

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

August 4, 2022

Governor's Office of Planning & Research

AUG 04 2022

Monique Garibay
City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534

STATE CLEARINGHOUSE

RE: Tentative Tract Map No. 83346/Variance
No. 22-01
SCH # 2022070207
Vic. LA-14/PM R70.01
GTS # LA-2022-04000-MND

Dear Monique Garibay:

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 a subdivision of approximately 27 acres into 111 single-family residential lots. The lots range from 7,001 square feet to 10,824 square feet. Access to the subdivision would be provided from 5th Street East and Avenue H-8 and all of the streets within the development would be private. A variance for the reduction of lot dimension requirements for 46 lots has also been requested as part of the application. This proposed subdivision would need shorter lot lengths to match those of the neighboring development. This subdivision would complete the remainder of the neighboring development.

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.

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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.

On page 42 of the Initial Study, “the project site is located within a low VMT area; specifically, this area has VMT which is at less 15% below the Antelope Valley Planning Area (AVPA) threshold. As such, a VMT analysis is not required and no impacts would occur.” Please disclose the low VMT area as indicated and AVPA VMT threshold for the public to review. We highly recommend the Lead Agency to perform a post-development VMT analysis for the low VMT validation and monitoring purpose and for future project thresholds in the area. A post-development VMT analysis should include actual VMT survey and interview with real drivers. This VMT analysis would produce more accurate outcome in the area for the Lead Agency. Additional mitigation measure should be implemented when the post-development VMT analysis discloses any traffic significant impact.

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-2022-04000-MND.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse