



Camarillo Train Station Undercrossing Project

Statutory Exemption Memorandum

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Table of Contents

1.	Introduction	1
2.	Project Overview	1
3.	Statutory Exemption Consistency Analysis	3
4.	Conclusion	4

Figures

Figure 1	Project Location	2
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1. Introduction

This memorandum serves as the documentation of analysis performed by Rincon Consultants, Inc. (Rincon) on behalf of the City of Camarillo for the Camarillo Train Station Undercrossing Project (project). The intent of the analysis is to identify how the project meets the provisions of Public Resources Code (PRC) 21080(b)(10) and CEQA Guidelines 15275(a), both of which provide a Statutory Exemption from the California Environmental Quality Act (CEQA). This memorandum will accompany a Notice of Exemption (NOE) for the project.

2. Project Overview

Project Location

The project site is located at the Camarillo Train Station (30 S. Lewis Road, Camarillo, California 93010) and is adjacent to Dawson Drive to the east, State Route (SR-34 Lewis Road) to the west, and the U.S. 101 (Ventura Freeway) overpass and existing Caltrans pedestrian overcrossing to the south (Figure 1). The project site extends from the Camarillo Train Station's eastern parking lot to the Camarillo Train Station's western parking lot. The project site generally consists of previously disturbed areas, including an existing rail line and two parking lots. The area surrounding the project site has been previously developed and is considered urban due to adjacent high density residential uses and commercial industrial uses to the west, and industrial uses north, south, and east.

Project Description

The City proposes to construct a new pedestrian undercrossing beneath two existing railroad tracks, providing additional pedestrian access to the Camarillo Train Station and associated parking areas. The project would require the partial demolition of existing parking areas, the relocation of existing water lines, electric lines, and fiber optic lines, the removal of existing drainage infrastructure, and the addition of paved sidewalks. The project would reconstruct six handicap parking spaces in the eastern parking lot, and four handicap parking spaces in the western parking lot. The project also includes new landscaping on both sides of the tracks.

The existing railroad tracks are owned by Union Pacific Railroad (UPRR) and are utilized by the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency Pacific Surfliner, Metrolink, and Amtrak. The station parking lot is owned by Ventura County Transportation Commission (VCTC) and is separated by the train tracks into an eastern and western side. Access to trains on the western track is provided by the western parking lot, and access to trains on the eastern track is provided by the eastern parking lot. The undercrossing would be constructed adjacent to Dawson Drive, SR-34, the U.S. 101 (Ventura Freeway) overpass, and an existing Caltrans pedestrian overcrossing. The existing Caltrans pedestrian overpass was originally constructed to support pedestrian usage from the adjacent roadways and was not intended to support the station parking lot or train access. Both sides of the proposed undercrossing would be accessible by stairs and by Americans with Disabilities Act (ADA)-compliant switchback ramps. Platforms would be added on each side to support entry and exit from the undercrossing to both sides of the parking lot. Overall, the project is intended to make a more direct, convenient, and accessible path to access the platforms on either side of the tracks from both the eastern and western parking lot.

Figure 1 Project Location



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22-13995 EPS
Fig 2 Project Location

Project Construction

Construction is estimated to take place over approximately 18 months and would be separated into two phases, with only one track out of service at a time and the other track remaining open to support continued rail usage. Track closures would be temporary and would last for a single construction phase. Construction staging, worker parking, and site access would be provided within the existing Camarillo Train Station parking lot on either side of the tracks. The project would utilize a cut and cover construction method. The undercrossing would be constructed with pre-cast boxes and case-in-place walls. The opening of the undercrossing would be approximately 14 feet wide from wall to wall, 9 feet high from floor to soffit, and 44 feet long from end to end of the tunnel. The project would require approximately 1,975 cubic yards of excavation at a maximum anticipated depth of up to 14 feet below ground surface. Overall, the project would result in a total disturbance area of approximately 11,750 square feet (0.27 acre).

3. Statutory Exemption Applicability Analysis

PRC Section 21080(b)(10) statutorily exempts “a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities. For purposes of this paragraph, ‘highway’ shall have the same meaning as defined in Section 360 of the Vehicle Code.”

Similarly, CEQA Guidelines Section 15275(a) statutorily exempts mass transit projects involving “the institution or increase of passenger or commuter service on rail lines or high-occupancy vehicle lanes already in use, including the modernization of existing stations and parking facilities.”

The following analysis assesses how the project meets PRC Section 21080(b)(10) and CEQA Guidelines Section 15275(a) stipulations.

(1) The project is a mass transit project.

The project involves the construction of a new pedestrian undercrossing beneath two existing railroad tracks, which would enhance pedestrian access to the Camarillo Train Station and associated parking areas. Camarillo Train Station consists of two platforms with two tracks that are utilized by the LOSSAN Rail Corridor Agency Pacific Surfliner, Metrolink, and Amtrak. Because the project would be supporting the Camarillo Train Station, the project meets this requirement.

(2) The project involves the institution or increase of passenger or commuter services on rail lines already in use, including the modernization of existing stations and parking facilities.

The project proposes to construct a new pedestrian undercrossing beneath two railroad tracks at an existing train station. Both sides of the proposed undercrossing would be accessible by stairs and by ADA-compliant switchback ramps. Platforms would be added on each side of the undercrossing to support entry and exit between the undercrossing and both sides of the existing parking lot. The project also includes reconstruction of parking spaces in the eastern and western parking lots and installation of new landscaping on both sides of the tracks. The new pedestrian undercrossing would provide a more direct, efficient, and safer path to access the platforms on either side of the tracks from both the eastern and western parking lots. The proposed improvements would constitute a modernization of an existing train station and existing parking facilities. Therefore, the project meets this requirement.



4. Conclusion

Based on the analysis presented herein, the proposed Camarillo Train Station Undercrossing Project meets all criteria for a Statutory Exemption from CEQA. Therefore, it is concluded that the project is statutorily exempt from CEQA pursuant to PRC Section 21080(b)(10) and CEQA Guidelines Section 15275(a).