

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

June 28 2021

STATE CLEARINGHOUSE

June 28, 2021

Jocelyn Swain
City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534

RE: Conditional Use Permit No. 20-02/Tentative
Parcel Map No. 82243 – Revised Mitigated
Negative Declaration (MND)
SCH # 2021040343
GTS # 07-LA-2021-03640
Vic. LA-14/PM: R68.973

Dear Jocelyn Swain:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced MND. The project is a mixed-use development consisting of a 392-unit apartment complex and 12,750 square feet (SF) of commercial uses. Approximately 25% of the apartment units would be designated as affordable. The intent of the commercial area is to provide locally-serving retail, including restaurants. A parcel map to subdivide the property into four parcels is also proposed. The City of Lancaster is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located east of Antelope Valley Freeway, which is State Route 14. Caltrans wrote a letter in response to the original MND for this project on May 11, 2021 (see attachment at the end of this letter). At this time, we have no further comments on this project.

If you have any questions, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-LA-2021-03640.

Sincerely,

Emily Gibson

EMILY GIBSON
Acting IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
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May 11, 2021

Ms. Jocelyn Swain, Senior Planner
Development Services Department
City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534

RE: CUP No. 20-02, TPM No. 82243
Vic. LA-14 PM R68.97
SCH # 2021040343
GTS # LA-2021-03548AL-MND

Dear Ms. Swain:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project includes a mixed use development consisting of a 392-unit apartment complex and 12,750 square feet of retail.

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 been codified into CEQA law. It mandates that CEQA review of transportation impacts of proposed developments be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts. As a reminder, Vehicle Miles Traveled (VMT) is the standard transportation analysis metric in CEQA for land use projects after the July 1, 2020 statewide implementation date. You may reference The Governor's Office of Planning and Research (OPR) website for more information.

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

In July 2020, the City of Lancaster adopted standards and thresholds for analyzing projects with respect to vehicle miles traveled (VMT). A series of screening criteria were adopted and if a project meets one of these criteria, a VMT analysis is not required. These criteria are: 1) project size - generates fewer than 110 trips per day; 2) locally serving retail commercial developments of 50,000 square feet or smaller; 3) project located in a low VMT area - 15% below baseline; 4) transit proximity; 5) affordable housing; and 6) transportation facilities.

The commercial/retail portion of the development is approximately 12,750 square feet of locally serving commercial/retail. This is below the 50,000 square foot threshold and therefore, meets screening criteria number 2. The residential component of the project site is located within a low VMT area; specifically, this area has a VMT which is at least 15% below the Antelope Valley Planning Area (AVPA) threshold. This component meets screening criteria number 3. As such, a VMT analysis for the proposed project is not required and impacts would be less than significant.

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.

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and Caltrans Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance, prepared on December 18, 2020.

<https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743>

For this project, 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. It is recommended that large size truck trips be limited to off-peak commute periods and idle time not to exceed 10 minutes.

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-2021-03548AL-MND.

Sincerely,

Frances Duong for

MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse