

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-3574
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Governor's Office of Planning & Research

September 01 2021

STATE CLEARINGHOUSE



*Making Conservation
a California Way of Life.*

August 31, 2021

Michael Klein, AICP, Senior Planner
Community Development Department
100 Civic Center Way
Calabasas, California 91302

RE: City of Calabasas 2021-2029 Housing
Element Update – Draft Environmental
Impact Report (DEIR)
SCH# 2021020150
GTS# 07-LA-2021-03670
Vic. LA-101 PM 30

Dear Michael Klein,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project applies to the entire City of Calabasas (citywide). Land uses are regulated under the City of Calabasas' General Plan, which was comprehensively updated in 2008. Existing land uses in the city consist of residential at varying densities, commercial, mixed use, institutional public facilities, and open space. The project consists of a comprehensive update to the Housing Element and related updates to the Land Use Element and Land Use Map of the City of Calabasas' General Plan. The project also includes updates to the Safety Element and Circulation Element in compliance with new State rules.

After reviewing the DEIR, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. However, additional opportunities to reduce VMT and car dependency, which were outlined in the DEIR, should be exercised. A strategy identified in the VMT Analysis (Appendix C) states that limiting parking supply is a simple and effective solution to create more transportation choices for residents and employees. Additionally, in Table 4.6-3 (*General Plan Update Consistency with Applicable SCAG 2020-2045 RTP/SCS Strategies*) the strategy to "Identify 'right size' parking requirements and promote alternative parking strategies" was not directly addressed or discussed in relation to this General Plan's consistency with the SCAG 2020-2045 RTP/SCS.

To accommodate additional housing units most effectively, and not induce demand for excessive Vehicle Miles Travelled (VMT), Caltrans recommends significantly reducing or eliminating car parking requirements. Research looking at the relationship between land-use, parking, and

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transportation indicates that car parking prioritizes driving above all other travel modes and undermines a community's ability to choose public transit and active modes of transportation. For any community or city to better support all modes of transportation and reduce vehicle miles traveled, we recommend the implementation of a TDM ordinance, as an alternative to requiring car parking.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2021-03670.

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse