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September 19, 2019

Governor's Office of Planning & Research

SEP 23 2019

STATE CLEARINGHOUSE

Steven Jones
Principal Planner
Land Divisions Section
Department of Regional Planning
County of Los Angeles
320 W Temple Street, 1360
Los Angeles, CA 90012

RE: The Reserve at Sloan Canyon
Mitigated Negative Declaration (MND)
SCH# 2019089064
GTS# 07-LA-2019-02780
Vic. LA-5/ PM R59.811L

Dear Mr. Jones:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is a vesting tentative tract map to create 137 single-family residence lots, four (4) open space lots, two (2) private recreation lots and 14 public facility lots, a zone change request, a conditional use permit request and an oak tree permit request. The County of Los Angeles is the Lead Agency under the California Environmental Quality Act (CEQA).

The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) mandates that Vehicle Miles Traveled (VMT) be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. For information on determining transportation impacts in terms of VMT on the State Highway System, see the Technical Advisory on Evaluating Transportation Impacts in CEQA by the California Governor's Office of Planning and Research, dated December 2018: [http://opr.ca.gov/docs/20190122-743 Technical Advisory.pdf](http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf).

Caltrans acknowledges, that the project plans to provide an increase in bicycle and pedestrian friendly accommodations, while increasing the ability to use mobility alternatives. The MND mentions the following existing facilities and future additions:

- The project site is served by the City of Santa Clarita Transit, Route 1. The nearest bus stop is 0.5 mile away at the intersection of Parker Road and Sloan Canyon Road.
- A trail and pedestrian walkway that would connect the existing development to the east with Castaic High School that is under construction.

However, Caltrans encourages the Lead Agency to actively consider vehicle demand-reducing strategies. Such alternatives include: incentives for commuters to use transit, park-and-ride lots,

discounts on months bus and rail passes, shuttle buses, vanpools, etc. These alternatives can be significant to reducing car trips, to the extent that more of the population shifts to transit for some of their inter-regional trips and thus future cumulative traffic impacts to freeways may be satisfactorily mitigated.

In addition, the Lead Agency may wish to consider implementing other measures that reduce vehicle speeds. The reduction of vehicle speed benefits pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. Such methods include the construction of physically separated facilities such as Class IV bike lanes, sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, and striping should be used to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.

Caltrans encourages projects that create high quality bicycle and pedestrian accessibility and transportation alternatives for local and inter-regional trips. State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and double trips made by walking and public transit by 2020. The Strategic Plan also seeks to achieve a 15% reduction in statewide, per capita, vehicle miles traveled (VMT) by 2020. Similar goals are embedded in Caltrans' 2040 Transportation Plan, and Southern California Association of Governments' (SCAG) Regional Transportation Plan. Statewide legislation such as AB 32 and SB 375, as well as Executive Order S-3-05, echo the need to pursue more sustainable development.

Due to the scope of the project and its proximity to I-5, Caltrans has the following comments regarding the Transportation/Traffic Impacts:

In the MND, the Lead Agency has determined, based on the Traffic Impact Study (TIS) performed, that the proposed project will have a significant transportation impact to I-5 Southbound on-ramp at Parker Road intersection based on the County's Traffic Impact Analysis Guidelines.

As a result, the following Mitigation Measures (MM) have been identified and proposed, for sole implantation, by the Lead Agency. Caltrans concurs with the proposed Mitigation Measures. These Mitigation Measures are a part of the Castaic Bridge and Major Thoroughfare District Report (Updated 2009):

MM17.1 Interstate 5 Freeway Southbound On-Ramp at Parker Road. West Approach Mitigation: Widen roadway to add one eastbound exclusive right-turn lane.

MM17.2 Interstate 5 Freeway Southbound On-Ramp at Parker Road. Construct Interstate 5 Freeway Southbound on-ramp at Parker Road to the planned buildout as described in the Castaic Bridge and Major Thoroughfare District.

MM17.3 Interstate 5 Freeway Northbound Off-Ramp at Parker Road. Construct Interstate 5 Freeway Northbound off-ramp at Parker Road/Ridge Route Road to the planned buildout as described in the Castaic Bridge and Major Thoroughfare District.

MM17.4 Site Access Requirements. The following on-site intersections shall provide stop controls on the following minor side streets:

- Sloan Canyon Road at Oak Horn Avenue
- Sloan Canyon Road at "A" Street
- Sloan Canyon Road at "B" Court

MM17.5 Monitoring and Collecting Traffic Information. The project shall be solely responsible for monitoring and collecting traffic data for a period of five years after project build-out for the two intersections below:

- Interstate 5 Freeway Southbound on-ramp at Parker Road
- Interstate 5 Freeway Northbound off-ramp at Parker Road/Ridge Route Road

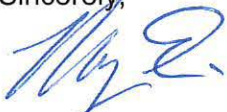
In regard to Mitigation Measures 17.1, 17.2, 17.3, and 17.5, Caltrans looks forward to reviewing the proposed improvements and commenting, if necessary, on the design layout and other related documents. Mitigation must consider pedestrian and bicycle traffic as it is applicable. If Caltrans concurs with the proposed design plans, a final agreement can be established to approve the Mitigation Measure(s).

Trucks hauling excavated materials and debris, transportation of construction equipment, the delivery of construction materials, and construction workers coming to and from the project location might increase traffic at State facility interchanges in the vicinity and could impact their operation and safety. Therefore, during construction, the hauling/equipment trucks should be operated strategically and use alternative routes to keep the freeway operation system working effectively. If construction traffic is expected to cause delays on any State facilities, please submit the Work Area Traffic Control Plan detailing these delays, as well as information on a Truck Haul Route Program, for Caltrans' review.

Furthermore, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles of State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

We look forward to reviewing any proceeding documents related to this project and will provide additional comments at that time, if warranted. In the spirit of cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions, please contact project coordinator Mr. Carlo Ramirez, at carlo.ramirez@dot.ca.gov and refer to GTS# 07-LA-2019-02780.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse