

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
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**Governor's Office of Planning & Research**

April 15, 2024

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Erika Iverson, Senior Planner  
Planning Division  
City of Santa Clarita  
23920 Valencia Boulevard, Suite 302  
Santa Clarita, CA 91355

**STATE CLEARINGHOUSE**

RE: Wiley Canyon Project  
(Master Case 20-238)  
SCH # 2022030626  
Vic. LA-05 PM R49.05-R50.30  
GTS # LA-2022-04472-DEIR

Dear Erika Iverson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The project proposes to develop a 277,108-square-foot, senior living facility, approximately 8,914 square feet of commercial space, 379 multifamily residential apartments, and a publicly accessible outdoor recreational field space on a vacant 31.8-acre site.

The average VMT per person at home in the TAZ is around 21.86, and for work, it's about 17.81 per employee. These numbers don't consider any reductions in VMT from specific components. To determine if the VMT is significant, the report uses guidelines that apply a 15% reduction to the citywide averages. This results thresholds of 19.3 VMT per person for home and 15.7 VMT per employee for work.

For the residential part of the project, each person would travel about 15.11 miles on average with VMT reductions from the project components or Project Design Features, which is less than the city's threshold of 19.3 miles per person. So, it won't significantly impact traffic. As for the employment side, each worker would travel approximately 12.31 miles, which is below the city's threshold of 15.7 miles per employee with VMT reductions from the project components or Project Design Features. So, this part of the project also won't have a significant impact on traffic.

The Project Design Features (PDFs) that reduce project's VMT are listed below.

**PDF-TRA-1** Increase residential density. By constructing dwelling units at a density of approximately 40-50 du/acre, the project will increase residential density compared to the

average residential density in the City of Santa Clarita (5-6 du/acre) and nationwide (9.1 du/acre).

**PDF-TRA-2** Limit Parking Supply. The project will limit parking supply by constructing 13% less parking than the City standard by providing a shared parking provision.

**PDF-TRA-3** Mix of uses. The project will include a mix of complimentary land uses, including residential, employment uses, retail, park and open space that when near one another, reduce VMT since non-auto modes of transport can be used to reach destinations.

**PDF-TRA-4** Provide on-site Bicycle Parking. The project will provide additional bicycle parking spaces.

**PDF-TRA-5** Improve Pedestrian Connectivity. The project will construct an on-site pedestrian network and will improve the existing off-site pedestrian network by filling in gaps for pedestrian connectivity.

**PDF-TRA-6** Provide Traffic Calming Features. The project will provide traffic calming features that includes roundabouts at three intersections and marked crosswalks on Wiley Canyon Road, and the Project will also provide a roundabout on-site.

**PDF-TRA-7** Encourage Remote Work and Telecommuting. The project will provide features on-site that encourage remote work and telecommuting. such as free WIFI at common areas (e.g., local retail stores, recreational areas) and business center at the multi-family residential buildings, which will reduce VMT.

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://ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

The project's Traffic Analysis includes analysis of Caltrans facilities in the study area. We concur that the project's effects and recommended improvements are included in the following facilities:

- I-5 Northbound Ramps/ Lyons Avenue (Signalized)
- I-5 Southbound Ramps/ Calgrove Boulevard (Unsignalized)
- I-5 Northbound Ramps/Calgrove Boulevard (Unsignalized)

For project's effects at southbound and northbound I-5 ramps at Calgrove Boulevard, the project would pay or construct the improvements, which is proposed either a roundabout

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or traffic signal, at the discretion of Caltrans. For the project's cumulative traffic effect at the I-5 Northbound Ramps/Lyons Avenue intersection, the project would pay its fair share towards traffic signal adjustment/retiming.

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.

For this new development, a post-development VMT analysis to validate and justify Project VMT and future VMT threshold setting should be considered and prepared. Additional mitigation measures should be implemented when the post-development VMT analysis discloses any traffic significant impact. This analysis, which may include interviews with and surveys of project occupants, will provide new traffic data to help validate the City's VMT traffic model results.

The collected data can include, among other things, where the trips are coming from, when the trips are taking place, what transportation mode is used, and why those transportation modes were selected. This survey data would be useful 1) to validate existing VMT threshold, 2) to assist in setting future VMT threshold, and 3) to identify suitable TDM to apply as minimization or mitigation measures for the future. These measures could be implemented in the event the post-development VMT analysis discloses any significant traffic impacts.

Any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. Any large-size truck trips be limited to off-peak commute periods for the construction phase and operation phase.

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-2022-04472-DEIR.

Sincerely,



MIYA EDMONSON  
LDR/CEQA Branch Chief

email: State Clearinghouse