

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

Apr 22 2022

STATE CLEARINGHOUSE

April 22, 2022

Erika Iverson, Associate Planner
City of Santa Clarita
Community Development Department
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

RE: Wiley Canyon Project
SCH # 2022030626
Vic. LA-05/PM R49.05
GTS # LA-2022-03900-NOP

Dear Erika Iverson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The proposed project consists of a four-story senior living facility including 130 independent living units, 61 assisted living units, and 26 memory care beds, 8,914 square feet of commercial floor area, 379 apartment units, and publicly accessible outdoor recreational field space. The project would include up to 65,000 cubic yards of cut and 77,000 cubic yards of fill, including 500,000 cubic yards of over excavation and the import of approximately 62,000 cubic yards of fill. The project would include a new roundabout at the project entrance on Wiley Canyon Road and the reconstruction of the intersections at Wiley Canyon Road and Canerwell Street, and Wiley Canyon Road and Calgrove Boulevard to roundabout configurations. A Class I bike lane and walking path will be constructed along Wiley Canyon Road from the project entrance to Calgrove Boulevard.

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 development 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 possible 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>

Also, 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 in On December 18, 2020. You can review these resources at the following links:

<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-lidigr-safety-review-guidance-a11y.pdf>

Caltrans and developer's team had a virtual meeting on March 10, 2022. Caltrans learned that the City of Santa Clarita has recently started work on the EIR for the project. The EIR is expected to be circulated later in 2022. The traffic consultant, Stantec has provided a draft traffic study to Caltrans for review. This draft traffic study has identified the need for operational improvements at the Calgrove Blvd/I-5 ramp intersections (diamond interchange with stop sign control for ramp legs).

Caltrans has reviewed the traffic study and requests the following:

- HCM Calculations to be redone using HCM 2016 or 2017 methodology
- Check ramp queueing
- Prepare an Intersection Control Evaluation (ICE) screening

Residential construction next to freeways is an incompatible land use and local jurisdictions need to require soundwalls tall enough to reduce traffic noise. To ensure compliance with established noise standards and guidelines, and to protect future occupants from potential adverse effects associated with traffic noise levels exceeding these standards, soundwalls need to be implemented in the zoning, architectural design, and construction of units. Otherwise, future traffic noise controversy can be expected. However partial soundwall on the property site will be funded (under Project EA 2332E) and organized by Metro. We recommend the City to obtain further information from Metro.

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

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-2022-03900AL-NOP.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse