

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

Governor's Office of Planning & Research

November 13, 2020

STATE CLEARINGHOUSE

November 12, 2020

Glenn Michitsch
City of Calabasas
100 Civic Center Way
Signal Hill, CA 91

RE: West Village at Calabasas Project
– Recirculated Draft Environmental
Impact Report (Recirculated DEIR)
SCH # 2017091009
GTS # 07-LA-2017-03375
Vic. LA-101/PM: 31.311

Dear Glenn Michitsch:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-mentioned project's Recirculated Draft Environmental Impact Report (Recirculated DEIR). The proposed project involves the development of residential, commercial, and public open space/trail uses on an undeveloped site of approximately 77.22 acres. The residential component would include a non-gated community of 15 three-story multi-family housing buildings with a total of 180 units, 18 of which would be designated affordable housing units (very low income). The commercial component would consist of a 5,867 square-foot retail center, including restaurant and retail uses. Approximately 86 percent of the site (66.1 acres) would be preserved as open space. The Recirculated Draft EIR includes revisions to Introduction, Project Description, Environmental Setting, and sections 4.10, Traffic/Circ and 6, Alternatives.

Under Senate Bill 743 (2013), CEQA review of transportation impacts of a proposed development are adapting to eliminate consideration of delay-and capacity-based metrics such as level of service (LOS) and are instead focusing analysis on another metric of impact, "Vehicle Miles Traveled (VMT). Effective July 1st, 2020, Caltrans replaced LOS with VMT when evaluating traffic impacts.

After reviewing the project's Recirculated DEIR Caltrans has the following comments:

- Based on the final Technical Advisory released by Office of Planning and Research (OPR) in December 2018, Small Projects can be screened out from completing a full VMT analysis if the Project generates less than 110 trips per day. The Traffic and Circulation on p. 82 in Section 4.10 states that the project is expected to generate 2,103 average daily trips, with 187 trips occurring in the AM peak hour and 14 trips occurring in the PM peak hour, which exceeds 110 trips per day to be considered a Small Project. Caltrans suggests supplying more details to substantiate the small size of the project's commercial component in order to decide if full VMT analysis is required.

- Under Measure T-7(a), what agency is responsible for the payment of the intersection re-striping?
- The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Therefore, Caltrans supports the Lead Agency's integration of transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions, as well as facilitates a high level of non-motorized travel and transit use. We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to meet these goals. For examples of TDM options, please refer to:
 - The 2010 Quantifying Greenhouse Gas Mitigation Measures report by the California Air Pollution Control Officers Association (CAPCOA), available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, or
 - Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8) by the Federal Highway Administration (FHWA), available at <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>.
- Please consider scheduling the construction working hours during off peak hours to the maximum extent possible. This may minimize congestion and provide higher levels of safety to the pedestrians and vehicular traffic on the streets and freeway.

Further information included for your consideration:

Please consider integrating transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use.

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improves safety by lessening the time that the user is in the likely path of a motor vehicle. Caltrans recommends the project consider the use of methods such as, but not limited to, the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Additionally, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping can be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

Also, storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water. Discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.

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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

Finally, The DEIR indicates that significant earth moving activities may take place during construction. Please consider covering all vehicles hauling dirt and sediment as unplanned spills can potentially adversely impact the performance of the state highway system.

If you have any questions regarding these comments, please contact project coordinator Reece Allen, at reece.allen@dot.ca.gov and refer to GTS# 07-LA-2017-03375

Sincerely,



ANTHONY HIGGINS

IGR/CEQA Branch - Acting Senior

cc: Scott Morgan, State Clearinghouse