

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research



Making Conservation
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July 16 2021**STATE CLEARINGHOUSE**

July 16, 2021

Monique Garibay
City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534

RE: Tentative Tract Map No. 60367 – Mitigated
Negative Declaration (MND)
SCH # 2021070234
GTS # 07-LA-2021-03657
Vic. LA-14/PM: R66.292

Dear Monique Garibay:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced MND. The proposed project consists of the subdivision of 30 acres into 109 single family residential lots. The site is located at the northwest corner of Lancaster Boulevard and 40th Street East in the City of Lancaster. The City is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located approximately 6.25 miles away from State Route 14. From reviewing the MND, Caltrans has the following comments.

- The MND states that the project site is located within a low VMT area with VMT at least 15% below the Antelope Valley Planning Area (AVPA) threshold. As such, a VMT analysis is not required and no impacts would occur.
- The *Technical Advisory on Evaluating Transportation Impacts in CEQA* by the California Governor's Office of Planning and Research (OPR), dated December 2018 (http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf), states: "Residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are currently below threshold VMT...such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis."
- Therefore, please provide details on any low VMT features, such as transit accessibility, that this project includes, as well as a map illustrating that this project will be located in a low VMT area. This would be sufficient evidence that this project does not need to prepare a detailed VMT analysis and would not result in significant VMT impacts.
- Alternatively, please provide sufficient evidence for why the City of Lancaster has adopted its low VMT area threshold, which differs from the low VMT area threshold recommended by OPR.

The following information is included for your consideration. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Furthermore, Caltrans encourages Lead Agencies to implement Transportation Demand Management (TDM) strategies

that reduce VMT and Greenhouse Gas (GHG) emissions. For more TDM options to include in this project to further reduce its VMT impact, please refer to:

- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>, or
- *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA), available at <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>.

Also, 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. Caltrans recommends that the project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-LA-2021-03657.

Sincerely,

Emily Gibson

EMILY GIBSON
Acting IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse