

**DEPARTMENT OF TRANSPORTATION**

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Making Conservation  
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Governor's Office of Planning & Research

August 12, 2019

**AUG 13 2019**

Ms. Jaclyn Lee  
City of Camarillo  
601 Carmen Drive  
Camarillo, CA 93010

**STATE CLEARINGHOUSE**

RE: Camarillo Springs GPA 2017-2 – Notice of  
Preparation (NOP)  
SCH # 2019070514  
GTS # 07-VEN-2019-00313  
Vic. VEN-101/PM: 10.956  
VEN-34/PM: 12.78

Dear Ms. Jaclyn Lee:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The proposed project is located within the City of Camarillo in Ventura County, at the 182-acre Camarillo Springs Golf Course. The project would result in a 30-acre portion of a golf course property experiencing the following changes:

- Amendment of the General Plan land use designation from Quasi-Public to Low-Medium Density Residential
- Zone change from Rural Exclusive and Rural Exclusive - 1 Acre Minimum Lot Size, to Residential Planned Development (i.e., up to 10 dwelling units per acre)
- Subdivision and development of the property for up to 300 new age-restricted (55+) residential units

The project would also involve reconfigurations of the remaining golf course, such as a new clubhouse facility and 8.5 acres of new neighborhood parks including a dog park, passive recreation area, and walking trails. The City of Camarillo is the Lead Agency under the California Environmental Quality Act (CEQA).

The nearest State facilities to the proposed project are State Route (SR) 101 and SR-34. The City of Camarillo has determined that an Environmental Impact Report (EIR) is required for the proposed project. Caltrans looks forward to receiving the draft EIR for review and to provide further comments, if warranted. From reviewing the NOP, the following intersections on the State highway may need to be included in the forthcoming transportation impact study (TIS), which will be included in the draft EIR:

- Camarillo Springs Rd & SR-101 westbound (WB) on-ramp
- Camarillo Springs Rd & SR-101 WB off-ramp
- Camarillo Springs Rd & SR-101 eastbound (EB) off-ramp
- Camarillo Springs Rd & SR-101 EB on-ramp

The locations to be studied should not be limited to those above. The above intersections may need to be studied in the TIS because it is likely that SR-101 and Camarillo Springs Rd will serve as main roads to travel to and from the project site. Thus, traffic from the project might cause queues to exceed the storage

lane capacity at these locations. Furthermore, if vehicle spillover occurs, significant speed differentials and increased transportation conflicts could occur.

The TIS should discuss the results of intersection, freeway, and interchange/ramp performance analyses at the above locations. Caltrans recommends that the Highway Capacity Manual (HCM) Sixth Edition method be used for conducting all operational and conflict analyses on State highway facilities. Specifically, queuing analyses based on the HCM queuing methodology are required for any Caltrans' off-ramps that would be potentially significantly impacted by the project. Also, when the State highway facility has saturated flows, it is encouraged that a micro-simulation model be used for the analyses.

The Tenth Edition of the Institute of Transportation Engineers' Trip Generation Manual should be used for determining trip generation forecasts and trip reductions (e.g. pass-by, diverted, and internal capture trips). Local trip generation rates are acceptable if appropriate validation is provided.

Also, if construction traffic is expected to cause delays on any State facilities, please submit a Construction Traffic Management Plan detailing these delays, as well as information on a Truck Haul Route Program, for Caltrans' review. 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. We recommend large size truck trips be limited to off-peak commute periods to minimize congestion and ensure maximum safety conditions for pedestrians, cyclists, and motorists.

As a reminder, Senate Bill 743 (2013) mandates that Vehicle Miles Traveled (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](http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf).

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. Therefore, Caltrans encourages the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions, as well as facilitates a high level of non-motorized travel and transit use. We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to meet these goals. Potential strategies for this project include:

- Providing services within the project site that would minimize the need for driving outside of the project site, such as grocery stores, farmer's markets, banks, barber shops, medical offices, shipping stores, and restaurants
- Promoting the use of small electric vehicles such as golf carts by providing charging stations throughout the project site
- Planting shade trees and bioswales to reduce storm-water runoff, which is a sensitive issue for Ventura county and needs to be considered during project design
- Offering bicycle and pedestrian facilities at project access and exit points
- Creating Class I, II, or IV bike facilities within the 8.5 acres of new neighborhood parks
- Designing internal project streets to have shorter blocks and a grid-like pattern that promotes walking and bicycling
- Constructing wide sidewalks with Americans with Disabilities Act (ADA) compliant ramps that are not obstructed by utility poles, perhaps through under-grounding utilities

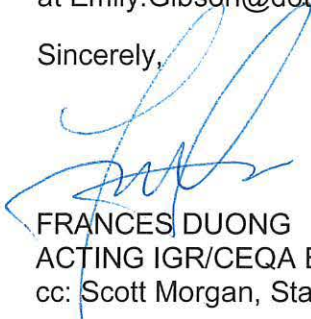
Ms. Jaclyn Lee  
August 12, 2019  
Page 3 of 3

- Installing high-visibility crosswalks with Continental or Ladder designs
- Providing convenient access connections to public transit
- Offering bus stops with shelters in the bulb-out style

For additional TDM options, please refer to *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA). The reference is available online at: <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at [Emily.Gibson@dot.ca.gov](mailto:Emily.Gibson@dot.ca.gov), and refer to GTS # 07-VEN-2019-00313.

Sincerely,



FRANCES DUONG  
ACTING IGR/CEQA Branch Chief  
cc: Scott Morgan, State Clearinghouse