

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
a California Way of Life*

May 25, 2022

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

RE: The Oaks Specific Plan  
SCH # 2022010527  
Vic. VEN-101/PM 0.72, VEN-23/PM R3.32  
GTS # VEN-2022-00482-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 Project includes a land division to create two parcels: one encompassing 8.8 acres (Parcel 1) and the second parcel encompassing 34.1 acres (Parcel 2). Parcel 1 is proposed for the 264 multi-family residential units and associated subterranean parking and Parcel 2 is proposed for the four-story parking structure with 925 parking spaces and 187 new surface parking spaces for the existing industrial office building.

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 (8.99) is 41% below the citywide average (15.26). 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.

### **Bicycle Facilities and Pedestrian Facilities**

The existing bicycle facility network in the City consists of multi-use paths, bicycle lanes, and shared bicycle routes. Class I (Multi-Use Path or "Bicycle Paths"), Class II (Bicycle Lanes), and Class III (Bicycle Routes) are three types of bicycle facility within the City. A Class III Bicycle Route is provided on Thousand Oaks Boulevard on the north side of the Project site.

In the Project vicinity, existing sidewalks, crosswalks, and pedestrian signals facilitate pedestrian movement on both sides of Thousand Oaks Boulevard, Westlake Boulevard, and Lakeview Canyon Road. However, pedestrians are prohibited from crossing Thousand Oaks Boulevard at the western leg of the Lakeview Canyon Road/Thousand Oaks Boulevard intersection. Sidewalks are not provided on the west side of Lakeview Canyon Road north of the intersection.

The Project will provide pedestrian, bicycle, and vehicular circulation with linkages between the residential apartments, proposed parking structure and the existing industrial office building. Vehicular, pedestrian/bicyclist access to Thousand Oaks Boulevard, the

existing commercial shopping uses within the Promenade, and the local bikeway/pedestrian network would be provided by the Project. In order to ensure pedestrian/bicycle safety of the internal driveway, the Project's circulation facilities would be designed to comply with City of Thousand Oaks Public Works design and engineering standards regarding their width, geometry, and placement at the Project site.

### **Transit**

Public transit in the Project vicinity is provided by Thousand Oaks Transit. The nearest bus route that services the Project site is Thousand Oaks Bus Route 43 (TOB Express), with hourly stops at the corner of Thousand Oaks Boulevard and Lakeview Canyon Road. Thousand Oaks Bus Route 44 (Crosstown Route), located in proximity to the Project site, also services the general area with stops at Thousand Oaks Boulevard and Westlake Boulevard every other hour. Both the TOB Express and the Crosstown Route provide service connections to the Thousand Oaks Transportation Center with its network of bus routes throughout the region. In addition, Los Angeles Department of Transportation (LADOT) and Metro service the general vicinity with bus stops along Aguora Road, approximately 0.5-mile south of the Project site. The nearest train station is the Moorpark Amtrak/Metrolink station, approximately 10 miles north of the Project site.

### **Other**

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.

The project is located to US-101. Please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2022-00482-DEIR.

Sincerely,



MIYA EDMONSON  
LDR/CEQA Branch Chief

email: State Clearinghouse