

**DEPARTMENT OF TRANSPORTATION**

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March 15, 2023

Scott Kolwitz, Interim Planning Manager  
Community Development Department  
2100 Thousand Oaks Boulevard  
Thousand Oaks, CA 91362

RE: Conejo Summit Project  
SCH # 2023020425  
Vic. VEN-101/PM 7.019  
GTS # VEN-2022-00535-NOP

Dear Scott Kolwitz:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP changing from the previously submitted Mitigate Negative Declaration (MND, SCH # 2022020269). The proposed project includes constructing a 15-building business park on 15 privately owned parcels. The 15 parcels include previously created lots that are approximately 50 acres; the proposed building footprints would cover approximately 17 acres (754,222 SF). The buildings would range in size from approximately 22,765 SF to 93,308 SF of floor space. The proposed project would consist of a maximum of seven phases. The entire project phasing will be completed within approximately 10 years from the commencement of the first phase. You may refer to Caltrans' previous MND letter dated March 8, 2022 (see attached) and here are the Caltrans NOP comments.

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:

<https://opr.ca.gov/ceqa/#guidelines-updates>

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 the challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development 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.

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>

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in On December 18, 2020. You can review the SB 743 Implementation Resource at the following link:

<https://dot.ca.gov/programs/sustainability/sb-743/sb743-resources>

Potential impacts associated with construction-related traffic, project-related operational traffic on local and regional transportation facilities, vehicle miles traveled, site access/internal circulation, traffic hazards, and emergency access in the project area will be addressed in the Draft EIR. The Draft EIR will summarize the results of a Traffic Impact Analysis addressing these issues and will also analyze effects on alternative modes of transportation, including walking, bicycling, and transit use.

Caltrans encourages lead agencies to prepare traffic safety impact analysis for this development in the California Environmental Quality Act (CEQA) review process using Caltrans guidelines above on the State facilities so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

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-2022-00535AL-NOP.

Sincerely,



MIYA EDMONSON  
LDR/CEQA Branch Chief

email: State Clearinghouse