

**DEPARTMENT OF TRANSPORTATION**

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Governor's Office of Planning & Research

MAY 20 2019

STATE CLEARINGHOUSE

May 15, 2019

Mr. Scott Wolfe  
City of Westlake Village  
31200 Oak Crest Drive  
Westlake Village, 91361

RE: North Business Park Specific Plan – Draft  
Environmental Impact Report (DEIR)  
SCH# 2018051064  
GTS # 07-LA-2018-02399  
Vic. LA-101/PM: 37.6

Dear Mr. Scott Wolfe:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's DEIR. The proposed North Business Park Specific Plan would promote the revitalization of underutilized or obsolete properties and the intensification and adaptive reuse of existing developments within the Focus Area (northern two thirds of the planning area). In addition, infrastructure improvements are proposed throughout the planning area. As many as 1,017 new dwelling units and over 1.6 million sq. ft. of non-residential development may be accommodated at buildout of the planning area (a decrease of about 390,000 sq. ft. of existing non-residential uses).

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

- 1- The project proposes 1,017 dwelling units and will generate 5,532 daily trips (table 4.16-7 page 4.16-20). Given that this project is close to State Route 101 (SR-101), please reevaluate, or justify, the 25% internal capture. This level of internal capture may be unrealistic.
- 2- Per the comment above, please reevaluate, or justify, the distribution to State facilities, i.e. SR-101 mainline and Lindero Canyon Rd/Westlake Blvd. ramps for both northbound and southbound.
- 3- Considering the two above comments, and utilizing actual signal timing and metering rates, please reevaluate, or justify, the queuing analysis in table 4.16-11 page 4.16-24.
- 4- Noting the above comments, please reevaluate, or justify, the 0.00 change in V/C for nodes 18 and 19, in table 4.16-8 page 4.16-22.
- 5- Noting the above comments, please reevaluate, or justify, the decrease in density for freeway mainline segments, in table 4.16-9 page 4.16-23.
- 6- Noting the above comments please reevaluate, or justify, the LOS and change in delay for the on and off-ramps, in table 4.16-10 page 4.16-24.
- 7- Caltrans recommends providing a detailed discussion of the proposed 27,858 trip credits applied to the existing facilities.

8- Caltrans suggests a discussion of cumulative traffic impacts be explored in the final EIR.

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include 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.

Caltrans recommends the project consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, 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.

If you have any questions regarding these comments, please contact project coordinator Reece Allen, at [reece.allen@dot.ca.gov](mailto:reece.allen@dot.ca.gov) and refer to GTS# 07-LA-2018-02399

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief  
Cc: Scott Morgan