

DEPARTMENT OF TRANSPORTATION

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7/27/2020
Governor's Office of Planning & Research

Jul 27 2020

STATE CLEARINGHOUSE

July 27, 2020

Jaclyn Lee, AICP, Principal Planner
City of Camarillo
601 Carmen Drive
Camarillo, CA 93010

RE: Springville Specific Plan Amendment– Draft
Supplemental EIR (DSEIR)
SCH # 2003091105
GTS # 07-VEN-2020-00408
Vic. VEN-101/PM: 16.791

Dear Jaclyn Lee:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DSEIR. The original Springville Specific Plan was approved in 2008 for a 170-acre site located north of the US-101 (also known as Ventura Freeway) and west of existing commercial and residential uses along Las Posas Road. Currently the City of Camarillo is considering several actions and approvals that would affect approximately 43.3 acres of the Specific Plan Area, located at the northwestern corner of Springville Drive and US-101. These discretionary actions and approvals are described below:

- **General Plan Amendment (GPA) 2018-1:** This approval would change the land use designations of the parcels west of Springville Drive to be only Low-Medium Density Residential, Improved Park, and Open Space, and would reconfigure the placement of the residential and park uses within this area.
- **Specific Plan Amendment:** This would result in the same changes to land use designations and placement of residential and park uses as the GPA. In addition, it would increase the overall residential unit count of the Specific Plan from 1,350 units to 1,364 units, and reduce the amount of commercial space from 150,000 square feet to 100,000 square feet.
- **Change of Zone CZ-328:** This would result in relocating the park site from the westerly edge of the Specific Plan area to the southwest corner of Ponderosa Drive and Springville Drive, eliminate the Professional Office zoning designation originally intended for this area of the project site, and rezone the berm along the US-101 and agricultural buffer area to Open Space.
- **Modification to Tract 5671-2 and Residential Planned Development RPD-195:** These would result in the subdivision of the project area into 167 lots for the construction of 158 detached residential units.

The City of Camarillo is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located adjacent to the US-101 & Springville Drive interchange. From reviewing the DSEIR, Caltrans agrees that since the transportation impacts evaluated in the Springville Specific Plan EIR were considered less than significant with mitigation, and the transportation impacts in the DSEIR are now expected to be smaller, that the impact of this project will continue to be less than significant and no new

mitigation is required.

The following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Thus, Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions. Furthermore, Caltrans supports the TDM measures that this project has incorporated, such as the creation of a Class I bike path between the US-101 and the berm. For additional TDM options to incorporate into this project, please refer to:

- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, or
- *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA), available at <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>

As a reminder, Senate Bill 743 (2013) mandates that VMT be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. For information on determining transportation impacts in terms of VMT on the State Highway System, see the Technical Advisory on Evaluating Transportation Impacts in CEQA by the California Governor's Office of Planning and Research, dated December 2018: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

The City can also refer to Caltrans' updated VMT-focused Transportation Impact Study Guide (TISG), dated May 2020 and released on Caltrans' website in July 2020. Caltrans' new TISG is largely based on the OPR 2018 Technical Advisory: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>.

Also, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. 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 delays on any State facilities, please submit a construction traffic control plan detailing these delays for Caltrans' review.

Finally, any project on or near Caltrans right-of-way might need an encroachment permit, however, this decision will be subject to additional review by Caltrans' Office of Permits.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-VEN-2020-00408.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse