

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



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a California Way of Life*

Governor's Office of Planning & Research

June 15, 2022

Jun 15 2022**STATE CLEARINGHOUSE**

Jocelyn Swain, Senior Planner
City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534

RE: Site Plan Review No. 21-09
(FedEx Distribution)
SCH # 2022050479
Vic. LA-23/PM 13.52
GTS # LA-2022-03960-MND

Dear Jocelyn Swain:

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 construction and operation of a FedEx Ground distribution facility. The main building would be 250,955 square feet and contains the warehouse facility and the administrative offices with loading docks on the southern and eastern portions of the building. The main parking lot would provide a total of 486 parking spaces.

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.

The City staff determined that the Total VMT per Service Population would be the appropriate metric to use in evaluating the potential VMT impacts of the proposed Project. The Project is not a residential or regional retail use, or a transportation project. In addition, while the Project will be staffed by employees, the relative contribution of vehicle trips generated by employees is only approximately 25% of the total daily vehicle trips (i.e., 394 of 1,532 total trips). Within the SCAG model, the total VMT (all vehicles and all trip purposes) to and from all zones in the geographic area are divided by the total service population (employees and residents) to get the efficiency metric of VMT per Service Population. The Project will reduce the Total VMT per Service Population within its TAZ from 196.28 to 91.04 in the 2012 baseline year. In addition, the proposed Project will reduce the Total VMT per Service Population within the AVPA from 40.44 to 40.41. As the proposed Project will reduce the Total VMT per Service Population within the AVPA, the proposed Project is deemed to have a less than significant VMT impact. This approach can only be used when there is not enough data for warehouse land use. If the City is planning to have more warehouse land uses in the future. A warehouse VMT threshold should be considered in the future.

Given the above finding of less than significant Project VMT impact, the identification of mitigation measures is not required at this time. However, a post-development VMT analysis for warehouse with all mitigation measures should be prepared for monitoring purpose and for future project thresholds in the area. Additional mitigation measure should be implemented when the post-development VMT analysis discloses any traffic significant impact.

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.

Jocelyn Swain, Senior Planner

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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.

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-2022-03960-MND.

Sincerely,

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

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse