

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
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**Governor's Office of Planning & Research**

June 10, 2022

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**STATE CLEARINGHOUSE**

Shanna Farley, Principal Planner  
City of Moorpark  
799 Moorpark Avenue  
Moorpark, CA 93021

RE: Beltramo Ranch Residential Project  
SCH # 2022050309  
Vic. LA-14/PM R69.99  
GTS # LA-2022-03864-MND

Dear Shanna Farley:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The Project includes the request for the construction of 47 single-family, detached residences and programmed open space. The existing single-family homes and church are proposed to be demolished as part of the Proposed Project construction. The Proposed Project includes the construction of a total of 106,110 square feet of residential uses with common area improvements and landscape buffers along the Project's frontage and perimeter.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

<http://opr.ca.gov/ceqa/updates/guidelines/>

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, all future developments should incorporate multi-modal and complete streets

transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

Caltrans' comments is based on the Revised Traffic and Circulation Study, prepared on June 1, 2022. This study should be incorporated and updated in the MND Appendix I accordingly before MND approval.

Based on the Ventura County Transportation Model (VCTM), the TCS utilized data for the various Traffic Analysis Zones (TAZs) that are contiguous to the Project site. The TAZ-level daily VMT per capita for the Project was determined to be 17.26 miles per capita. The 17.26 impact threshold was determined as it is 15% below the Citywide average of 20.31. The Citywide average daily VMT per capita was determined to be 20.31 miles. The Project's estimated VMT was determined to be 16.93 miles per capita. Impacts regarding Project VMT would therefore be less than significant.

A queue analysis was conducted to determine if there is adequate spacing between the adjacent intersection for left and right turn movement at the Los Angeles Avenue and nearby intersections/Driveway. The queuing analysis found that there is insufficient storage space for the eastbound left-turn movement at Los Angeles Avenue/Maureen Lane Intersection during the AM peak hour period. The left-turn lane should be extended by restriping it to provide 145 feet of left-turn storage to accommodate the left-turn movement. The existing storage provided for right-turns was determined to be sufficient.

Please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications.

As a reminder, 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.

Shanna Farley  
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In addition, as you are aware of, the State Route 118 (SR-118) is listed under the California Freeway and Expressway System and considered an access controlled highway. Roadway modification will need to adhere to expressway standards in the future. An expressway agreement between the Lead Agency and Caltrans should be implemented to show where the access points to SR-118 are allowed.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # VEN-2022-00487-MND.

Sincerely,



MIYA EDMONSON  
LDR/CEQA Branch Chief

email: State Clearinghouse