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*Making Conservation
a California Way of Life.*

August 1, 2019

Freddy A. Carrillo
City of Moorpark, Community Development Department
799 Moorpark Avenue
Moorpark, California 93021

Governor's Office of Planning & Research

AUG 12 2019

STATE CLEARINGHOUSE

RE: Initial Study and Negative Declaration (ND)
– Green Island Villas
SCH# 2019079018
GTS# 07-VEN-2016-00308
Vic. VEN-118/ PM 17.07

Dear Freddy A. Carrillo:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project consists of a request to develop 69 multi-family residential condominiums, a two-story recreational center proposed to include a community clubhouse, day-care, fitness center and restrooms, an outdoor swimming pool, dog park and associated landscape and hardscape site improvements on a previously-developed 4.01-acre lot, at 635 Los Angeles Avenue. A two-car garage will be included with each unit and a total of 35 surface guest parking spaces will be dispersed throughout the site for a total of 173 parking spaces. Primary street access to the property is provided by California State Route 118 (Los Angeles Avenue) and residents will have secondary access to the east, through the adjacent Mission Bell Plaza shopping center.

After reviewing the Initial Study and Negative Declaration, Caltrans has the following comments:

1. Primary street access to the property is provided by SR-118 (Los Angeles Ave.), which generally runs in an east-west direction and is located just south of the Project Site. SR-118 (Los Angeles Ave.) is a six-lane arterial; however, the segment of SR-118 adjacent to the project site consists of two travel lanes in each direction.
2. Since the proposed project would increase the population at the project site as well as the overall population in Moorpark community, an increase in traffic volume on SR-118 is anticipated. Please include the Trip Generation Assessment conducted by Gibson Transportation Consulting, Inc. referenced in the Initial Study in your response so that it can be reviewed. If the study assumes that occupants of the development will not be using the state transportation system, please provide Caltrans with a more detailed justification on why a full traffic study is not needed.
3. As required by SB 743, Caltrans is moving towards replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impacts. For any future project we encourage the Lead Agency to develop a verifiable performance-based VMT criteria.

- a. Senate Bill 743 (2013) mandates that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metrics in identifying impacts for all future development projects. You may reference to The Governor's Office of Planning and Research (OPR) for more information: <http://opr.ca.gov/ceqa/updates/guidelines/>.
 - b. Developing a verifiable performance VMT criteria is critical as the TIS will be based on VMT metrics.
4. There are multiple references to the developer paying into a "Los Angeles Avenue Area of Contribution Fee" throughout the Initial Study. Los Angeles Avenue is a State Route (SR-118) through the project area and within Caltrans' Right of Way. If these funds are being used to improve the corridor and mitigate transportation impacts, then please share these details with Caltrans, as a high level of collaboration will be required for any improvements on SR-118.
 5. Please provide full details on the driveway layout access to and from SR-118.
 6. As the project is adjacent to Caltrans Right of Way and will require driveway construction and access directly onto SR-118, multiple Caltrans permit and design approvals will be required.
 7. 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.
 8. Please also provide a Construction Traffic Management Plan (CTMP).

Construction Traffic Management Plan. Prior to issuance of building or grading permits for the project site, the applicant shall prepare a Construction Traffic Management Plan (CTMP) for review and approval by City staff. The CTMP would include street closure information, detour plans, haul routes, staging plans, parking management plans and traffic control plans. The CTMP would formalize how construction would be carried out and identify specific actions that would be required to reduce adverse effects on the surrounding community. The CTMP should be based on the nature and timing of the specific construction activities and account for other concurrent construction projects near the project site. The following elements shall be implemented, as appropriate:

- Schedule construction activities to reduce the effects on traffic flows on surrounding arterial streets during peak hours.
- Obtain the required permits for truck haul routes prior to issuance of any permit for the project.
- The project contractor shall identify and enforce truck haul routes deemed acceptable by the City and Caltrans for construction trucks.
- Signs shall be posted along roads identifying construction traffic access or flow limitations due to single lane conditions during periods of truck traffic, if needed.
- Accommodate all equipment and worker parking on-site to the extent feasible.
- Provide safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers.

- Provide for temporary traffic control during all construction activities adjacent to the public right-of-way to improve traffic flow on public roadways (e.g., flag men).
- Schedule construction-related deliveries to reduce travel during commuter peak hours.
- We recommend approval from Caltrans for any lane closures during construction period.
- We recommend the design of all construction underneath the State Route and Caltrans Right of Ways be approved by Caltrans.
- Permits from Caltrans will be required for heavy trucks and machinery/vehicles travelling on the State Route.

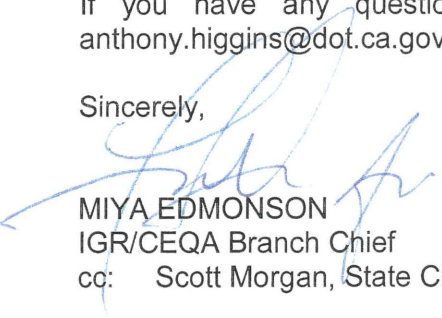
Further information included for your consideration;

Caltrans seeks to promote safe, accessible multimodal transportation. There are multiple methods to reduce pedestrian and bicyclist exposure to vehicles. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, or a reduction in crossing distances through roadway narrowing. Visual indicators such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes. Visual indication from signage can be reinforced by road design features such as narrow lane widths, landscaping, street furniture, and other design elements.

With regards to parking, Caltrans supports reducing the amount of parking whenever possible. Research on parking suggests that abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit use. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-VEN-2016-00308.

Sincerely,



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