

DEPARTMENT OF TRANSPORTATION

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a California Way of Life*

May 20, 2022

Carlos Contreras, Senior Planner
Community Development Department
Planning Division
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362



RE: T.O. Ranch Mixed-Use and Multi-Family
Residential Redevelopment
SCH # 2021120559
Vic. VEN-101/PM 1.64
GTS # VEN-2022-00481-DEIR

Dear Carlos Contreras:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The proposed project would include an overall 841,153 square foot (sf) redevelopment site with 420 residential units, 15,000 sf. of commercial uses, parking, and 203,172 sf of open space and amenities including pedestrian trails, pocket park, dog park, streetscapes, retail and dining plazas, street front terraces, seating areas, and gathering spaces. The project also includes surface parking and two subterranean parking structures comprised of 119 commercial parking spaces and 683 residential parking spaces. The proposed project would also include a 5,000 sf two-story stand-alone amenity structure which would include seating areas and patios, a barbeque picnic area, and a pool.

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.

VMT

The project TAZ's daily residential VMT per capita (10.87) is 29% below the citywide average (15.31). Based on the thresholds of significance, the proposed project would not result in a significant transportation impact. Given the above finding of less than significant Project VMT impact, the identification of mitigation measures is not required at this time. However, a post-development VMT analysis with all mitigation measures should be prepared for monitoring purpose and for future project thresholds in the area. Additional mitigation measure should be considered and implemented when the post-development VMT analysis discloses any traffic significant impact.

Pedestrian and Bicycle

The proposed project would cluster development to promote walking; integrate a pedestrian-friendly public realm where residents have access to commercial services and open space within biking and walking distance; and, support walking and/or biking to nearby medical services and an existing jobs center. Additionally, the proposed project would be located within a half-mile of an LADOT Transit Commuter Express Route 422 bus stop, which would promote the use of public transit to access Central Los Angeles, Hollywood, San Fernando Valley, and Agoura Hills.

The proposed project would provide direct access to the Los Robles trailhead, which connects to the Los Robles Trail and Open Space system. The Los Robles Trail and Open Space system is a ridgeline trail system that provides approximately 25 miles of

contiguous trails and traverses several open space areas, encompassing close to 2,000 acres. The system can be enjoyed by hikers, bikers, and equestrians.

The proposed project would cluster development to promote walking by integrating a pedestrian-friendly public realm where residents have access to commercial services and open space within biking and walking distance. The project supports walking and/or biking to nearby medical services and existing jobs centers. Additionally, the proposed project would provide ample on-site open space and incorporate native plant species to create a unique pedestrian environment.

Transit

The nearest bus stop to the proposed project is located at the intersection of Hampshire Road and Townsgate Road, approximately 475 feet south of the project site, serviced by Commuter Express 422 (LADOT 2022a). Another nearby bus stop is located at the intersection of Thousand Oaks Boulevard and Skyline Drive, approximately 0.5 mile north of the project site, serviced by TOT Route 43, which covers Thousand Oaks Boulevard and Westlake areas (City of Thousand Oaks 2022b). The main loading and unloading zones for the transit areas are located at the southeast corner of the project site near the intersection of Hampshire Road and Thousand Oaks Boulevard.

Others

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.

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.

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-2022-00481-DEIR.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse