

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

Governor's Office of Planning & Research

April 4, 2022

Apr 05 2022

STATE CLEARINGHOUSE

Cynthia Campana
Community Development Division-Planning
City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534

RE: Vesting Tentative Tract Map No. 83232
SCH # 2021090009
Vic. LA-14/PM R67.91
GTS # LA-2022-03874-MND

Dear Cynthia Campana:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The proposed project consists of the subdivision of the subject property into 86 single-family residential lots in the R-7,000 (single family residential, 7,000 square foot minimum lot size) zone.

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 codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

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

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, all future developments 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. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

For this project, we encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

The proposed project is estimated to generate 21.6 home-based VMT per capita. In comparison to the City's threshold of 15% below Baseline VMT of the AVPA (20.1 home-based VMT per capita), the proposed project is 26% over the threshold (17.1 home-based VMT per capita). The higher VMT results is due to the location of the proposed project in the western area of Lancaster with lower development densities that can result in longer travel distance in comparison to the broader Antelope Valley area. The proposed project is unable to mitigate the VMT impact, resulting in a significant and unavoidable impact. Caltrans recommends to use the above TDM methods to mitigate the traffic significant impact as much as possible.

As a reminder, 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. We recommend large size truck trips be limited to off-peak commute periods.

Cynthia Campana

April 4, 2022

Page 3 of 3

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-2022-03874-MND.

Sincerely,

A handwritten signature in cursive script that reads "Miya Edmonson".

MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse