

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

July 07 2021**STATE CLEARINGHOUSE**

Making Conservation
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July 7, 2021

Martin Gies, AICP
County of Los Angeles
Department of Regional Planning
Coastal Permits Section
320 West Temple Street, Room 1348
Los Angeles, CA 90012

RE: Brookview Ranch– Notice of Preparation of
an Environmental Impact Report (NOP)
SCH # 2021050195
GTS # 07-LA-2021-03585
Vic. LA-101/PM: 36.796

Dear Martin Gies:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The project involves converting an outdoor dance pavilion used for weddings into a sound-insulated event facility with ancillary structures such as a new caretaker's residency and updated equestrian facilities. It also entails demolishing five structures, installing a bridge over Triunfo Creek to access the ranch, and improving water and wastewater infrastructure on 23 acres of land. After project completion, there would be 20 structures on the site, for a total of 55,557 square feet (sf). Of this total, 8,891 sf would support the event uses; 43,342 sf would support the equestrian uses; and 3,324 sf would comprise the Caretaker's Residence. The Los Angeles County Department of Regional Planning is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located approximately 2 miles away from the US-101 and Kanan Road ramps. From reviewing the NOP, Caltrans has the following comments.

The NOP discusses Los Angeles County's Transportation Analysis Impact (TIA) Guidelines, which were updated in July 2020 to align with Senate Bill (SB) 743. These guidelines state that if a development project does not generate a *net* increase of 110 or more daily vehicle trips, further Vehicle Miles Traveled (VMT) analysis is not required.

However, the *Technical Advisory on Evaluating Transportation Impacts in CEQA* by the California Governor's Office of Planning and Research (OPR), dated December 2018, states that projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact. Note that the OPR recommended screening criterion does not include the word "net". Therefore, Caltrans recommends that Los Angeles County revise its screening criterion by removing the word "net", in order to better align its TIA Guidelines with OPR's recommendations.

For more information on determining transportation impacts in terms of VMT on the State Highway System, see OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA*: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. The County can also refer to Caltrans'

updated *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* (TISG), dated May 2020 and released on Caltrans' website in July 2020: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>.

The following information is included for your consideration. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Furthermore, Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies that reduce VMT and Greenhouse Gas (GHG) emissions. For additional TDM options to consider integrating into this project, please refer to:

- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, or
- *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA), available at <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>.

Also, 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. Caltrans recommends that the project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause delays on any State facilities, please submit the Construction Transportation Management Plan detailing these delays for Caltrans' review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-LA-2021-03585.

Sincerely,

Emily Gibson

EMILY GIBSON
Acting IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse