

California Department of Transportation

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



Governor's Office of Planning & Research

September 20, 2022

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STATE CLEARINGHOUSE

Scott Kolwitz
Senior Planner
City of Thousand Oaks, Community Development Department
2100 Thousand Oaks Blvd
Thousand Oaks, CA 91362
skolwitz@toaks.org

RE: 1100 Rancho Conejo Life-Science
Campus Project (IS-MND)
SCH# 2022090077
GTS# 07-VEN-2022-00511

Dear Mr. Kolwitz,

Thank you for including the California Department of Transportation (Caltrans) in the public review process for the above referenced project. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The proposed project is to demolish the existing 167,475 square feet of unused industrial park and construct 351,185 square feet industrial park. The redevelopment includes four one- and two- story LEED (Silver) certification buildings, loading areas, surface parking lot, landscaping, lighting emergency generators, and infrastructure improvements.

Caltrans acknowledges and supports City of Thousand Oaks Active Transportation Plan be adopted and integrated into the proposed project. Promoting active transportation to increase bicycling and walking to connect the local goods, services, and housing to the prospective workplace can reduce VMT and GHG emissions. Even though the IS-MND determined that traffic impact study and VMT analysis is not required, there are recommendations to sustain a lower amount of motorized vehicle use.

Please consider the following improvements to best take advantage of the project's sustainability initiatives:

1. Ridesharing programs such as employer-based vanpool, bike sharing programs, and transit subsidies on an ongoing basis.
2. Telecommuting programs and alternative work schedules.
3. Increase secured bicycle storage facilities and incorporation of bicycle lanes in street design.
4. Limited car parking supply.
5. Pedestrian network improvements.
6. Real-time transit information system.

Mr. Scott Kolwitz, Senior Planner

September 20, 2022

Page 2

Reducing the amount of parking whenever possible, as researched on parking suggests that abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management strategies as an alternative to building an unnecessary amount of parking.

Using a combination of strategies appropriate to the project and the site can reduce VMT, along with related impacts on the environment and State facilities. We encourage a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, therefore reducing VMT.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve. We look forward to working with the City of Thousand Oaks in areas where both Caltrans have joint jurisdiction to improve the transportation network and connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

If you have any questions or concerns, please contact Amy Cruz, LDR Coordinator, by e-mail at amy.tran.cruz@dot.ca.gov.

Sincerely,



MIYA EDMONSON
Branch Chief
Local Development Review

c: State Clearinghouse