

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

NOV 21 2022

STATE CLEARING HOUSE

Marie Pavlovic
LA County Planning
Subdivisions Section
320 West Temple Street
Los Angeles, CA 90012

RE: Royal Vista Residential and Parks Project
SCH # 2022100204
Vic. LA-57/PM R3.16, LA-60/PM R21.50
GTS # LA-2022-04087-NOP

Dear Marie Pavlovic:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The Project would redevelop six parcels of the existing golf course into four residential planning areas and two recreational/open space planning areas, for a total of 360 dwelling units and trails and a park system. Planning Areas 1, 2, and 5 would include 200 detached single-family residential (SFR) units on individual lots; 88 duplex and triplex units on 34 lots; and 13 open space lots which include parks, trails and open space. Planning Area 3 would include 72 condominium units within 14 townhome buildings on one lot. Seventy-two (72) townhouse units and 10 additional units scattered among the triplex units [equaling 82 (23%) of the total units], will be dedicated for sale to moderate- or middle-income households, consistent with the County's inclusionary affordable housing ordinance. The Project would include approximately 28.0 acres of onsite open space, including one 5.81-acre neighborhood park and one 1.59-acre pocket park.

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:

<https://opr.ca.gov/ceqa/#guidelines-updates>

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 the 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 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>

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 the SB 743 Implementation Resource at the following link:

<https://dot.ca.gov/programs/sustainability/sb-743/sb743-resources>

Potential environmental effects of the Project would include the Transportation section with VMT analysis in the Draft Environmental Impact Report. Due to the project size and distance to the State facilities, Caltrans requests queuing analysis with actual signal timing at the northbound/southbound off-ramps on SR-57 to Pathfinder Rd. and Brea Canyon Road/S Diamond Bar Blvd. and westbound/eastbound off-ramps on SR-60 to Fairway Dr. and to S Lemon Ave.

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-2022-04087AL-NOP.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse