

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

100 S. MAIN STREET, MS 16

LOS ANGELES, CA 90012

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*Serious Drought.
Making Conservation
a California Way of Life.*

May 2, 2019

Governor's Office of Planning & Research

MAY 02 2019

STATE CLEARINGHOUSE

Mr. Hai Nguyen
City of Santa Clarita
23920 Valencia Boulevard
Santa Clarita, CA 91355

RE: Sand Canyon Resort Project
Vic. LA-14/ PM 33.431
SCH # 2018101039
GTS # LA-2018-02407AL-NOP

Dear Mr. Nguyen:

We are providing Caltrans comment after we received and reviewed the revised Notice of Preparation of Draft Environmental Impact for the San Canyon Resort Project. This revised NOP has been circulated to provide opportunity for public comment and input regarding the EIR's expanded scope which now includes updates to the project description and new project area; approximately two-acre area south of Robinson Ranch Road would be utilized as a water quality detention basin associated with the project.

Please see Caltrans comment letter dated November 16, 2018, see attached.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # LA-2016-02033-AL-NOP.

Sincerely,

A handwritten signature in black ink, appearing to read "Miya Edmonson".

MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

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Attachment



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November 16, 2018

Mr. Hai Nguyen
City of Santa Clarita
23920 Valencia Boulevard
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RE: Sand Canyon Resort Project
Vic. LA-14/ PM 33.431
SCH # 2018101039
GTS # LA-2018-02033AL-NOP

Dear Mr. Nguyen:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project would result in the replacement of existing open space that was formerly the Robinson Ranch Golf Course with a new resort and spa consisting of a Main Hotel (255 rooms with 155,800 sf); Wedding Hotel (72 rooms with 50,620 sf) with an outdoor wedding venue; View Villas (60 rooms with 91,100 sf); Oak Villas (10 rooms with 32,900 sf); Function Wing of the hotel with a grand ballroom (8,600 sf), junior ballroom (2,600 sf), meeting room (2,400 sf), three restaurants (8,400 sf); spa (31,380 sf); outdoor recreation including two pools, one tennis court, six pickle ball courts, a nine-hole miniature golf course, and three miles of trails; and 375 parking stalls.

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) 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 to The Governor's Office of Planning and Research (OPR) for more information.

<http://opr.ca.gov/ceqa/updates/guidelines/>

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.

We encourage the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (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. We also 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.

The Department also seeks to provide equitable mobility options for people who are economically, socially, or physically disadvantaged. Therefore, we ask the Lead Agency to evaluate the project site for access problem, VMT and service needs that may need to be addressed.

This project is about 5,200 feet away from SR-14. SR-14 is the only freeway for project travelers. Please provide trip generation, trip distribution, and trip assignment estimates to the State facilities for this project with regards to the local and regional road system. To ensure that queue formation does not create traffic conflicts, project-generated trips should be added to the existing and future scenario traffic volumes for the EB SR-14 on/off-ramps from/to Sand Canyon Rd. and WB SR-14 on/off ramps from Soledad Canyon Rd. To avoid traffic conflicts such as inadequate weaving distances, queue spilling back onto the freeway, and uneven lane utilization, please analyze the adequacy of the operations of freeway segments in the vicinity of the project.

Analysis should include existing traffic, traffic generated by the project assigning to the State facilities, cumulative traffic generated from all specific planning developments in the area, and traffic growth other than from the project and developments.

A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. Any mitigation involving transit or Transportation Demand Management (TDM) is encouraged and should be justified to reduce VMT and greenhouse gas emissions. Such measures are critical to facilitating efficient site access.

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). The reference is available online at:

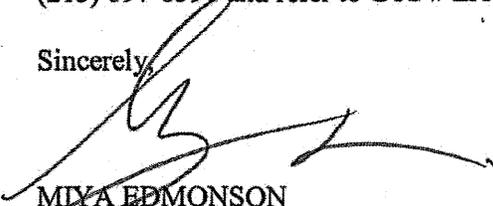
<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Mr. Hai Nguyen
November 16, 2018
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In the absence of an adopted precise plan, the Lead Agency should identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable modes shares, thereby reducing VMT. The Lead Agency should also consider fair share fees for shuttles that use the public curb space.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # LA-2018-02033AL-NOP.

Sincerely,



MIYA EDMONSON
IGR/CEQA Acting Branch Chief

cc: Scott Morgan, State Clearinghouse