

**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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**Governor's Office of Planning & Research**

March 24, 2022

**Mar 24 2022**

**STATE CLEARINGHOUSE**

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

RE: Tentative Tract Map No. 66842-84 SFR  
SCH # 2016121044  
Vic. LA-14/PM R67.40  
GTS # LA-2016-03879-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. Tentative Tract Map No. 66842 was submitted to the City on March 17, 2016 for the subdivision of approximately 22 acres into 84 single family residential lots. This subdivision was approved by the City of Lancaster Planning Commission on December 18, 2017. The developer will be constructing a total of 199 units on the 84 lots. These dwelling units will consist of the primary residence on each lot along with an Accessory Dwelling Unit (ADU) and Junior Accessory Dwelling Unit (JADU). The development will also provide community amenities including a community building (lounge, office spaces, fitness center), park (pool/spa, bbq area), and parking area for the community amenities.

In addition, Joshua trees were identified in the original Initial Study; however, potential impacts to Joshua trees were not analyzed to the level necessary for the California Department of Fish and Wildlife to issue an Incidental Take Permit (ITP) as it was not a candidate/listed species in 2017. To streamline the ITP process, the City of Lancaster has agreed to revise the Initial Study to specifically address impacts to the Joshua tree from the proposed project and identify adequate mitigation measures. The initial study has been revised to address these impacts and to update the format to the latest version found in the CEQA Guidelines.

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 located in an area that meets VMT screening Criteria 3 (project located in a low VMT area-15% below baseline) and as such is not subject to a VMT analysis. Therefore, impacts would be less than significant.

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-2016-03879-MND.

Sincerely,



MIYA EDMONSON  
LDR/CEQA Branch Chief

email: State Clearinghouse