

DEPARTMENT OF TRANSPORTATION

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a California Way of Life.*

September 26, 2024

Carlos Contreras
City of Thousand Oaks Community Development Department, Planning Division
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362

RE: 1651 Lynn Road Residential Subdivision
Project – Mitigated Negative
Declaration
SCH# 2024081373
GTS# 07-VEN-2024-00614
Vic. VEN-101

Dear Carlos Contreras,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project would subdivide the property at 1651 Lynn Road into 19 residential lots to accommodate the construction of 18 single-family residences. The Project also includes a new internal private access road, walls, hardscape, landscape, a bio-retention basin, and grading, as well as the removal of oak trees, encroachment into the protected zone of oak trees, and a waiver from the requirement to underground associated utility lines.

After reviewing the MND, Caltrans has the following comments:

Currently the project is designed in a way that induces a high number of trips per household due to being exclusively single-family residential. The Lead Agency is encouraged to integrate transportation and land use in a way that reduces Vehicle Miles Travelled (VMT) by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a higher level of non-motorized travel and transit use. Caltrans recommends the following to more effectively address the VMT that this project will create as currently proposed:

- Provide for a mixture of land use types within the Project's new zoning area to allow for adaptive reuse in the future. This can allow goods, services, and jobs to be created closer to where the project's residents live.
- Provide affordable housing units. These units not only improve affordability, they also reduce the demand for ever increasing amounts of car infrastructure, as rates

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of car ownership and vehicle miles traveled (VMT) are significantly lower for low-income households than they are for high-income households. If the project includes affordable housing, there is an even greater justification for reducing car parking to promote affordability and achieve a more diverse and sustainable land-use pattern.

- Reduce the amount of parking whenever possible. 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.
- Gated developments divide communities, limit transportation choices, and increase VMT. For these reasons they should be avoided. If walls are still to be allowed, numerous gates and access points should be provided for people walking or riding bicycles to be able to reach their homes and other destinations.
- Improve connections to existing active transportation infrastructure. While Caltrans commends the project's closure of a sidewalk gap to support pedestrian and ADA accessibility, similar improvements to bicycle safety should be considered for future residents of the subdivision. As the Thousand Oaks Active Transportation Plan includes upgrades of existing Class II bicycle lanes to Class IV protected bicycle lanes along Lynn Road, such improvements should be accelerated to diversify travel options for project residents and mitigate anticipated passenger vehicle travel.
- Improved continental (striped) crosswalks and addition of curb extensions/bulb-outs at the following intersections:
 - Lynn Road and Blair Court
 - Lynn Road and Ventu Park Road
- Addition of a new pedestrian crossing at Regal Oak Court across Lynn Road.

Finally, The Project area is located approximately 0.6 miles south of SR-101 at Ventu Park Road. Caltrans has the jurisdiction for review and approval of any work that would affect the freeways and its facilities. Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please contact project coordinator Jan Yonan, at jan.yonan@dot.ca.gov and refer to GTS# 07-VEN-2024-00614.

Sincerely,



Anthony Higgins
Acting LDR/CEQA Branch Chief

Cc: State Clearinghouse