

DEPARTMENT OF TRANSPORTATION

District 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 266-3562
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



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a California Way of Life.*



May 6, 2022

Richard Claghorn
Los Angeles County Department of Regional Planning
320 W. Temple Street
Los Angeles CA, 90012

RE: Ball Mountain Single-Family
Residences Project – Negative
Declaration (ND)
SCH # 2022040155
GTS # 07-LA-2022-03907
Vic. LA - 14/PM: 33.772

Dear Richard Claghorn:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced ND. The applicant is proposing to build one single-family residence on each of the six parcels. The proposed residences are two stories in height, with a height of approximately 27 feet above grade, and floor area of approximately 2,700 square feet each according to the preliminary architectural plans. The actual sizes and heights of the residences may differ from the preliminary plans when ultimately built. Since the project site is within a Hillside Management Area, a CUP is required for the proposed development. A CUP is also required for the water distribution system, Ball Mountain Mutual Water Company, which serves the subject parcels and two adjoining parcels (APN 3231-010-026 & 3231-010-029). Each of these two adjoining parcels contains a single-family residence. Proposed grading for the project has been estimated as 18,867 cubic yards of cut and 16,338 cubic yards of fill, to be balanced on site. Los Angeles County is the Lead Agency under the California Environmental Quality Act (CEQA).

The Project Site is located in a hillside area extending from Sierra Highway on the west side to Sand Canyon Road on the east side. It is approximately 2 miles North of Antelope Valley Freeway (SR-14). It is comprised of six existing legal parcels, totaling up to 19.91 acres. Impacts related to VMT would be less than significant and no further evaluation in the Environmental Impact Report (EIR) is required. We concur with the findings of the Initial Study that state that the proposed Project's anticipated trip generation of 57 daily average trip falls below the screening criteria for non-retail project trip generation; further Vehicle Miles Traveled (VMT) analysis is not warranted because the Project's projected transportation impact would fall below the threshold of significance and is presumed to have less than significant impacts. Therefore, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b).

Caltrans encourages lead agencies to promote alternative transportation. This will increase accessibility and decrease Greenhouse Gas Emissions, which supports Caltrans' mission to provide a safe and reliable transportation network that serves all people and respects the environment. For strategies that will promote equity and environmental preservation, please 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>

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. 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, including (SR-14), please submit a construction traffic control plan detailing these issues for Caltrans' review.

Finally, any work completed on or near Caltrans' right of way may require an encroachment permit. However, the final determination on this will be made by Caltrans' Office of Permits. This work would require additional review and may be subject to additional requirements to ensure current design standards and access management elements are being addressed. For more information on encroachment permits, see: <https://dot.ca.gov/programs/traffic-operations/ep>.

If you have any questions regarding these comments, please contact Ronnie Escobar, the project coordinator, at Ronnie.Escobar@dot.ca.gov, and refer to GTS # 07-LA-2022-03907.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

cc: State Clearinghouse