

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



Making Conservation
a California Way of Life.

Governor's Office of Planning & Research

MAR 28 2019

STATE CLEARINGHOUSE

March 25, 2019

Ben Jarvis
City of Santa Clarita
23920 Valencia Boulevard, Suite 140
Santa Clarita, CA 91355

RE: Princessa Crossroads Development Project
– Notice of Preparation (NOP)
SCH# 2019029137
GTS # 07-LA-2019-02310
Vic. LA-14U/PM: 29.127

Dear Mr. Ben Jarvis:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's NOP. The applicant is proposing a development consisting of 710 residential units and 680,000 sf of business park/retail/office uses on a 189.2-acre project site. The mixed-use development would include five Planning Areas, two designated for single- and multi-family residential, and the remaining three for business park/retail/office uses. The proposed project would include grading of ~ 167.5 acres (5,000,000 cubic yards of cut and fill), which would balance on-site. To accommodate implementation of the proposed development, additional remedial grading may be required. Additionally, the project would include off-site grading and roadway development for Via Princessa on properties to the east and west of the Project site, as well as grading of the adjacent City recreational property at the Santa Clarita Sports Complex.

Caltrans has reviewed the NOP and has the following comments:

- Please consider the following items when preparing the proposed Traffic Impact Analysis (TIA):
 - 1) Trip Generation and circulation to/from the development, as proposed in the NOP.
 - 2) Assess/address the impact of the added traffic volumes to SR-14/I-5 on and off-ramp locations in the Environmental Impact Report (EIR).
 - 3) The proposed project's earth-moving activities anticipate 5,000,000 cubic yards of cut and fill during the grading phase. Caltrans recommends vehicles are covered when hauling dirt/sediment. Please be cautious of lost sediment spilling onto roads and state facilities during this process as this can adversely impact state facilities.

Further information included for your consideration:

Caltrans is moving towards replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when

Mr. Ben Jarvis
March 25, 2019
Page 2 of 2

evaluating traffic impact. For any future project, like the proposed EIR, we encourage the Lead Agency to integrate transportation and land use 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 seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

Storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water. Discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.

As a reminder, any 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

If you have any questions regarding these comments, please contact project coordinator Reece Allen, at reece.allen@dot.ca.gov and refer to GTS# 07-LA-2019-02310

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse