

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

March 17, 2025

Joe Pearson II
Planning and Environmental Services Manager
City of Oxnard
214 South C Street
Oxnard, CA 93030

RE: Maulhardt-Stiles Sub-Neighborhood
Plan Project– Notice of Preparation
(NOP)
SCH #2025020414
GTS #07-VEN-2025-00629
VEN-101/PM 20.56

Dear Joe Pearson II,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Maulhardt-Stiles Sub-Neighborhood Plan is proposed to implement the City of Oxnard 2030 General Plan and the Northeast Community Specific Plan (NECSP) by regulating development of up to 950 residential dwelling units, a maximum of 40,000 square feet of retail and general commercial space, and public parks on the undeveloped portions of the Project Site north and southwest of Del Sol High School. As Sub-Neighborhood Plans are adopted by amendment to the NECSP, the Project also includes an amendment to the NECSP and a corresponding General Plan Amendment to change the land use designation for the Project Site and a Zone Change to change the zoning for the site to be consistent with the Sub-Neighborhood Plan.

After reviewing the NOP, Caltrans has the following comments:

The Project has a rare opportunity to provide high-quality transportation infrastructure for the local community and regional mobility network. Caltrans encourages the City to consider installing the highest level of protection for pedestrians and bicycle riders when designing and constructing new roadways and paths. Recommended elements include Class IV Separated Bikeways with physical barriers along Jacinto Drive and other potential streets, which provide greater safety for all road users as opposed to Class II

Bike Lanes that use painted lines to separate moving vehicles and bicyclists. Separated facilities are especially important for supporting residents in a mode shift from driving to bicycling when traveling to parks and schools in the vicinity. When possible, Caltrans highly encourages the consideration of traffic calming elements (such as speed humps, raised crosswalks, neighborhood traffic circles, and curb extensions) along streets in the project site to prioritize people walking and biking, and to reduce the risk of speeding-related collisions.

Lastly, Caltrans recommends enhancing the adjacent public transit/bus facilities on Rose Avenue and Camino Del Sol, including through high-quality bus shelters and wayfinding signs in the project site to direct guests and residents to transit stops and key destinations. For any project to help the State of California achieve its goals to improve health and reduce greenhouse gases (GHG), it is recommended to reduce Vehicle Miles Traveled (VMT) through the implementation of Transportation Demand Management (TDM) strategies as an alternative to supplying excess parking. When implementing a TDM plan, Caltrans recommends programmatic elements such as programs that reward students and employees for opting to carpool, or providing initiatives to support walking, bicycling, and taking transit. Should new surface parking be built, it is advised that it does not face the street directly. Design implementation of active frontage and landscaping against the sidewalk also encourages recreational and transportation walking by providing a barrier of safety for pedestrians. Caltrans looks forward to reviewing a more refined project proposal in the next phase, and please consider us a resource when considering potential pedestrian- and bicycle-friendly infrastructure.

If you have any questions, please contact project coordinator Frances Duong, at frances.duong@dot.ca.gov and refer to GTS #07-VEN-2025-00629.

Sincerely,



Anthony Higgins
Acting LDR Branch Chief

Cc: State Clearinghouse