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Governor's Office of Planning & Research

Mar 16 2021

STATE CLEARINGHOUSE



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a California Way of Life.*

March 3, 2021

Philip Neumann, Planning Technician
City of Moorpark - Community Development Department
799 Moorpark Avenue
Moorpark, CA 93021

RE: Condor Drive Warehouse Project –
Mitigated Negative Declaration (MND)
SCH# 2021020297
GTS# 07-VEN-2021-00439
Vic. VEN-118 PM 19.185

Dear Philip Neumann:

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 allow the operation of a warehouse distribution center on a developed, 11.78-acre lot located at 6000 Condor Drive, Moorpark, California (APN 513-0-060-075), including the renovation of the existing 200,668 square-foot building. A lot merger is proposed with an adjoining, vacant 2.55-acre lot (APN 513-0-060-295) located immediately to the north. The 2.55-acre lot will be improved as a parking lot for delivery vehicles. The Project will include the development of drive aisles, parking, landscaping, and associated site improvements.

The nearest State facility to the proposed project is State Route 118. After reviewing the MND, Caltrans has the following comments:

Access is proposed via one driveway on Condor Drive. The site access shall meet applicable design standards, referencing the National Association of City Transportation Officials bicycle and pedestrian design guides, when applicable. Since the proposed project has only one driveway on Condor Drive with increased turning movements to/from Condor Drive, Princeton Avenue, and SR-118 on/off-ramps, Caltrans requests that a detailed site design for access management be provided to ensure safe condition are provided for people walking, riding bikes, and using transit.

Caltrans statewide target for vehicle miles traveled (VMT) reduction is 15% reduction by 2020 relative to a 2010 baseline. The Ventura County 2040 General Plan also seeks to achieve a 15% reduction below existing VMT which is consistent with the goals of both California Transportation Plan 2040 and Southern California Association of Governments' (SCAG) Regional Transportation Plan-Sustainable Communities Strategy (RTP-SCS). According to the VMT study, the Project yields a home-based work VMT 13.16 miles per day. A 15% reduction applied to existing conditions (13.96 VMT per employee), results in regional threshold of 11.87 miles per day. Since

the projected VMT of 13.16 miles per day is greater than the regional threshold with 15% reduction (11.87 VMT per employee), the Project would have a significant effect on the environment because of the substantial additional VMT.

As stated in the MND, CAPCOA suggest that the proposed TDM measures intended to mitigate the Project's impact could reduce VMT by up to 20%. Caltrans requests that the annual reporting (for each of the five reporting years following Project completion) be provided so that VMT reduction compliance can be verified. In addition to those TDM measures, Caltrans recommends the following to further reduce the number of single occupant vehicles traveling to/from the project site and encourage walking, public transit ridership and bicycle travel, which results in corresponding reductions in VMT, air quality emissions and transportation related GHG emissions:

- Encouraging employees of the proposed project to utilize public transit.
- Reduce the amount of parking whenever possible, as 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 and active modes of transportation.
- Evaluating the feasibility for shared micro-mobility vendors such as bike and scooter sharing.
- If the project site will be gated, please provide pedestrian access points throughout to promote active transportation and ensure easy access to any transit stops.
- All sidewalks width should be in current standard, with ADA compliant ramps and not obstructed by utility poles or electrical cabinets.
- New crosswalks should be high-visibility continental crosswalks, and wherever possible curb extensions, count-down signal heads, pedestrian refuge islands, and pedestrian scrambles should be implemented.
- Enhancing pedestrian/bicycle connections to the transportation corridor with robust signage, wayfinding, safety improvements, and streetscape amenities.
- Incorporating bicycle infrastructure to improve safety and provide connections from the project site to bus stops along Princeton Ave.
- Including canopy trees, bioswales, bicycle parking facilities, and street furniture to provide a comfortable and sustainable environment to encourage active transportation modes and improve community health.

Finally, the Project area is located adjacent to the SR-118 and Princeton Avenue. An encroachment permit will be required for any project work proposed on or in the vicinity of the Caltrans right-of-way and all environmental concerns must be adequately addressed. The development will not have any abutter's rights along the Caltrans ROW boundary and the parcel contains a strip reserved for flowage easement which will require additional review upon application for permits.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-VEN-2021-00439.

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse