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Governor's Office of Planning & Research

Jul 7 2022

STATE CLEARINGHOUSE

July 1, 2022

Erica Gutierrez, AICP
County of Los Angeles, Department of Regional Planning
Principal Planner, Subdivisions Section
320 West Temple Street, 13th Floor
Los Angeles, CA 90012

RE: Trails at Lyons Canyon Project – Notice of
Preparation (NOP)
SCH# 2022060346
GTS# 07-LA-2022-03985
Vic. LA-5 PM 49.71

Dear Erica Gutierrez,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project includes the development of 504 residential units in a mix of attached and detached dwelling units, and affordable senior housing, subdivided into 23 lots within 233.18 acres, associated infrastructure, a designated lot for a future fire station, three Los Angeles County Flood Control District lots, and approximately 164 acres of natural and improved open space. The portions of the project site developed with residential uses would be situated in the northerly portion of the project site on approximately 40.33 acres, adjacent to The Old Road, and the natural and improved open space would predominantly be located within the westerly and southerly portions of the project site. The proposed dwelling units would be located within up to six planning areas, proximate to each other and connected by internal driveways and sidewalks. These internal driveways would connect to proposed "A" and "B" Streets. Proposed "A" and "B" Streets would provide public access throughout the developed portions of the project site (i.e., the northeasterly portion of the site) from two access points on The Old Road. Project infrastructure would also incorporate, trails, a new water tank, and debris basins.

The nearest State facility to the proposed project is Interstate 5. After reviewing the NOP, Caltrans has the following comments:

Currently the project is designed in a way that induces a high number of vehicle trips per household due to being an exclusively residential, car-oriented development. The proposed project extends the exurban area and sprawls into the Wildland Urban Interface (WUI) as designated by the California Department of Forestry and Fire Protection's Fire and Resource Assessment Program (FRAP), increasing wildfire risks in addition to potentially significant Vehicle Miles Travelled (VMT) impacts. The Lead Agency is encouraged to integrate

transportation and land uses in a way that reduces VMT and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use. Caltrans recommends the following to more effectively address the significant VMT that this project may create as currently proposed:

- 1) Provide for a mixture of land use types within the Project's new zoning area to allow for adaptive reuse. This can allow goods, services, and jobs to be created closer to where the project's residents live.
- 2) Reduce the amount of parking whenever possible, as abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building too much parking.
- 3) Improve connections to existing active transportation and transit infrastructure. This can be done with robust signage, wayfinding, safety improvements, and human scale amenities. Additionally, the most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, wide sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing.

Please be aware that any work on or adjacent to Caltrans Right-of-Way will require an Encroachment Permit and that 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.

Caltrans looks forward to the forthcoming Draft Environmental Impact Report to confirm that the Project will result in a net reduction in Vehicle Miles Traveled.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2022-03985.

Sincerely,

Miya Edmonson
LDR Branch Chief
cc: State Clearinghouse