

DEPARTMENT OF TRANSPORTATION
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Governor's Office of Planning & Research

August 09 2021

STATE CLEARINGHOUSE

August 5, 2021

Cynthia Campana
City of Lancaster
44933 Fem Avenue
Lancaster, CA 93534

RE: Tentative Tract Map 61574 – Mitigated
Negative Declaration (MND)
SCH# 2021070233
GTS# 07-LA-2021-03656
Vic. LA-14 PM 66.164

Dear Cynthia Campana,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project consists of the subdivision of 15 gross acres for the construction and occupancy of 46 single family residential lots in the R-10,000 (single family residential, minimum lot size 10,000 square feet) zone (TTM No. 61574). The project site is located at the northwest corner of 30th Street East and Avenue K-4 in the City of Lancaster (Assessor's Parcel Number [APN] 3170-007-053). Mitigation measures have been identified for air quality, biological resources, cultural resources, geology/soils, hazardous materials and noise.

The nearest State facility to the proposed project is SR 14. After reviewing the NOP, Caltrans has the following comments:

Currently the project is designed in a way that induces a high number of trips per household due to being exclusively large-lot, single-family residential. The Lead Agency is encouraged to integrate transportation and land use in a way that reduces Vehicle Miles Travelled (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 recommends the following to more effectively address the significant VMT that this project will create as currently proposed:

- 1) Provide for a mixture of land use types within the Project's new zoning area to allow for adaptive reuse in the future. This can allow goods, services, and jobs to be created closer to where the project's residents live.
- 2) Reduce the amount of 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.

- 3) Improve connections to existing active transportation and transit infrastructure. This can be done with robust signage, wayfinding, safety improvements, and human scale amenities. Additionally, the most effective methods to reduce pedestrian and bicyclist exposure to vehicles 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.

Please be aware that that 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, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2021-03656.

Sincerely,



Miya Edmonson
IGR/CEQA Branch Chief

cc: State Clearinghouse