while also increasing the visibility of businesses from the street.
- Addition of protected bicycle lanes along Maple Court and Maple Drive for safe, convenient access to Pacific View shopping center, Pacific High School and Camino Real Park.
- Improved continental (striped) crosswalks and addition of curb extensions/bulb-outs at the following intersections:
 - Maple Street and Maple Court
 - Maple Street and South Mills Road
 - Maple Street and College Drive
- Addition of a new pedestrian crossing at Chapel Drive across Maple Street.

Finally, The Project area is located approximately 0.3 miles north of the SR-101/SR-126 interchange. Caltrans has the jurisdiction for review and approval of any work that would affect the freeways and its facilities. Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Jan Yonan, at jan.yonan@dot.ca.gov and refer to GTS# 07-VEN-2024-00613.

Sincerely,



Anthony Higgins
Acting LDR/CEQA Branch Chief

Cc: State Clearinghouse