

DEPARTMENT OF TRANSPORTATION

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a California Way of Life*

March 8, 2022

Governor's Office of Planning & Research

Mar 08 2022

Iain Holt, AICP Senior Planner
City of Thousand Oaks
Community Development Department
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362

STATE CLEARINGHOUSE

RE: Conejo Summit Project
SCH # 2022020269
Vic. VEN-101/PM 7.022
GTS # VEN-2022-00474-MND

Dear Iain Holt:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The proposed project includes construction of a 15-building business park on 16 privately owned parcels. The 16 parcels include previously created lots that are approximately 49.83 acres (2,170,594.80 square feet [SF]); the proposed building footprints would cover approximately 17 acres (754,222 SF).

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.

For this project, we encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

The Citywide average daily VMT per employee is 14.58. The Project TAZ daily VMT per employee is 16.52. The project TAZ's daily VMT per employee is 13.3% greater than the citywide average. Based on the thresholds of significance, the proposed project would result in a significant transportation impact and the project would need to mitigate its daily VMT per employee to a less than significant level.

The 985 Project employees estimated to generate a total 16,275 daily vehicle miles and to be at the citywide the 985 Project employees would need to generate an estimated 14,361 vehicle miles per day—a difference of 1,914 vehicle miles. In order to be mitigated to a less than significant level, the total number of estimated project-related vehicle miles would need to be reduced by more than 1,915 vehicle miles.

The following feasible mitigations measures are recommended in order to reduce the project's significant impact:

1. Infrastructure improvements to add an access road allowing bicycle access to/from the north
2. Active Transportation Improvements
3. Bicycle Program
4. On-site Transportation Demand Management

A series of mitigation measure strategies are recommended to reduce the project TAZ's daily VMT. The following strategies would be required to be conditions of the proposed project in order for the impact to be less than significant:

1. Provision of Pedestrian Network Improvements
2. Provision of Bicycle Parking and End of Trip Facilities
3. Provision of Electrical Vehicle Charging Stations
4. Implementation of Preferential Rideshare Parking Program
5. Academy Drive Connection Fair Share Participation
6. Hill Canyon Wastewater Treatment Plan Access Road and Bicycle Trail Fair Share Participation

The total reduction would be 1,941 in which this is higher than the amount necessary to be less than significant. Implementation of these mitigation measures is estimated to reduce the project TAZ's daily VMT per employee below the citywide average. Thus, the project would achieve less than significant transportation impacts after mitigation. 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 implemented when the post-development VMT analysis discloses any traffic significant impact.

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-2022-00474-MND.

Sincerely,



MIYA EDMONSON
LDR Branch Chief

email: State Clearinghouse