

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711
www.dot.ca.gov



June 18, 2026

Joe Pearson II, AICP, Planning and Environmental services Manager
Community Development Department
City of Oxnard
214 South C Street
Oxnard, CA 93030

RE: Maulhardt Stiles Sub-Neighborhood Plan
Project
SCH # 2025020414
Vic. VEN-101/PM 21.013
GTS # VEN-2025-00679-DEIR

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 Northeast Community Specific Plan (NECSP) by establishing three planning areas (Areas A, B, and C) to regulate use and development of the Project Site. Planning Area B contains Del Sol High School. The proposed Sub-Neighborhood Plan would allow development of up to 950 residential dwelling units, 40,000 square feet of retail and general commercial space, parks, circulation, and landscaping in Planning Areas A and C. The Project includes a mix of housing types, incorporation of affordable housing, expansion of existing park facilities, and development of a walkable, urban village consistent with the City's General Plan and NECSP. Implementation of the Project would occur through approval of a Tentative Tract Map and subsequent phased development of the site.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

<https://opr.ca.gov/ceqa/#guidelines-updates>

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of the challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

The proposed Sub-Neighborhood Plan would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities with the incorporation of **MM TRANS-1**.

Caltrans evaluates mixed-use projects for transportation impacts to ensure consistency with CEQA. The commercial section of the Sub-Neighborhood Plan, under 50,000 square feet and intended for local retail, qualifies as locally serving and is screened from further Vehicle Miles Traveled (VMT) analysis. Caltrans agrees commercial uses will have less than significant VMT impacts.

City VMT Guidelines allow residential and office projects in low VMT areas to be presumed to be less than significant. Ventura County defines low VMT areas as Traffic Analysis Zones at least 15% below the County average per capita VMT. The Project Site meets this standard. Caltrans supports screening for the residential portion and concurs it will have less than significant VMT impacts.

Although the Project is located in a low VMT area and has less-than-significant VMT impact, Caltrans recommends consideration of the following TDM strategies, which include the use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling, and changes in work schedule resulting in reduction or elimination of peak period trips. The TDM program includes the following measures:

- Reduced parking supply without the spillover of parking into the surrounding neighborhoods.
- Besides providing short-term and long-term bicycle parking, a bicycle maintenance area, dedicated bicycle lockers, and showers are also provided.
- Unbundled parking and parking cash-out.
- TDM promotions and marketing include a transportation management coordinator (TMC) to provide information on public transit and any related incentives, flexible work schedules and telecommuting programs, pedestrian and bicycle amenities provided, rideshare/carpool/vanpool programs, and parking incentives.
- Ride-share program support, which would help to provide services and transit information at the Transportation Center.
- First-Mile/Last-Mile Options such as rentals of bicycles, scooters, etc.
- EV charging stations.
- Pedestrian network improvements. The Project Site is designed to allow easy pedestrian access between Project land uses and between buildings with lighted and landscaped walkways and sidewalks on all sides of the Site, consistent with the Americans with Disabilities Act requirements.

In addition, the City may enhance its efforts by adopting additional TDM strategies from Caltrans' Local Development Review Transportation Demand Management Toolbox. These measures include dynamic congestion pricing, advanced traffic signal systems, and promoting telecommuting and flexible work hours. Implementing these strategies will further reduce Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions, contributing to a healthier, more resilient community.

<https://dot.ca.gov/-/media/dot-media/district-4/documents/d4-transportation-planning-local-assistance/ldr/final-draft-2023-ldr-tdm-toolbox-071923-a11y.pdf>

Gold Coast Transit District's (GCTD) Route 4B and Route 17 have a stop along the Project's southwest frontage. The Project would include the reconstruction of the existing bus stop along Rose Avenue adjacent to Del Sol Park, as well as the installation of new bus stops at the intersection of Rose Ave. & Cesar Chavez Dr. and the intersection of Rose Ave. & Camino de la Luna/Jacinto Dr. With these improvements,

the Project will positively impact transit circulation on the above streets. Therefore, the impact is less than significant.

The nearest bicycle facilities to the Project include Class II bike lanes on Jacinto Drive, Camino Del Sol (to the south), Rose Avenue (to the west), Gonzales Road (to the north), and Graves Avenue and Lombard Street (to the east). Nearly all streets within the neighborhood are planned to have bike lanes, completing the active transportation connection from Rose Avenue to the expanded East Village Park.

Per the Northeast Community Specific Plan (NECSP) and the Bicycle and Pedestrian Master Plan, Rose Avenue is planned to be a multi-use path with a roadway and bike lane configuration that will vary from about 104 feet wide per improvement agreement with the City. It will also have connections to Del Sol Park south of the Project. The Project will add Class II bike lanes along Cesar Chavez Drive & Gibraltar Street and connect them to a multi-use path west of the Project area. In addition, the Project will include dedicated 5-foot-wide Class II bike lanes on several neighborhood streets, including Milagro Place, Concha Street, Prado Way, and Williams Drive.

Construction of the proposed Sub-Neighborhood Plan could temporarily close motor vehicles lanes, bicycle lanes, and/or sidewalks and increase vehicle trips associated with construction workers and material deliveries, which could result in short-term roadway hazards or circulation constraints. However, implementation of **MM TRANS-1** would require preparation of a Construction Mitigation Plan identifying construction staging areas, haul routes, employee parking, traffic control signage, and protective barriers. This plan would be reviewed and approved by the City prior to building permits to ensure safe and adequate circulation within and around the Project Site during construction. Implementation of the **MM TRANS-1** would ensure that construction related traffic impacts, including roadway hazards and temporary circulation disruptions, would be less than significant.

The following mitigation measures are proposed to reduce potential impacts on transportation and circulation to less than significant:

MM TRANS-1

Prior to the start of construction, the applicant shall prepare a Construction Mitigation Plan (CMP) to minimize traffic, circulation, and access disruptions associated with construction activities. The CMP shall be submitted to the City for review and approval and shall include, at a minimum, the following:

- **Construction Staging and Storage Areas**

Identification of all construction staging, equipment storage, and material stockpiling areas to ensure they do not obstruct public rights-of-way, bicycle lanes, or pedestrian pathways.

- **Haul Routes**

Designation of truck haul routes to and from the Project Site that minimize impacts on residential neighborhoods, schools, and other sensitive uses. Haul routes shall be reviewed and approved by the City.

- **Construction Employee Parking Plan**

Provision of on-site or off-street parking for construction workers to prevent parking spillovers onto adjacent streets or surrounding neighborhoods.

- **Traffic Control Measures**

A traffic control plan prepared in compliance with the California Manual on Uniform Traffic Control Devices (CA-MUTCD), including signage, temporary delineators, flaggers, lane closure procedures, and detour routes for vehicles, pedestrians, and bicyclists, as needed.

- **Pedestrian and Bicycle Safety Measures**

Measures to maintain or safely reroute pedestrian and bicycle access during construction, including temporary pathways, barriers, and warning signage.

- **Emergency Access**

Assurance that access for emergency vehicles is maintained at all times. Any temporary lane closures or detours shall be coordinated with the City and local emergency service providers.

Implementation of the approved Construction Mitigation Plan shall occur throughout all construction phases. With implementation of the CMP, construction-related traffic hazards and circulation disruptions would be minimized. A traffic operations management plan will be developed for periods of full roadway closure. If construction activities necessitate complete closure, a detour plan and a traffic operations analysis of affected signalized intersections will be prepared and implemented to minimize the impact of rerouted traffic.

To improve safety and visibility for bicyclists and pedestrians at the intersections of Gonzales Road and Camino Del Sol / Rice Avenue (PCH), the following measures are recommended in accordance with the California Manual on Uniform Traffic Control Devices (CA-MUTCD):

- Install dotted bicycle lane lines and green pavement markings at intersection approaches and throughout the intersections (see CA-MUTCD Figure 9E-2(CA), "Example of Pavement Markings for Bicycle Lanes on a Two-Way Street", Sheet 1 of 2).

- Install high-visibility "ladder" style crosswalk markings.
- Provide limit lines offset four feet ahead of the crosswalks.

These actions are intended to make bicyclists and pedestrians more visible and reduce conflicts at the intersections.

Any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. Any large-size truck trips should be limited to off-peak commute periods for the construction phase and operation phase. Construction truck loads should be covered with a tarpaulin cover.

Storm water run-off is a sensitive issue, so please be mindful that projects should be designed to discharge clean run-off water.

If you have any questions, please feel free to contact Mr. Alan Lin, the project coordinator, at (213) 269-1124 and refer to GTS # VEN-2025-00679-DEIR.

Sincerely,



Anthony Higgins
Acting LDR Branch Chief

email: State Clearinghouse