



VMT (Vehicle Miles Traveled) Assessment for



26-Unit Single Family Residence Dwelling Units (SFRDUs) on SWC of E Avenue J & 27th Street E City of Lancaster, CA



PREPARED FOR:



CITY OF LANCASTER

Development Services Department

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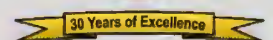
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1.0 – Introduction

This Vehicle Miles Traveled (VMT) Analysis has been conducted to identify and evaluate potential traffic impact of the proposed 26-Unit Single Family Residential Housing (the “Project”) on the southwest corner of the intersection of E. Avenue J & 27th Street E. in the city of Lancaster, California (the “Project Site”).

This analysis abides to the City of Lancaster (the “City”) *Local Transportation Assessment Guidelines*¹ (LTAG.) Complying with the California Environmental Quality Act (CEQA), the City’s LTAG identifies VMT as the primary metric for evaluating a project’s transportation impacts. Thus, this analysis assesses the Project’s VMT transportation impact.

1.1 – Study Area

The VMT Assessment criteria for this analysis were identified in consultation with the City of Lancaster staff. The analysis criteria were determined based on the City’s LTAG, the Project’s proposed location and description, and the qualities of the surrounding vicinity and transportation systems

The general location of the Project, its surrounding street system, and the proposed intersection analysis and level of service analysis locations are depicted in **Figure 1**.

¹ *Local Transportation Assessment Guidelines*, City of Lancaster Department of Public Works, January 2021.





VEHICLE MILES TRAVELED (VMT) ANALYSIS for
26-UNIT SFRDUs on the SOUTHWEST CORNER OF E AVENUE J & 27th STREET E
CITY OF LANCASTER, CA



Figure 1: Project Site and Vicinity Map

LEGEND



Signalized Intersection





2.0 – Project Description

2.1 – Site Location

The proposed Project Site is located at the southwest corner of the E Avenue J / 27th Street E intersection in the City of Lancaster. The Project Site borders unoccupied land to the north, 27th Street E to the east, E Avenue J-4 to the south, and 26th Street E to the west. The Project Site location and surrounding vicinity are shown in **Figure 1**.

2.2 – Existing Project Site

The Project Site encompasses approximately 7.6 acres and is currently vacant. Vehicular access to the Project Site is available via 26th Street E, 27th Street E, or E Avenue J-4. The Site Plan is shown in **Figure 2**. Further information on land use and zoning concerning the vicinity of the Project is provided in **Figures 3 and 4**.

2.3 – Proposed Project Description

The Project proposes the development and construction of 26 single family housing units, with each unit varying from approximately 7,000 to 9,200 square feet (SF). Two additional roadways to provide convenient project access will also be constructed; one roadway connecting E Avenue J-4 and Garnet Lane, and another connected to 27th Street E. Details and dimensions of these roadways are depicted in **Figure 2**.



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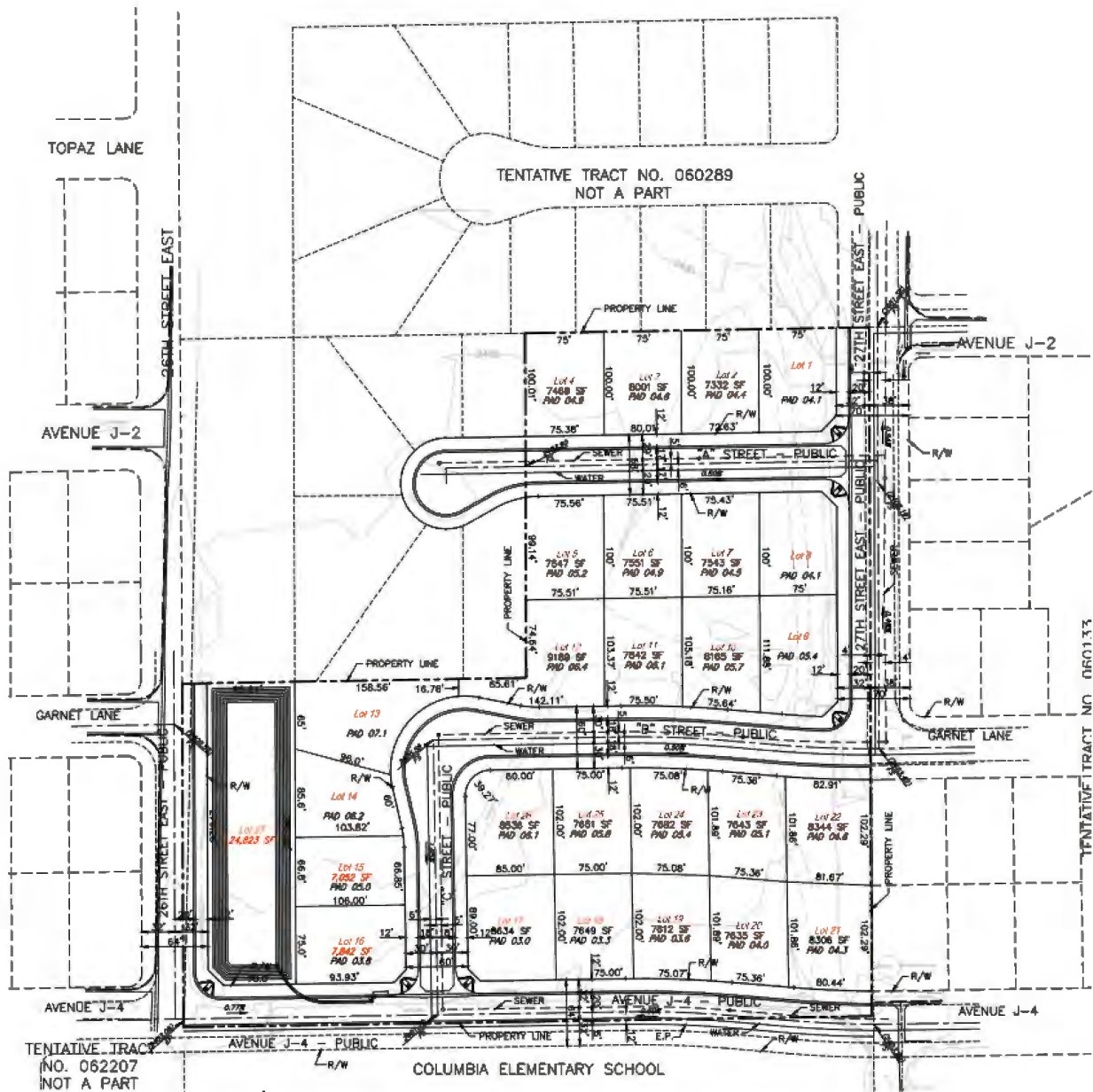


Figure 2: Project Site Plan





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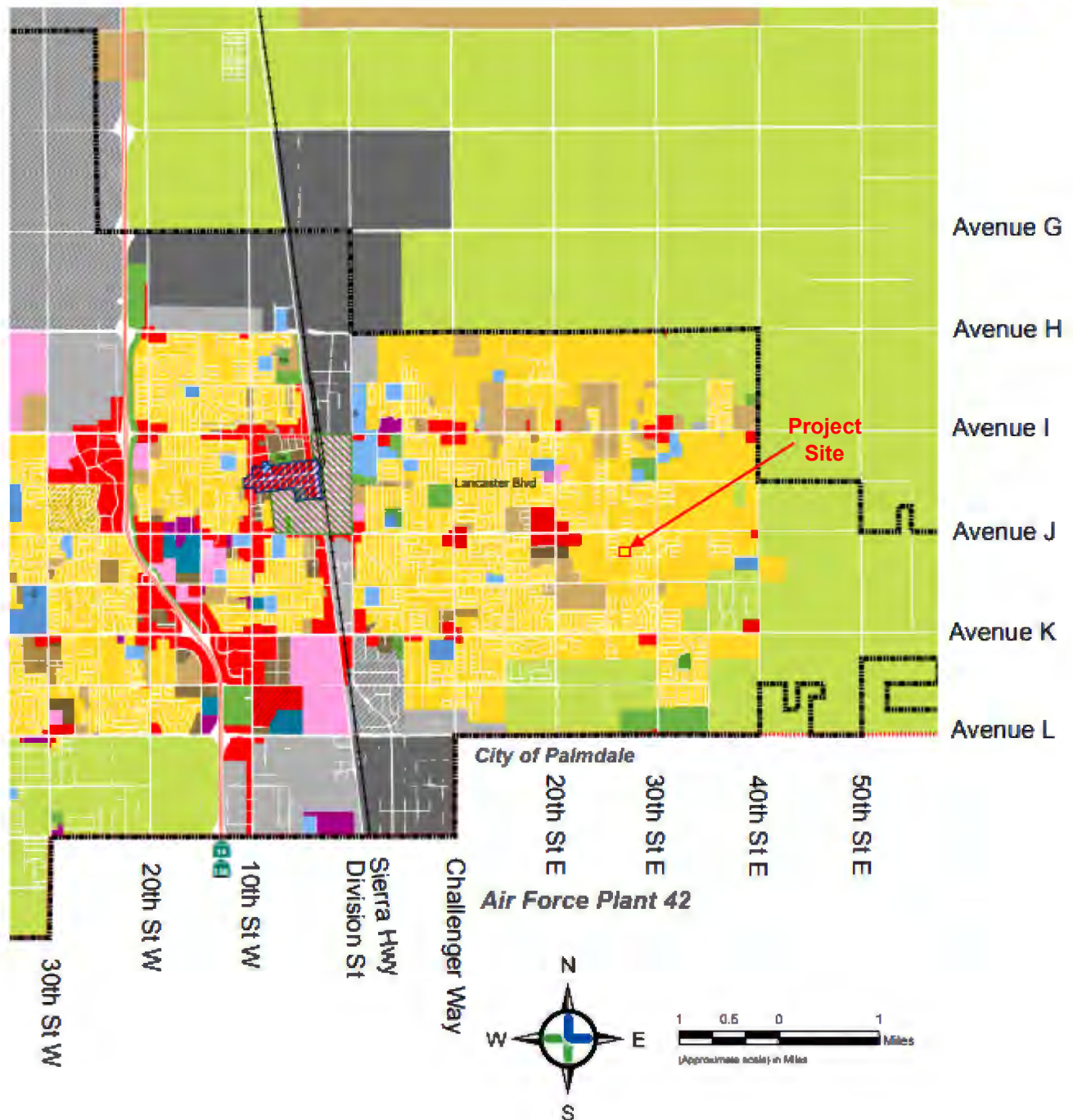


Figure 3: City of Lancaster General Plan Land Use Map

Legend

CITY LIMITS	SPECIFIC PLAN	NU = NON-URBAN RESIDENTIAL (0.4 - 2.0 DU/AC)	MU = MIXED USE	H = HEALTH CARE
SPHERE OF INFLUENCE	TOD (TRANSIT ORIENTED DISTRICT)	UR = URBAN RESIDENTIAL (2.1 - 6.5 DU/AC)	C = COMMERCIAL	P = PUBLIC USE P = PUBLIC S = SCHOOL
	DOWNTOWN SPECIFIC PLAN	MR1 = MULTI-RESIDENTIAL (6.6 - 15.0 DU/AC)	OP = OFFICE/PROFESSIONAL	O = OPEN SPACE CE = CEMETERY O = OPEN SPACE PK = PARK
	PRIME DESERT WOODLAND	MR2 = MULTI-RESIDENTIAL (15.1 - 30.0 DU/AC)	LI = LIGHT INDUSTRIAL	
PROJECT SITE		HI = HEAVY INDUSTRIAL		





VEHICLE MILES TRAVELED (VMT) ANALYSIS for 26-UNIT SFRDUs on the SOUTHWEST CORNER OF E AVENUE J & 27th STREET E CITY OF LANCASTER, CA

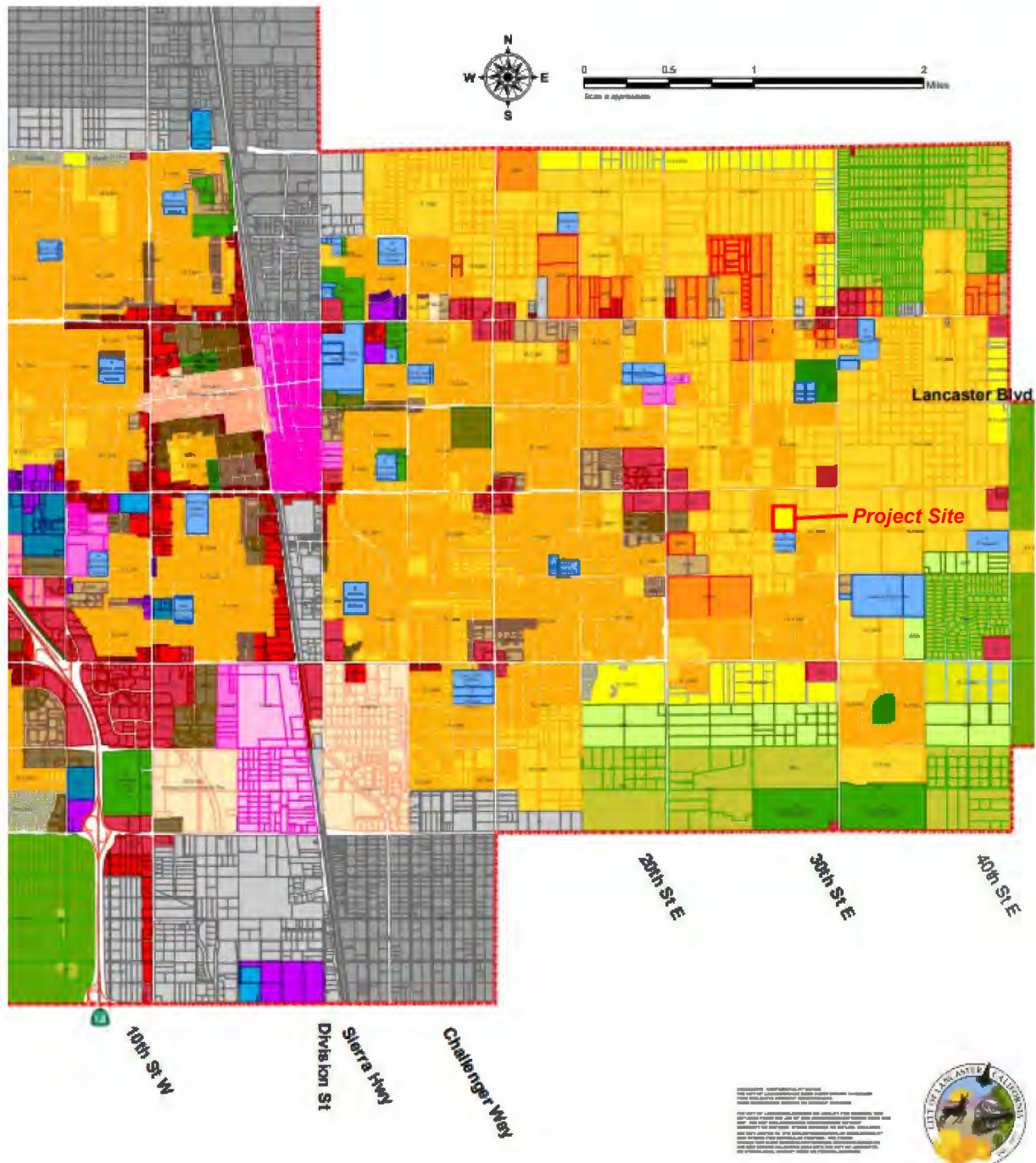


Figure 4: City of Lancaster Zoning Map

LEGEND

- City Limits
- Project Site

ZONING CODE

RR-2.5	Rural Residential of 1 Unit/2.5 Acres
RR-1	Rural Residential of 1 Unit/1 Acre
SRR	Semi-Rural Residential of 1-3 Units/1 Acre
R-15,000	Single Family Residential on 15,000 Square Foot Lots
R-10,000	Single Family Residential on 10,000 Square Foot Lots
R-7000	Single Family Residential on 7,000 Square Foot Lots
HDR	High Density Residential of 15.1-30 Units/Acre
MDR	Moderate Density Residential of 15.1-30 Units/Acre
MHP	Mobile Home Park

C	Commercial
CPD	Commercial Planned Development
RC	Regional Commercial
OP	Office Professional
MU-C	Mixed Use Commercial
MU-E	Mixed Use Employment
MU-N	Mixed Use Neighborhood

HI	Heavy Industrial
LI	Light Industrial

H	Health Care
P	Health Care
S	School
SP	Specific Plan

CE	Community
O	Open Space
PK	Park





3.0 – Existing Street System

3.1 – Regional Highway System

Regional access to the Project Site is provided by the SR-14 (Antelope Valley) Freeway.

SR-14 (Antelope Valley) Freeway is a north-south freeway extending from the northern Mojave Desert to Los Angeles. In the Project vicinity, two mixed-flow freeway lanes are provided in each direction on the SR-14 Freeway. Northbound and southbound on- and off-ramps are located approximately 1.8 miles east of the Project Site on W Avenue I.

3.2 – Local Transit Routes

The Project Site is located 800-1000 feet away from two bus stops on E. Ave J. These stops allow access to Antelope Valley Transit Authority (AVTA) bus routes 11, 50, and 94, as shown in **Figure 5**.

3.3 – Local Roadway Systems

Immediate access to the Project Site will be provided by E Avenue J-4 and 27th Street E. E Avenue J-4 is an east-west roadway bordering the south boundary of the Project Site. Within the Project study area, E Avenue J-4 is designated as a Secondary Arterial by the City and is posted for a speed limit of 25 miles per hour within the Project study area. 27th Street E borders the east side of the Project Site. Designated as a Secondary Arterial by the City, it is posted for a speed limit of 25 miles per hour within the Project study area.



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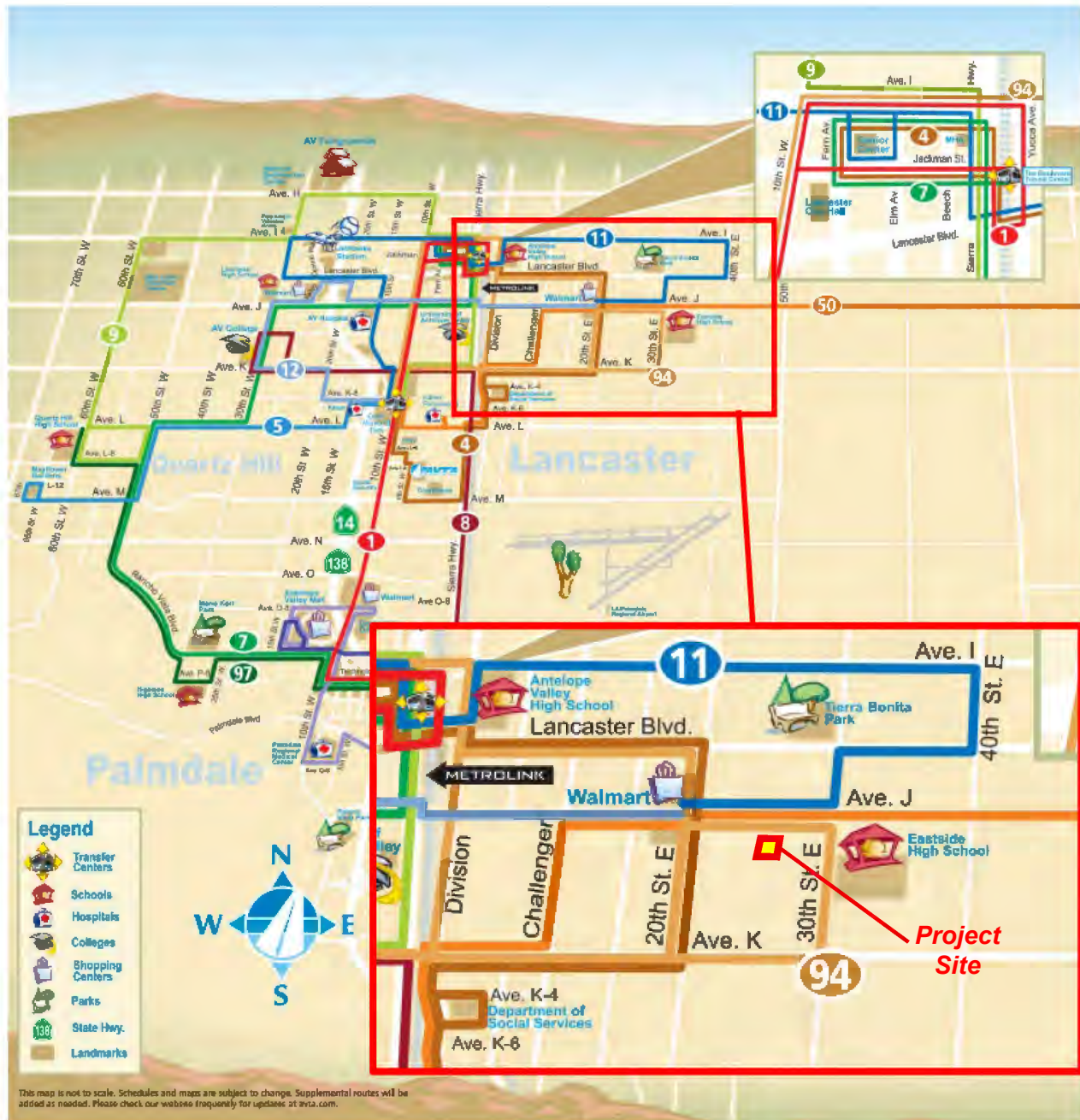


Figure 5: Antelope Valley Transit Authority (AVTA) Bus Routes in City of Lancaster





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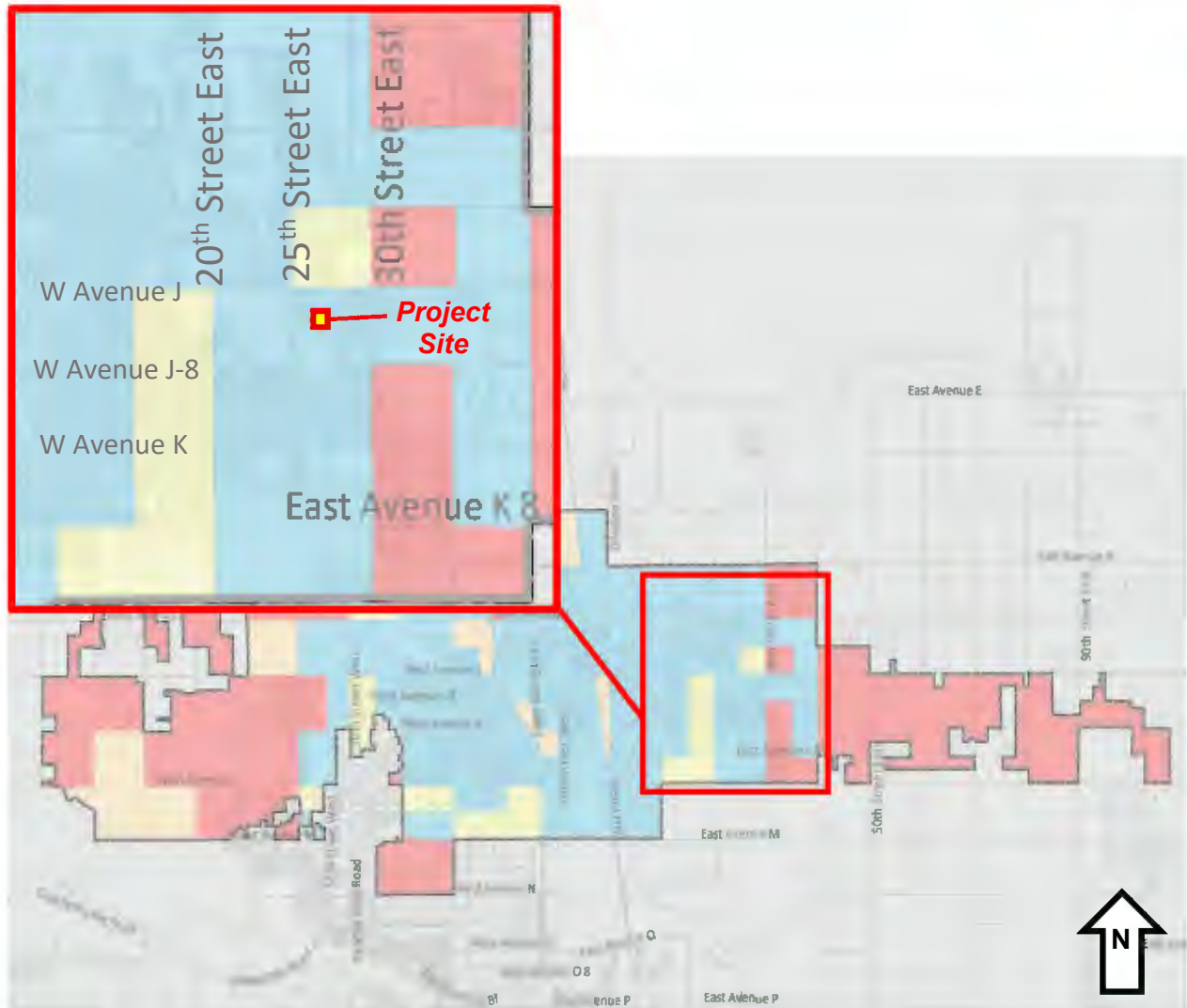
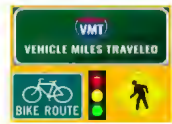


Figure 6: City of Lancaster Low VMT Area Screening (Residential)

LEGEND

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





4.0 – Vehicle Miles Traveled (VMT) Analysis

4.1 – Introduction

VMT is defined as a measurement of miles traveled by vehicles in a certain region for a specified time period. VMT measures the use and efficiency of the transportation network within that region and is calculated from individual vehicle trips generated and their associated trip lengths. VMT accounts for two-way (round-trip) travel and is often estimated for a typical weekday for the purpose of measuring transportation impacts.

After the signing of Senate Bill 743 (SB 743) in September 2013, the process of analyzing transportation impact under the California Environmental Quality Act was significantly revised. SB 743 became a law effective July 1, 2020. SB 743 identifies VMT as the most appropriate CEQA transportation metric; subsequently, this analysis focuses primarily on VMT methodology.

4.2 – Screening Criteria

As previously noted, the City's LTAG identifies VMT as the primary metric for determining transportation impacts of development projects. The City's LTAG includes VMT screening criteria, guidelines, and thresholds for analyzing transportation impacts under CEQA.

The City's LTAG states that a project needs to satisfy only one of the below criteria to be exempt from further VMT analysis.

4.2.1 Project Size

If a Project is found to generate fewer than 110 daily vehicular trips, it can be assumed that there is an insignificant transportation impact and the project is exempt from further analysis. **Table 4.1** depicts the forecast of vehicle traffic to be generated by the proposed Project during weekday AM and PM peak hours.

Table 4.1: Project Trip Generation Summary²

Land Use	Quantity	Unit	A.M. Peak Hour Rates			P.M. Peak Hour Rates			Daily Rate
			In	Out	Total	In	Out	Total	
Single Family Detached	26	Dwelling Units	0.18	0.52	0.70	0.59	0.35	0.94	9.43

Land Use	Quantity	Unit	A.M. Peak Hour (VPH)			P.M. Peak Hour (VPH)			Daily (Vehicular Trips)
			In	Out	Total	In	Out	Total	
Single Family Detached	26	Dwelling Units	5	13	18	15	9	24	245

*Thus, as the Project will generate 245 Daily Vehicular Trips, it is **NOT exempt** using the Project Size Screening Criteria.*

² Source: ITE Trip Generation Manual, 11th Edition, Vol. 3, Code #210, Single Family Detached Housing, Sept. 2021.





4.2.2 Transit Proximity

A Project can be exempt from further VMT analysis if the Project has a close proximity (within ½ mile) to a High-Quality Transit Corridor. Per California Public Resources Code – PRC Division 13 – Environmental Quality Chapter 2.5 - Section 21064.3, this is defined as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during morning and afternoon peak commute periods.

*Thus, as the Project is NOT located by a High-Quality Transit Corridor, it is **NOT exempt** using the Transit Proximity Criteria.*

4.2.3 Affordable Housing

For residential land use, if 100% of the units, excluding manager’s units, are set aside for lower income households or are considered “affordable housing,” further VMT screening is not required.

*Thus, the Project is **NOT exempt** using the Affordable Housing Screening Criteria.*

4.2.4 Project Located in a Low VMT Area

Residential Projects can be screened to be exempt from further VMT analysis if the Project’s residential VMT per capita is over 15% below the existing residential VMT per capita for the Baseline area where the project is located.

As shown in **Figure 6**, the Project Site is located in a Low VMT Area with its VMT exceeding 15% below the AVPA average.

*Thus, the Project **IS exempt** from further VMT analysis using the Low VMT Area Screening Criteria.*

4.3 – Summary of Project VMT Impact

Because the Project is located in a Low VMT Area that exceeds the 15% threshold, it can be concluded that the Project will have a less than significant Project VMT impact under existing/baseline conditions.

4.4 – Summary of Cumulative VMT Impact

Because the Project Site is in a Low VMT Area and will have a less than significant VMT impact under existing/baseline conditions, the Project can be assumed to have a less than significant cumulative VMT impact.



5.0 – Conclusion

This report evaluates the potential VMT impact of the proposed 26-unit single family residences located at the southeast corner of E Avenue J & 27th Street E in the City of Lancaster, California.

After considering the VMT methodology and criteria, guidelines, and thresholds of the City of Lancaster for the Project's VMT analysis, the Project is deemed to be in a Low VMT Area and does not require further mitigation. There will not be a significant Project or cumulative VMT impact under existing and future conditions, and overall, the proposed Project will have a less than significant VMT impact.

