

Appendix F:

Vehicle Miles Traveled (VMT) Analysis

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To:	Henry Mayo Newhall Hospital	From:	Daryl Zerfass and Maria Morris Stantec
File:	2042561300	Date:	June 25, 2020

Reference: Henry Mayo Newhall Hospital Amended Specific Plan Project VMT Analysis

This memorandum provides a Vehicle Miles Travelled (“VMT”) analysis related to the Henry Mayo Newhall Hospital Amended Specific Plan (Project). The Project would amend the current Specific Plan to include a Diagnostic and Treatment Building and Inpatient Building. An additional 292 parking spaces would also be constructed as part of this expansion. The new buildings will not increase the approved bed count for the Hospital and would only include the relocation of uses out of the existing Hospital building (approximately 138,000 square feet (s.f.)) and replacement of those uses with the following: administrative space (80,000 s.f.), hospital uses (51,000 s.f.), and medical office space (7,000 s.f.). The Henry Mayo Specific Plan site is located in the City of Santa Clarita, generally located on the west side of McBean Parkway at the intersection with Orchard Village Road. A traffic study was prepared that determined that the Project would generate approximately 1,570 average daily trips (ADT)¹.

Updated CEQA guidelines have gone into effect that include sections created by Senate Bill 743 (SB 743). Generally, SB 743 moves away from using delay-based level of service as the primary metric for identifying a project’s significant impact to instead use VMT.

The City has adopted revised Transportation Analysis Guidelines² that defines a methodology for VMT analysis and to establish new significant impact thresholds with regard to transportation impacts and CEQA. The City’s Guidelines are consistent with the Technical Advisory prepared by the Governor’s Office of Planning and Research (OPR) (December 2018).³

Project Screening

Per the City’s guidelines, a project screening analysis should be conducted to determine if a detailed VMT analysis is required. The City’s VMT screening criteria for land use projects is based on their size, location, and accessibility to transit and is consistent with the recommendations from OPR’s Technical Advisory. If a Project satisfies the screening criteria, the Project is presumed to have a less than significant impact on VMT and further analysis is not required. **Table 1** summarizes the City’s VMT screening criteria for land use projects.

The Project meets screening criteria requirements for Transit Proximity. Specifically, the Project is generally located north of the McBean Parkway and Orchard Village Road intersection and is located within one of the City’s defined Transit Screening Areas⁴. The City of Santa Clarita operates bus service provided by Santa Clarita Transit (SCT), with routes that provide local service, commuter express service, and station links service. Two bus routes, Route 799 and Route 797, each provide service frequencies of 15 minutes or less and have bus stops less than a one-half-mile walking distance from the Project site.

¹ “Henry Mayo Newhall Hospital Amended Specific Plan Traffic Impact Study”, Linscott, Law & Greenspan, Engineers, May 3, 2019.

² “Transportation Analysis Updates in Santa Clarita”, City of Santa Clarita, May 19, 2020.

³ “Technical Advisory on Evaluating Transportation Impacts in CEQA”, Governor’s Office of Planning and Research State of California, December 2018.

⁴ Figure 7 Transit Screening Areas in Santa Clarita, “Transportation Analysis Updates in Santa Clarita”, City of Santa Clarita, May 19, 2020.

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Table 1: VMT Screening Criteria for Land Use Projects

Category	Requirements
1. Project size	Generates 110 or fewer daily trips.
2. Locally Serving Retail	Retail uses that are 50,000 square feet or less.
3. Project Located in a Low VMT Area	A residential or office project that is located in an area that is 15% below the baseline VMT.
4. Transit Proximity	Located within a 1/2 mile of the Metrolink station or within a 1/2 mile of a bus stop with service frequency of 15 minutes or less during commute periods. In addition, the project should have the following characteristics: <ul style="list-style-type: none"> - A Floor Area Ratio (FAR) of 0.75 or greater - Is consistent with the SCAG SCS - Does not provide more parking than required by the City - Does not replacing affordable housing units
5. Affordable Housing	A provide that provides affordable housing units.
Source: City of Santa Clarita	

In addition to the Project being located within a designated Transit Screening Area, the Project meets the additional required characteristics (as listed in the previously referenced Table 1).

The Project has a floor area ratio greater than 0.75 FAR and the Project will be increasing the overall FAR for the entire Henry Mayo Hospital Specific Plan area.

A Parking Demand Study was prepared for the Project where the existing parking supply, parking code requirement, and parking utilization was evaluated, along with parking management solutions.⁵ The Parking Demand Study was reviewed and approved by City staff. Therefore, the Project provides parking as required by the City.

The Project is consistent with the Southern California Association of Government (SCAG) Regional Transportation Plan and Sustainable Community Strategies (RTP/SCS). The Project is located within the SCAG Metropolitan Planning Organization (MPO). SCAG develops the RTP/SCS, a document that evaluates the regional land use patterns and transportation systems to achieve the State’s target GHG emissions reduction goals. In November 2017, SCAG engaged all 197 local jurisdictions (including City of Santa Clarita) and 15 subregions in a Bottom-Up Local Input and Envisioning Process in order to solicit information such as the most current land use, socio-economic demographics, and sustainability practices. The information that is collected from this effort is summarized in a Data/Map Book⁶ for each jurisdiction and was utilized for the development of Connect SoCal, the 2020-2045 Regional RTP/SCS. The Data/Map Book illustrates that the Project site is zoned for Public/Institutional use (Santa Clarita’s Land Use Designation) and Facilities use (2016 SCAG Land Use Codes). As previously described above, the Project is an amendment to the Henry Mayo Newhall Hospital Specific Plan. The new building that are part of the Project would not increase the approved bed count for the Hospital. In addition, existing uses would be relocated to the new buildings and would be replaced by uses that support the hospital. Therefore, since the Project is consistent with the land use designation shown in SCAG’s Data/Map Book, the Project is consistent with the RTP/SCS.

⁵ “Parking Demand Study Henry Mayo Newhall Hospital”, February 2020.

⁶ “Connect SoCal: The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy Local Input and Envisioning Process Data/Map Book for the City of Santa Clarita”, Southern California Association of Governments, November 2019.

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Lastly, the Project does not replace affordable housing units. Since the Project meets the Transit Proximity screening criteria requirements, the Project is presumed to have a less than significant impact on transportation and would not need to complete a VMT analysis.

Additional Evaluation

Multimodal Transportation Network

In addition to meeting the City's screening criteria, the Project was also evaluated for potential impacts to the multimodal transportation network and its contribution to the diversity of land use.

OPR's Technical Advisory advises lead agencies to consider project impacts to transit systems and bicycle and pedestrian networks. Providing alternative modes of transportation that has high accessibility and connectivity reduces VMT, reduces single occupancy vehicles, and reduces VMT per capita.

As described above, the Project site is located along a high-quality transit corridor. The Project would not block access to the bus stops, or bus routes. Rather, the Project would promote usage of bus services for visitors and employees through the high accessibility and frequency of the bus service.

There are no existing or proposed bicycle facilities on McBean Parkway near the Project site. There are existing sidewalks and paseos along McBean Parkway, which may be used by bicyclists. The Project would not block access or restrict usage of the sidewalks and paseos. Since the Project would not block access to bus transit services, bicycle facilities, or sidewalks, the Project would have a less-than-significant impact on VMT when considering the multimodal transportation network.

Diversity of Land uses

Interactions between different land uses and interactions between land use and transportation have the potential to reduce VMT. The Project is consistent with the diversity of existing land uses. The immediate area around the Project site consists of a mix of residential, retail, office, hospital and school uses.

The greater area surrounding the Project site consists of residential subdivisions, parks, schools, and commercial retail centers. A resident of the immediate area is able to easily and conveniently walk to a variety of destinations, such as the hospital, medical offices, food establishments, grocery stores, a bank, etc. Since the project complements the diversity of existing land uses, the Project would have a less-than-significant impact on VMT when considering the land use patterns.

Summary

Per the City's VMT screening criteria, the Project is presumed to have a less than significant impact on transportation because the Project is located within one of the City's Transit Screening Areas and it meets the additional requirements set forth by the City. The Project would not block any existing bus transit stops, pedestrian pathways or bicycle facilities. The Project land use is also consistent with the existing uses and contributes to the diversity of land uses where residents and employees are able to walk to multiple destinations. Based on the screening thresholds identified in the City's guidelines for projects located near high quality transit, the Project would have a less-than-significant transportation impact.

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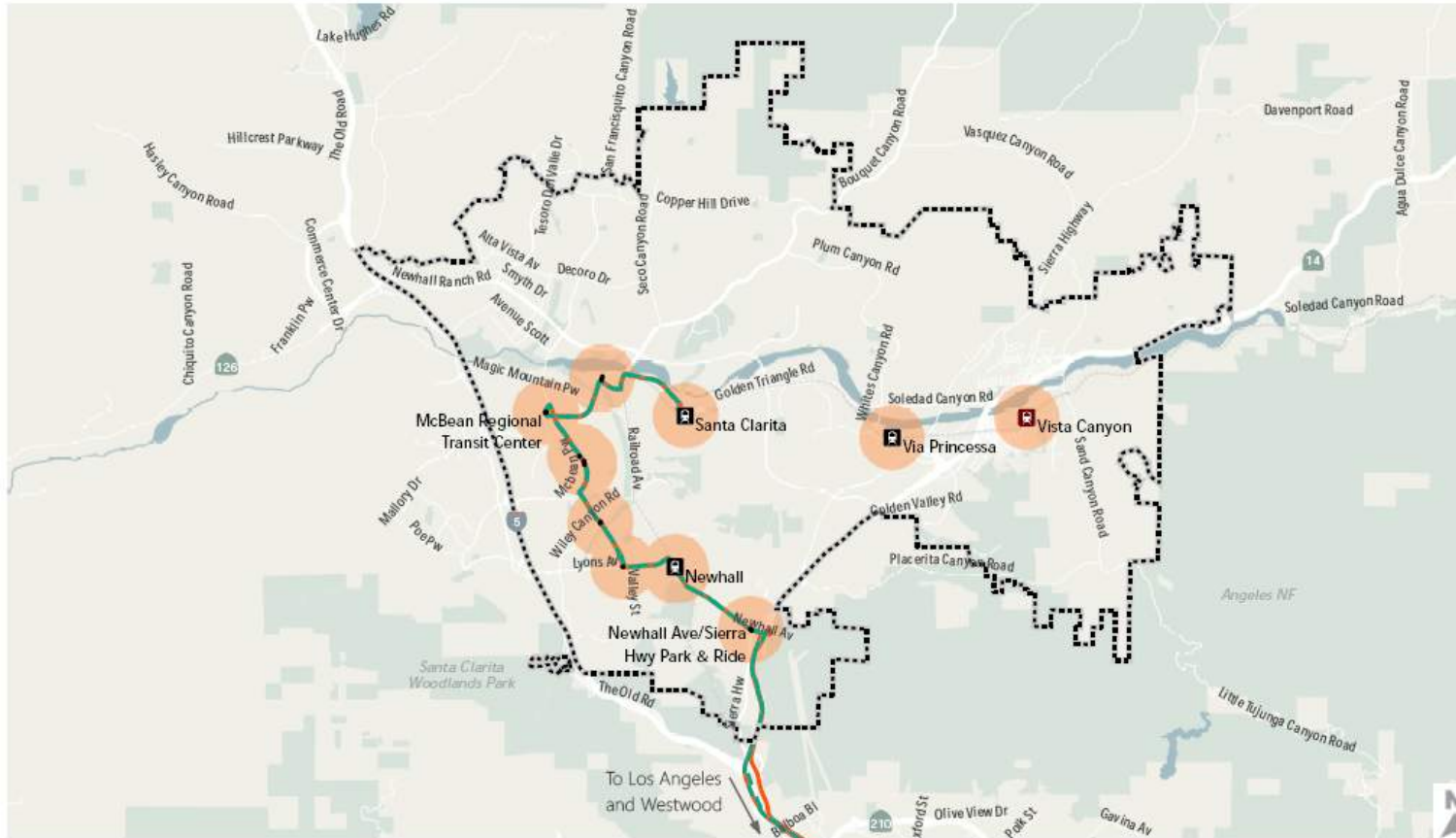


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Attachment : A: Figure 7 Transit Screening Areas in Santa Clarita

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Attachment A: Figure 7 Transit Screening Areas in Santa Clarita



- Frequent Bus Stops
- Metrolink Stations
- Planned Metrolink Station
- Santa Clarita Transit 799
- Santa Clarita Transit 797
- Transit Screening Areas
- Santa Clarita



Figure 7

Transit Screening Areas in Santa Clarita

Source: Transportation Analysis Updates in Santa Clarita”, City of Santa Clarita, May 19, 2020