

DEPARTMENT OF TRANSPORTATION

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6/5/2020

Governor's Office of Planning & Research

June 1, 2020

JUN 01 2020**STATE CLEARINGHOUSE**

Hai Nguyen
City of Santa Clarita
23920 Valencia Boulevard, Suite 302
Santa Clarita

RE: Bouquet Canyon Project – Draft
Environmental Impact Report (DEIR)
GTS # 07-LA-2018-03226
SCH# 2018121009
Vic. LA / 14 / 29.681

Dear Hai Nguyen:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's Draft Environmental Impact Report (DEIR). Development of 375 for-sale homes is proposed in five distinct neighborhoods, along with extensive site improvements including internal streets and driveways, storm drainage, water, and sewer facilities, electrical and natural gas facilities, private recreation areas, public parkland and trails, and a reconfiguration of Bouquet Creek and its adjacent floodplain to provide flood control within the project and maintain regular stream flows already occurring. This project also includes construction of a new segment of Bouquet Canyon Road, to follow the general alignment identified in the Santa Clarita General Plan Circulation Element. This is intended to facilitate local and regional travel through a more direct route, compared to the existing long curve that forms the northern and western borders of the site. The total development footprint would cover approximately 67.57 acres. Land clearance, grading, and the construction of all site improvements and homes is tentatively estimated to occur over a period of five years, with homes to be sold in phases in response to market demand. For purposes of the analyses conducted for this EIR, it is presumed that all homes will be sold and occupied, and all elements of the project completed and functional by approximately 2025.

Caltrans has reviewed the Draft Environmental Impact Report (DEIR) and does not expect the proposed project to result in a direct adverse impact to state facilities.

Additional information included for your consideration:

Greenhouse gas reduction by way of reduced vehicle miles traveled (VMT) is critical. The essential component of walkable communities is mixed-use zoning. Residential and appropriate commercial uses should be intertwined to increase accessibility and allow residents to utilize active transportation modes.

Caltrans encourages the Lead Agency to consider any reduction in vehicle speeds to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality or serious injury. These methods include, but are not limited to, the construction of physically separated facilities such as wide sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in

crossing distances through roadway narrowing. These suggestions can reduce pedestrian and bicyclist exposure to vehicles ensuring safety by lessening the time that the user is in the likely path of a motor vehicle.

Signal timing can be adjusted to include Leading Pedestrian Intervals, giving pedestrians a seven second head start. Pedestrian and bicyclist warning signage, flashing beacons, high-visibility continental crosswalks, scramble crossings, flashing yellow turn signals, high-visibility green bike lanes, other signage and buffer striping can be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists.

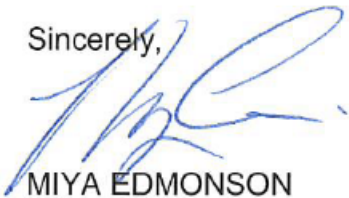
Any development should keep livability in mind by providing shade trees, native landscaping, bioswales, street furniture, bicycle parking, bus shelters and trash cans. Bus bulb-outs can reduce conflict between bicycles and buses on busy roads. Bus only lanes are encouraged to reduce travel times and make public transit more appealing to discretionary users. Any gated communities should provide pedestrian paths and doors to ensure access to transit, shopping centers, schools and main roads. Whenever possible, a grid pattern with short blocks is recommended to promote walking. Permeable paving materials could also be incorporated whenever possible.

If significant earth-moving activities will take place during construction 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.

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-2018-03226

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse