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Governor's Office of Planning & Research



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Oct 17 2022

STATE CLEARINGHOUSE

October 14, 2022

Douglas Spondello, Deputy Community Development Director
City of Moorpark
799 Moorpark Avenue
Moorpark, CA 93201

RE: North Ranch Residential Project – Mitigated
Negative Declaration (MND)
SCH# 2022090401
GTS# 07-VEN-2022-00512
Vic. VEN-118 PM 16.45

Dear Douglas Spondello,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Proposed Project includes the development of 134 single-family homes (single- and two-story) and five future single-family homes on estate lots (for a total of 139 single-family homes) on 68 acres of mostly vacant land in the northwestern portion of the City. The single-family homes would range from 1,506 to 3,206 square feet in total living area, and each would have an attached two-car garage. The five estate lots would not be developed at this time but would provide large lots for future development and access driveways to those estate lots. However, since the five estate lots would be provided for future development, the future development of these homes is analyzed in this document.

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

Currently the project is designed in a way that induces a high number of vehicle trips per household due to being an exclusively residential, car-oriented development. The proposed project extends the exurban area and sprawls into the Wildland Urban Interface (WUI) as designated by the California Department of Forestry and Fire Protection's Fire and Resource Assessment Program (FRAP), increasing wildfire risks in addition to potentially significant Vehicle Miles Travelled (VMT) impacts. The Lead Agency is encouraged to integrate transportation and land uses in a way that reduces VMT and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use. Caltrans recommends the following to more effectively address the significant VMT that this project may create as currently proposed:

- 1) Provide for a mixture of land use types within the Project's new zoning area to allow for adaptive reuse. This can allow goods, services, and jobs to be created closer to where the project's residents live.
- 2) 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. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building too much parking.
- 3) Improve connections to existing active transportation and transit infrastructure. This can be done with robust signage, wayfinding, safety improvements, and human scale amenities. Additionally, 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.

Finally, 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.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-VEN-2022-00512.

Sincerely,

Miya Edmonson
LDR Branch Chief
cc: State Clearinghouse