

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-0067
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



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January 16, 2022

Doug Spondello, AICP
Deputy Community Development Director
799 Moorpark Avenue
Moorpark, CA 93021

RE: City of Moorpark General Plan Update –
Draft Environmental Impact Report (DEIR)
SCH# 2022050327
GTS# 07-VEN-2022-00527
Vic. VEN Multiple

Dear Doug Spondello,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The City of Moorpark is preparing a comprehensive update to its existing General Plan for the implementation of the Moorpark General Plan 2050. The plan is intended to foster a diversity of well-planned districts and corridors containing an integrated network of commercial, office, and housing to reduce automobile use, improve equitable access to transit, and employ best practices for environmental sustainability and carbon reduction. Eight significant and unavoidable adverse impacts have been identified in this DEIR, including Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources (Historic Resources), GHG Emissions, Hazards and Hazardous Materials (Wildfire), Noise, and Wildfire.

After reviewing the DEIR, Caltrans has the following comments:

As supported by Table 5.8-5 City of Moorpark GHG Emissions Forecast, the EIR's analysis of the project indicates conflict with the GHG reduction goals established under AB 1279 and EOB-55-18. Reduction strategies to meet the long-term 2045 GHG reduction goal are needed, in addition to future establishment of a 2050 reduction target. The majority of emissions listed in Table 5.8-5 are from building natural gas usage (26 percent) and on-road transportation (26 percent). Caltrans concurs with the following policy under Conservation Element Goal 8 to limit greenhouse gas emissions from city operations by reducing idling and number of trips by city staff and vehicles. Other listed measures include improving upon efficiency for routing city staff and vehicles, and increasing usage of public transportation, carpooling, and electric vehicles by city staff. Although GHG emissions are declared significant and unavoidable, it is recommended that the project follow the suggested Mitigation Measure to adopt the Moorpark General Plan 2050 Conservation Element Policy COS-8.2, which would require the city to collaborate with regional partners to

develop and implement a Climate Action Plan to meet the GHG reduction goals of SB 32 and AB 1279 for progress towards the State's carbon neutrality goals for year 2045.

As stated in the Caltrans' Notice of Preparation Letter, Caltrans encourages the implementation of Transportation Demand Management (TDM) strategies as an alternative to building excess parking. Caltrans concurs with both Policy CI-6.4 to develop a program for TDM fund expenditure, and Policy CI-7.1 to employ parking management strategies, such as shared parking in mixed use areas, on-street residential parking, and spill-over parking to avoid unnecessary parking construction. Reducing the amount of car parking supplied acts against enabling driving over other methods of transit. Research indicates that removing car parking is a proven method of reducing trip demand, improving housing affordability, and encouraging active modes of transportation.

Caltrans also concurs with the project's listed policies for improvement of the bikeway network to close gaps and ensure continuity with existing active transportation and transit infrastructure. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, wide sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. These elements can help the Moorpark General Plan 2050 meet its objectives as well as Caltrans' targets of tripling trips made by bicycle, doubling trips made by walking and public transit, and a 15% reduction in statewide VMT. By removing barriers to walking, biking, and taking transit, this Plan can engage Californians in shifting towards transit-oriented communities, and help the State meet its policy goals to reduce the number of trips made by driving, Greenhouse Gas (GHG) emissions, and provide for multimodal transport options.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-VEN-2022-00527.

Sincerely,



MIYA EDMONSON
LDR Branch Chief

cc: State Clearinghouse