



VTM Analysis Screening

Case No: _____

Project Location/APN: 3203-034-010 and 3203-034-011

Project Description: Please see Attachment A

Pursuant to the adoption of California Senate Bill 743 (SB 743), land use projects can be screened from a VMT analysis based on their size, location, or accessibility to transit. The City of Lancaster has selected the screening criteria shown in the table below to determine which projects are subject to further VMT analysis. A project only needs to satisfy **one** of the screening criteria in the table below to be exempt from requiring further VMT analysis.

Screening Categories	Project Requirements to Meet Screening Criteria	Criteria Satisfied?	
		Yes	No
Project Size	A project that generates 110 or fewer daily trips.	✓	
Locally Serving Retail	A project that has locally serving retail uses that are 50,000 square feet or less, including specialty retail, shopping center, grocery store, pharmacy, financial services/banks, fitness center or health club, restaurant, and café. If the project contains other land uses, those uses need to be considered under other applicable screening criteria.		
Project Located in a Low VMT Area ¹	A residential or office project that is located in a TAZ that is already 15% below the AVPA Baseline VMT.		
Transit Proximity	A multifamily residential project providing higher density housing or a commercial project in an area already zoned for commercial use that is located within a ½ mile of the Metrolink station or within a ½ mile of a bus stop with service frequency of 15 minutes or less during commute periods.		
Affordable Housing	A residential project that provides affordable housing units; if part of a larger development, only those units that meet the definition of affordable housing satisfy the screening criteria.		
Transportation Facilities	Transportation projects that promote non-auto travel, improve safety, or improve traffic operations at current bottlenecks, such as transit, bicycle and pedestrian facilities, intersection traffic control (e.g., traffic signals or roundabouts), or widening at intersections to provide new turn lanes.		

¹ See attached Low VMT Area maps

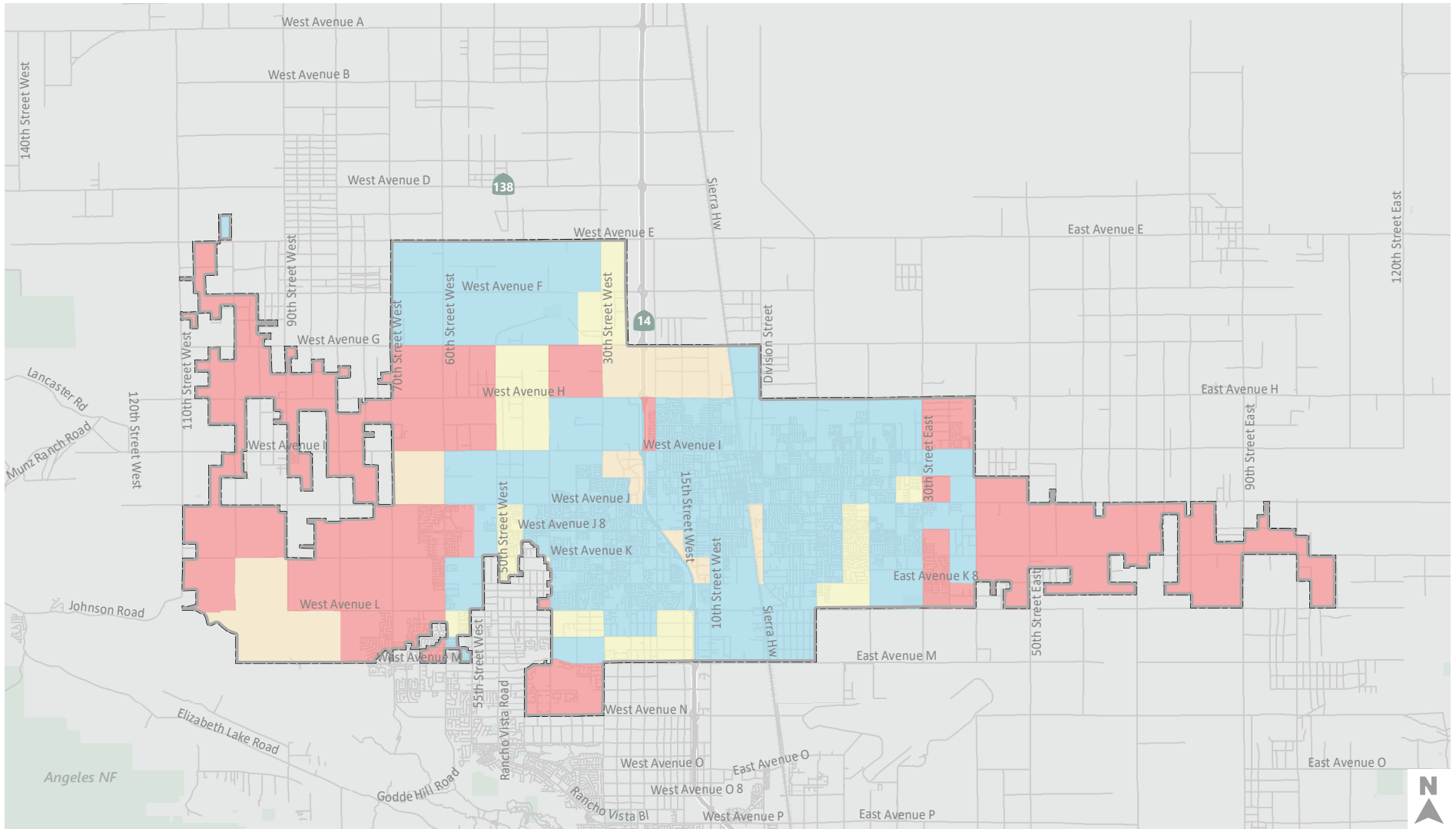
Documentation of supporting evidence must be submitted with completed screening criteria sheet including a location map, site plan, trip generation estimates and detailed project description.

Traffic Engineering Staff Use Only

Approved: _____

Reviewed by: _____

Date: _____








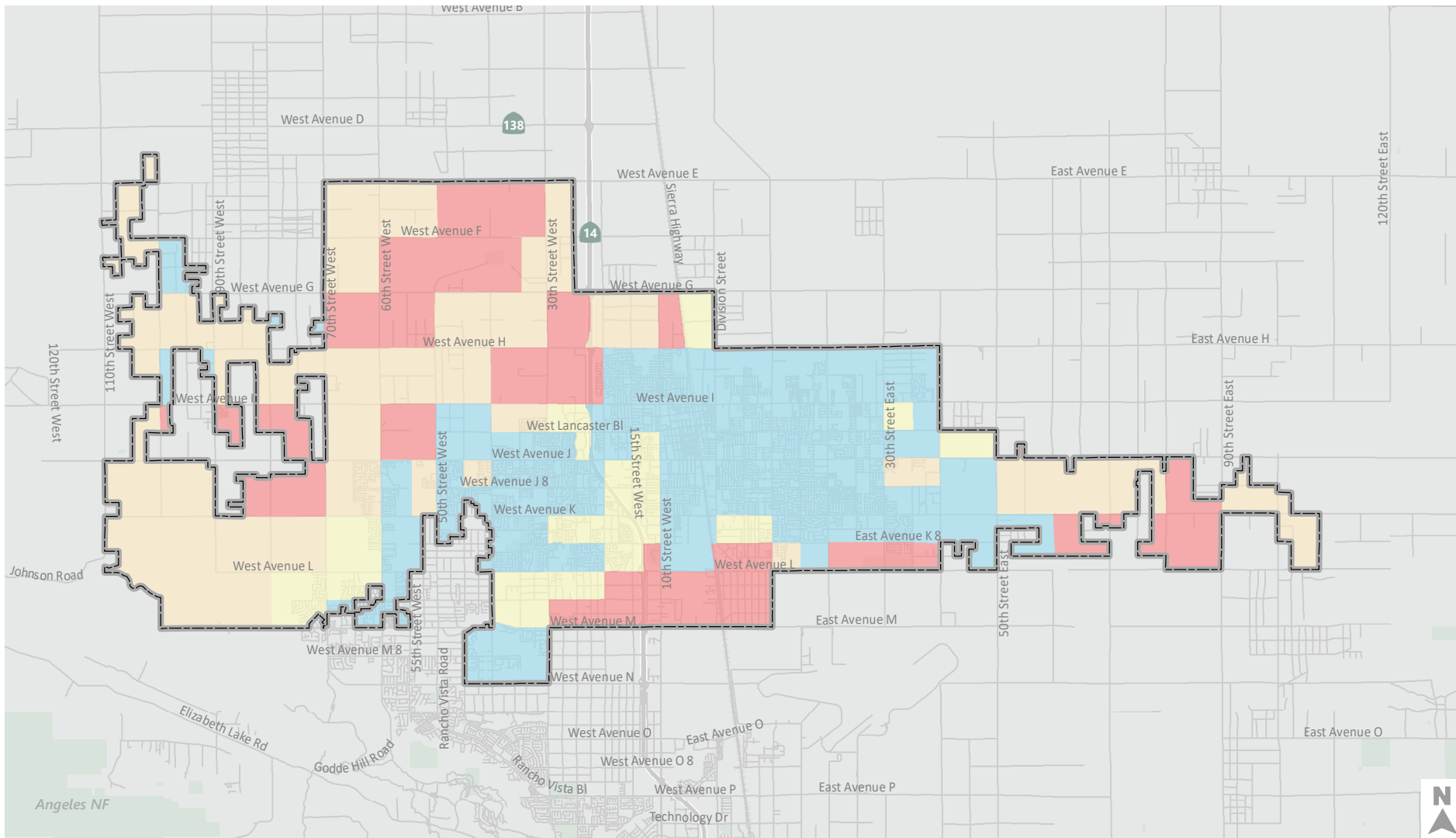
-  **Lancaster**
-  >15% below AVPA Average
 -  0 -15% below AVPA Average
 -  Higher than AVPA Average
 -  No Population

Figure 3

Low VMT Area Screening: Residential








-  **Lancaster**
-  **>15% below AVPA Average**
-  **0 -15% below AVPA Average**
-  **Higher than AVPA Average**
-  **No Employee**

Figure 4

Low VMT Area Screening:
Office



MEMORANDUM

Date:	October 24, 2022	GTS: 220903
To:	Corinne Lytle Bonine, Chambers Group	
From:	Rawad Hani, GTS	
Subject:	Vehicle Miles Traveled (VMT) Analysis – J90 South Energy Storage Project	

This memorandum describes the vehicle miles traveled (VMT) screening analysis for the proposed J90 South Energy Storage (Project), in the City of Lancaster, CA.

The Project is a battery energy storage facility that will comprise battery modules installed in racks housed in purpose-built outdoor Battery Energy Storage System (BESS) enclosures, associated equipment, a project substation, and a generation tie-line connecting the Project to the adjacent existing Southern California Edison (SCE) 500 kilovolt (kV) Antelope Substation. The Project is proposed within a 19.59-acre area comprising two parcels (Assessor Parcel Number [APN] 3203-034-010, 9.28 acres; and APN 3203-034-011, 10.31 acres) in the City of Landcaster, California (Project site).

The VMT analysis evaluated the project using the Los Angeles County VMT guidelines outlined in the June 2020 *Los Angeles County Senate Bill (SB) 743 Implementation and CEQA Updates Report*.

Background

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled (VMT).

Project Trip Generation

While the proposed project will sit on a 19.59-acre site, data provided by the applicant indicates that the majority of operations will be performed remotely, however, it is estimated that maintenance will include two to four staff performing maintenance visits weekly and as needed. The Project will be monitored and operated remotely 24 hours per day, 7 days per week from an off-site control center with no permanent on-site operations and maintenance personnel.

The Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition (2021)* was utilized to estimate daily project trip generation. The trip generation manual does not include data for a battery energy storage facility land use category specifically, or for power plants in general. The most appropriate specific land use in the manual is "Utility" (Code 170), representing land uses pertaining to energy production and similar uses. The Trip Generation Manual includes formulas and rates for trip generation based on metrics including project building square footage and number of employees. Often, building square footage is the appropriate metric to use, however in this case, it is not possible given that the proposed project is on a 19.59-acre site, while the maximum building square footage allowed in ITE Code

170 is less than 50,000 square feet. Therefore, employment is the only metric for estimating trip generation.

The following table shows employment information for the proposed project, as provided by the project team for the maximum of 4 employees per day.

Land Use	ITE Land Use Code	Units	Daily Rate	Estimated Daily Trips
Utility	170	Employees	3.85 per Employee	16

Based on the rates presented in the manual, estimated daily trips for the power plant are 16 daily trips.

VMT Screening Analysis

Pursuant to SB 743 technical guidance published by OPR and the *Los Angeles County Senate Bill (SB) 743 Implementation and CEQA Updates Report* of June 2020, there are several screening procedures to potentially streamline project analysis (i.e., provide a presumptive non-impact finding and remove the need for a VMT analysis). Prime among these are Project Size whereby projects that generate fewer than 110 trips per day can be presumed to have a less than significant transportation impact.

Data (presented in the previous section) indicates that the proposed project would generate less than 110 daily trips.

Therefore, based on the VMT screening analysis presented above, the proposed Project represents a less than significant transportation impact based on VMT and no further VMT analysis is required.

Conclusion

Based on the VMT analysis as shown above, the project doesn't constitute a significant impact for VMT.

