

DEPARTMENT OF TRANSPORTATION

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April 17, 2025

Jasmine Almora, Associate Planner
City of Santa Clarita, Planning Division
23920 Valencia Boulevard, Suite 140
Santa Clarita, CA 91355

RE: Princessa Crossroads Specific Plan
Project – Notice of Preparation (NOP)
SCH# 2025030786
GTS #07-LA-2025-04773
Vic. LA 14 PM R29.658

Dear Jasmine Almora,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above referenced project. The Applicant is proposing a mix of multifamily dwelling/apartment units and business park uses, inclusive of some commercial and light industrial uses, streets, private drives, parking, other related infrastructure, and landscape/open space areas. The 146-acre Project site consists of two planning areas.

Planning Area 1 (PA-1): As many as 300 multifamily dwelling/apartment units and required parking, landscaping, and other on-site improvements on approximately eight acres, within the southeast portion of the Specific Plan Area (SPA).

Planning Area 2 (PA-2): Up to 1,500,000 square feet of business park uses, inclusive of some commercial and light industrial uses, required parking, landscaping, and other on-site improvements on approximately 63 acres, within the southwest and northeast portions of the SPA.

In addition to the on-site development components, off-site improvements to the adjacent, approximately 30.1-acre, City-owned property to the north will be undertaken. As part of the off-site improvements, this property will be graded and ultimately developed with park improvements equivalent to the in-lieu fee set forth in subsection 17.51.010.E, Parkland Dedication or In-Lieu Fee, of the Santa Clarita Unified Development

"Provide a safe and reliable transportation network that serves all people and respects the environment."

Code (UDC). The SPA would include grading of approximately 112.0 acres (6,903,310 cubic yards of cut and fill), which would balance on-site. Additionally, the Project would include off-site grading of approximately 88.3 acres (3,204,370 cubic yards of cut and fill) for the Crossroads/City Park Site (Santa Clarita Sports Complex). The Project site would be primarily accessed from Golden Valley Road and the future extension of Via Princessa. The extension of Via Princessa road project is a City project, under a separate review. Access to future residential and commercial development would be provided by proposed internal streets. Additionally, the project would extend Robert C. Lee Parkway via proposed internal streets, and connection to the Via Princessa road extension. It is anticipated that construction of the proposed Project would be initiated in mid-2026. The Project would be phased based on market demands, but it is anticipated that development would be completed within approximately 3-5 years. While grading of the entire site would be done as one phase, the timing of building construction would depend on market conditions at that time.

After reviewing the NOP, Caltrans has the following comments:

Currently, the project is designed in a way that could induce a high number of vehicle trips per household due its car-oriented design and infrastructure. 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. Building and zoning for a better balance between housing and employment opportunities can help mitigate commuting distances and create compact, walkable communities. Caltrans recommends the following to more effectively address the potentially significant VMT impact that this project could create as currently proposed:

- Provide for a mixture of land use types within the Project's new zoning areas to allow for adaptive reuse in the future. Allowing housing in the commercial areas, and commercial in the residential areas, allows goods, services, and jobs to be created closer to where people live.
- Increase density, both vertically and horizontally. Land use developments, like the one proposed, should not sprawl across huge areas of land. By bringing the built environment closer together, and building up instead of out, it becomes possible to greatly reduce energy use, improve walkability, allow for adaptive reuse, and generate real value for the community.
- Reduce the amount of car 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.

- There should be no more than one car parking space per unit, and at least one long-term bicycle parking space per unit.
- Robust multimodal infrastructure should be required and implemented to connect the project to the nearby Metrolink Antelope Valley Line stations. It is critical that this project's residents and workers are able to easily reach these transit hubs without the use of a car in order to minimize significant VMT impacts, and create sustainable long-term transportation options for everyone in the area.
- Provide an on-site transportation hub and work with local transit operators to provide high quality service to the stop.
- Ensure robust Wi-Fi availability to all units to encourage teleworking.
- Gated developments divide communities, limit transportation choices, and increase VMT. For these reasons they should be avoided. If walls are still to be allowed, numerous gates and access points should be provided for people walking or riding bicycles to be able to reach their homes and other destinations easily.
- Require safer infrastructure for people walking, riding bikes, and taking transit throughout the Project area. The most effective methods to reduce pedestrian and bicyclist exposure to cars and trucks 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.

By implementing these recommendations, the Princessa Crossroads Specific Plan Project can enhance regional connectivity, improve safety for all users, reduce VMT, and support sustainable transportation choices.

Additionally, construction of the proposed project would involve deliveries of materials, components, and supplies to the various sites, and will involve oversized trucks. As a result,

prior to issuance of building or grading permits for the project site, the applicant shall prepare a Construction Traffic Management Plan (CTMP) for review and approval by Lead Agency staff to reduce any impacts to less than significant levels. The CTMP needs to specify the duration of construction period and provide construction analysis on significant impacts due to increase in construction truck traffic on highways not designated as truck routes. It should also specify any work that would affect the freeways and its facilities, and that Caltrans has the jurisdiction for review and approval. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans.

Finally, any work within State Right-of-Way will require an Encroachment Permit from Caltrans and must meet all mandatory design standards and specifications.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS #07-LA-2025-04773.

Sincerely,


Miya Edmonson
LDR Branch Chief

Cc: State Clearinghouse