

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life*

January 5, 2022

Jodie Sackett
Los Angeles County Department of Regional Planning
320 West Temple Street, 13th Floor
Los Angeles, CA 90012

RE: Sterling Ranch Estates Project
SCH # 2019080092
Vic. LA-05/PM R56.606, LA-126/PM R2.36
GTS # LA-2019-03764-DEIR

Dear Jodie Sackett:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. Sterling Gateway, LP (the Applicant) proposes the Project, consisting of a 113.9-gross acre VTTM site and approximately 50.5 acres of related off-site components within a total of approximately 164.4 acres. The Project would include the construction and operation of 222 single-family residential lots. Approximately 21,000 sq. ft. of neighborhood commercial uses are planned on approximately 2.5 acres within the southwestern-most lot within the VTTM site. Two parks and trails for residents would be provided within the VTTM site. The Project site also includes off-site components proposed within areas referred to herein as the Off-Site Improvement Area and Open Space Dedication Area.

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:

<http://opr.ca.gov/ceqa/updates/guidelines/>

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 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 project 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>

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 on December 18, 2020. You can review these resources as a reference at the following links for all future projects:

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>.

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>.

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

Caltrans concurs that according to the VMT Impact Analysis, the residential component of the project will have a significant and unavoidable transportation impact in the North County area. The retail component of the project is less than 50,000 square feet and therefore is presumed to have a less than significant transportation impact. The community park component of the project generates less than 110 trips per day and therefore is presumed to have a less than significant transportation impact.

We concur the following Mitigation of Project's Transportation Impact:

- 1) MM-1:** The project shall provide community wireless internet connection at the commercial retail and park sites to promote telecommuting. The retail and community park components shall be developed.
- 2) MM-2:** The project shall implement traffic calming measures at appropriate locations to develop low speed roadways for on-site streets and intersections, and encourage bicycle and pedestrian trips, prior to final map recordation.
- 3) MM-3:** The project shall implement a Class III bicycle facility on Del Valle Road from Hunstock Street to the project boundaries prior to final map recordation.
- 4) MM-4:** The project shall provide amenities to support the use Neighborhood Electric Vehicles (NEV) within the project boundaries prior to final map recordation. The NEV-related amenities shall include NEV parking and charging stations at the commercial retail center and community park.
- 5) MM-5:** The project shall relocate an existing bus stop to a central location adjacent to retail and park use to increase transit coverage. The new bus stop shall include amenities to facilitate transit use such as shade structures, benches and bike racks.

In addition, Caltrans also concurs the Table 3-5 Mitigation Measures for Cumulative Impacts in the Sterling Ranch Estates (VTTM 60257) Traffic Impact Analysis prepared in July 2019. The fair share contribution collected by the Lead Agency to implement the mitigation measures should be adjusted to accommodate future inflation:

Intersection #1, Chiquito Canyon Road & SR-126, Intersection modification to provide two southbound left-turn lanes, three southbound through lanes, one southbound right-turn lane (for 2 SB Left, 3 SB Through and 1 SB Right), two westbound left-turn lanes, three westbound through lanes, one westbound right-turn lane (for 2 WB Left, 3 WB Through and 1 WB Right), two northbound left-turn lanes, two northbound through lanes, two northbound right-turn lanes (for 2 NB Left, 2 NB Through and 2 NB Right), two eastbound left-turn lanes, three eastbound through lanes, one eastbound right-turn lane (for 2 EB Left, 3 EB Through and 1 EB Right). Install traffic signal. Project Traffic Share is calculated 1.2%. This % should be the worse of AM or PM impact, not combined.

Intersection #6, The Old Road & I-5 SB Ramps (at Sedona Way), Intersection modification to add one southbound left-turn lane (for 2 SB Left and 2 SB Through). Project Traffic Share is calculated 0.6%. This % should be the worse of AM or PM impact, not combined.

Intersection #14, Wolcott Way & SR-126, Intersection modification to provide two southbound left-turn lanes, one southbound through lane, one southbound right-turn lane (for 2 SB Left, 1 SB Through and 1 SB Right), two westbound left-turn lanes, four westbound through lanes, one westbound right-turn lane (for 2 WB Left, 4 WB Through and 1 WB Right), one northbound left-turn lanes, one northbound through lanes, two northbound right-turn lanes (for 1 NB Left, 1 NB Through and 2 NB Right), two eastbound left-turn lanes, four eastbound through lanes, one eastbound right-turn lane (for 2 EB Left, 4 EB Through and 1 EB Right). Project Traffic Share is calculated 0.9%. This % should be the worse of AM or PM impact, not combined.

Please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications.

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.

If you have any questions, please feel free to contact Mr. Alan Lin, the project coordinator, at (213) 269-1124 and refer to GTS # LA-2019-03764AL-DEIR.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse