

**DEPARTMENT OF TRANSPORTATION**  
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Governor's Office of Planning & Research

**September 01 2021**

## STATE CLEARINGHOUSE

August 31, 2021

Cynthia Campana, Senior Planner  
44933 Fern Avenue  
Lancaster, California 93534

RE: City of Lancaster Housing Element Update  
2021-2029 – Negative Declaration (ND)  
SCH# 2021080292  
GTS# 07-LA-2021-03687  
Vic. LA Multiple

Dear Cynthia Campana,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The 2021-2029 Housing Element applies to all properties within the City on which existing General Plan land use designations and zoning allow residential and/or mixed-use development. The Housing Element does not specifically authorize the construction of any housing development nor does it indicate where and when specific housing projects would occur. The Housing Element is a policy document setting forth the City's plan to accommodate its share of regional housing needs, the City of Lancaster's share is 9,023 housing units. In conjunction with this Housing Element update, the City is also undertaking an update to the Safety Element to align it with the recently adopted Local Hazard Mitigation Plan and adopt climate adaptation strategies, an Environmental Justice Element to comply with SB 1000 and SB 244, and a zone text amendment to introduce a new overlay to the High Density Residential (HDR) zone and commercial zones where high-density residential is allowed in order to facilitate additional housing opportunities.

After reviewing the ND, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. However, to accommodate the additional housing units and not induce demand for excessive Vehicle Miles Travelled (VMT), Caltrans recommends significantly reducing or eliminating car parking requirements. Research looking at the relationship between land-use, parking, and transportation indicates that car parking prioritizes driving above all other travel modes and undermines a community's ability to choose public transit and active modes of transportation. For any community or city to better support all modes of transportation and reduce vehicle miles traveled, we recommend the implementation of a TDM ordinance, as an alternative to requiring car parking.

Cynthia Campana  
August 31, 2021  
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If you have any questions, please contact project coordinator Anthony Higgins, at [anthony.higgins@dot.ca.gov](mailto:anthony.higgins@dot.ca.gov) and refer to GTS# 07-LA-2021-03687.

Sincerely,



Miya Edmonson  
IGR/CEQA Branch Chief

cc: State Clearinghouse