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Making Conservation a California Way of Life

May 15, 2025

City of Lancaster - Community Development Department
Attn: Kendall Brekke, Senior Planner
44933 Fern Avenue
Lancaster, CA 93534

RE: Site Plan Review No. 24-003, General Plan Amendment No. 24-001, Zone Change No. 24-001 – Mitigated Negative Declaration (MND)
SCH# 2025040920
GTS #07-LA-2025-04798
Vic. LA 14 PM R64.68

Dear Kendall Brekke,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above referenced project. The applicant (Synergy Consulting) proposes to construct and operate two industrial buildings, with one building being 401,973 square feet and the other being 405,032 square feet (totaling 807,005 square feet). Both buildings would be 50 feet in height and provide 51 loading docks/truck dock doors each. A total of 148 trailer parking spaces and 443 automobile parking spaces, including EV, would be provided on-site. Access to the project site would be provided from driveways located along Avenue L-12, Division Street, and Avenue M. A total of 239,667 square feet of landscaping will be provided throughout the project site. The project will connect to the existing utilities (e.g., electricity, natural gas, water, wastewater, etc.) with these utilities already existing adjacent to the project site. Connections would occur within the project site or existing roadways/rights-of-way. As part of the proposed project, a general plan amendment and zone change have also been requested. The general plan designation and zoning on the subject property is currently Office Professional (OP). The General Plan Amendment and Zone Change would change these designations to Light Industry (LI) and Light Industrial (LI), respectively.

After reviewing the MND, Caltrans has the following comments:

As stated in the MND, the proposed project will result in a significant transportation impact due to exceeding Vehicle Miles Travelled (VMT) impact thresholds. This impact is being mitigated via a contribution to the City of Lancaster's VMT impact fee program in the amount of $174,218. With 807,005 square feet of new warehouse uses, 443 car parking spaces, 51 loading dock doors, and 148 trailer parking stalls, the Project will induce demand for a consequential number of additional vehicle trips and vehicle miles traveled (VMT), and while the VMT impact fee technically mitigates these impacts, Caltrans recommends the following to create a more resilient land-use development form into the future:

- Reducing the amount of parking whenever possible. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied encourages and incentivizes personal car ownership and driving above all other forms of transportation.

- Require contributions from projects that heavily rely on freight infrastructure to be invested in alternative modes of freight movement. These alternatives, such as rail, are not only more efficient but also more easily converted to carbon neutral energy sources in the future.

- Due to the increased volume of truck trips, a substantial portion of a project's impact fee contribution should be used to build safer infrastructure for people walking, riding bikes, and taking transit throughout the city. The most effective methods to reduce pedestrian and bicyclist exposure to cars and trucks is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, wide sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing.

Finally, construction of the proposed project would involve deliveries of materials, components, and supplies to the various sites, and will involve oversized trucks. As a result, prior to issuance of building or grading permits for the project site, the applicant shall prepare a Construction Traffic Management Plan (CTMP) for review and approval by City staff to reduce any impacts to less than significant levels. The CTMP needs to specify the duration of construction period and provide construction analysis on significant impacts due to increase in construction truck traffic on highways not designated as truck routes. It should also specify any work that would affect the freeways and its facilities, and that Caltrans has the jurisdiction for review and approval. Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS #07-LA-2025-04798.

Sincerely,

Miya Edmonson

Miya Edmonson
LDR Branch Chief

Cc: State Clearinghouse