
Technical Memorandum



To: F Scott Jewell, Access Services

From: Rohit Itadkar, P.E., T.E., HDR

Date: October 15, 2024 (Revised June 4, 2026)

Subject: **Antelope Valley Paratransit Operations and Maintenance Facility Project – Vehicle Miles Traveled Analysis Technical Memorandum**

Introduction

This Vehicle Miles Traveled (VMT) analysis has been conducted to identify and evaluate the potential traffic impact of the proposed Antelope Valley Paratransit Operations & Maintenance Facility (the “Project”). This VMT analysis follows the City of Lancaster (the “City”) Local Transportation Assessment Guidelines (LTAG)¹. To fulfill California Environmental Quality Act (CEQA) requirements, the City’s LTAG recognizes VMT as the main measure for assessing transportation impacts of a project. Therefore, this transportation analysis evaluates the Project’s VMT transportation impact².

The assessment criteria for VMT transportation analysis were developed in collaboration with the City of Lancaster’s staff. These criteria were established based on the city’s LTAG, the proposed project’s description and location, and the characteristics of the surrounding transportation system.

Project Location and Description

Project Location

The Project is located in the City of Lancaster within the Antelope Valley of Los Angeles County, California (Figure 1). The Project Site is a contiguous 6.81-acre flat and undeveloped site generally bounded by East Avenue K-15 to the north, Morton Way to the east, East Avenue L to the south, and the Metrolink railroad right-of-way (ROW) serving the Antelope Valley Line and the Sierra Highway to the west (Figure 2).

The Assessor Parcel Numbers (APN) assigned to the Project Site include the following:

- APN: 3126-009-974
- APN: 3126-009-975

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

² Transportation Analysis Updates in Lancaster, City of Lancaster, Fehr & Peers, May 2020

-
- APN: 3126-009-976

Project Description

Access is proposing to construct the Project on an undeveloped site owned by the City of Lancaster. The Project is within the limits of the City of Lancaster's Lancaster Business Park Phase III Specific Plan which aims to develop the specific plan area (and Project Site) as a high-quality business center, an important element of the long-range economic development strategy for the City of Lancaster (City of Lancaster 1991). The Project would be constructed in two phases and includes the following major Project components, as depicted on Figures 3 and 4.

- **Administration and Vehicle Maintenance Building** – One mixed occupancy, single-story 26,565 square-foot (SF) building, ranging in height from 17 feet to 26 feet and four inches.
 - Administration Building - 9,810 SF (Phase 1), not to be expanded for Phase 2
 - Vehicle Maintenance Building - 10,510 SF (Phase 1), to be expanded by 6,245 SF for a total of 16,755 SF (Phase 2)
- **Parking Areas**
 - Staff and Visitor Parking – 165 spaces (Phase 1), to be expanded by 67 additional spaces for a total of 232 spaces (Phase 2)
 - Fleet Vehicle Parking – 88 spaces (60 cutaway, 28 van) (Phase 1), to be reconfigured as part of Phase 2 to remove cutaway spaces for a total of 153 spaces (0 cutaway, 153 van) (Phase 2)
 - Non-revenue Parking – 10 spaces (Phase 1), not to be expanded in Phase 2
- **Fuel Island** – One unleaded gasoline fuel island with one fuel dispenser and a 12,000-gallon aboveground storage tank (AST) to facilitate on-site fueling is proposed (Phase 1). One dispenser would accommodate 83 fleet vehicles. Fuel would be delivered to the Project Site once every two weeks.
- **Wash Bay** – One prefabricated, fully enclosed 2,498 SF drive-through wash bay is proposed adjacent to the fleet parking area to provide an on-site area to clean fleet vehicles. Washing would be conducted manually, and associated infrastructure would consist of supporting equipment, storage tanks, pumps, filters, water softeners, a reclaimed water system, etc. (Phase 1).
- **Detention Basins** – Two detention basins at the northwest and southeast corners of the Project Site are proposed (Phase 1). Both detention basins would be converted to underground systems during Phase 2 to accommodate planned Phase 2 Project components.
- **Photovoltaic (PV) Shade Structures** - Column-supported shade structures with PV arrays covering all fleet parking are planned for Phase 2 of the Project; however, they may be constructed during Phase 1, based on funding availability. PV array shading is anticipated to achieve 75 percent or better of the building energy consumption.
- **Backup Generator** – One 500 kilovolt-amps diesel generator with underground conduits and automatic transfer switches (Phase 1).

-
- **Lighting** – Internal external light-emitting diode lighting is proposed for the Project. A Lighting Plan will be prepared during final design.
 - **Fencing** - An 8-foot metal fence would be constructed around the perimeter of the Project Site with security gates at each of the proposed entrance/exit points

Figure 1. Project Vicinity



Figure 2. Project Site



Source: HDR 2024

Figure 3. Phase 1 Site Plan



Figure 4. Phase 2 Site Plan



Source: HDR 2024

Existing Facility

The proposed project will replace the existing Access Services paratransit facility located at 660 West Avenue L in the City of Lancaster. The paratransit facility occupies approximately 2.6 acres of a 4.6-acre parcel. In 2024 it had 50 fixed staff and 87 drivers for a total of 137 full time equivalents. It housed a fleet of 42 shuttle vehicles and eight contractor-provided vehicles. The site included four buildings with administrative, maintenance, fueling, storage, and training functions. Table 1 presents the number and type of employees working at the existing site. Dispatchers, supervisors, call center staff, and drivers work in shifts. Administrative and maintenance staff work a traditional 8 a.m. to 5 p.m. shift. Figure 5 presents the existing site.

Table 1. Existing Access Services Paratransit Facility Employees

Access Employee Type	Full Time Equivalent
Management staff (salaried)	7
Dispatchers	9
Call Center Staff	12
Maintenance Staff	11
Road Supervisors	7
Other Staff (Operations clerk, trainers, accounting, IT)	4
Total Fixed Staff	50
Drivers	87
Total	137

Figure 5. Existing Access Services Location



-  Project Site (Existing)
-  Parcel Boundary



0 500 Feet

A horizontal scale bar with a vertical tick at each end, representing a distance of 500 feet.

Source: HDR 2026

Table 2 shows a comparison between existing Access Services site traffic and trip generation projected for the proposed new facility. In Phase 1 the new site is projected to generate 115 more weekday trips than the existing site. Phase 1 peak hour trips are projected to increase by 11 trips in both the morning and afternoon. Phase 2 construction and operations are planned for 2036 depending on funding availability.

Table 2. Existing Access Services Paratransit Facility Site Trip Generation

Access Employee and Shuttle Trips			Peak Hour Site Trips					
Existing (2024)		%	AM Peak			PM Peak		
Total Trips*	394		In	Out	Total	In	Out	Total
Employee	240	61%	25	12	37	12	26	38
Shuttle**	154	39%						
Phase 1 (2026)	509							
Employee	310	61%	32	16	48	16	34	49
Shuttle	199	39%						
Phase 2 (2036)	975							
Employee	594	61%	62	30	92	30	64	94
Shuttle	381	39%						
Maximum (2041)	1563							
Employee	952	61%	99	48	147	48	103	151
Shuttle	611	39%						

* Information gathered from vehicles logs provided by applicant.

** All service vehicles considered shuttles.

Existing Street System

Regional Highway System

Regional access to the Project Site is provided by the Sierra Highway or El Camino Sierra. A brief description of the Sierra Highway is provided below:

Sierra Highway is a major north-south oriented highway in California that runs from Los Angeles to Lake Tahoe. It serves as a major route, featuring two through travel lanes in each direction. The speed limit on this highway is 55 miles per hour. The highway runs parallel to Highway 14 and the railroad, becoming a frontage road. In the vicinity of the Project Site, Sierra Highway is a key transportation corridor, providing direct access to both northbound and southbound routes.

Local Roadway System and Roadway Descriptions

Immediate access to the Project Site is provided via Morton Way and E Ave K 15. A brief description of the roadways in the Project vicinity is provided in the following paragraphs.

E Ave L is an east-west oriented roadway located south of the Project Site. Within the Project study area, E Ave L is designated as a Major Arterial by the city. Two through travel lanes are provided in each direction on E Ave L. Separate exclusive left-turn and right-turn lanes are

provided in the northbound and southbound directions on E Ave L at the 4th St E intersection, regulated by a traffic signal. E Ave L is posted for a speed limit of 50 miles per hour.

Morton Way is a north-south oriented roadway located east of the Project Site. This roadway is designated as a Local Road by the city. One through travel lane is provided in each direction on Morton Way. Morton Way is posted for a speed limit of 25 miles per hour.

E Ave K 15 is an east-west oriented roadway located north of the Project Site. Within the Project study area, E Ave K 15 is designated as a Local Street by the city. One through travel lane is provided in each direction of the road, along with a shared lane for turns.

3rd St E is a north-south oriented unpaved private road with one through travel lane in each direction and a speed limit of 25 miles per hour. This road primarily serves industrial/commercial uses, local traffic, and does not have dedicated turn lanes.

Business Center Parkway/4th St E is a major Arterial Road with two through lanes in each direction. It includes dedicated left and right turn lanes at major intersections regulated by traffic signals and has a speed limit of 50 miles per hour. Business Center Parkway is designated to accommodate higher traffic volumes, primarily serving commercial and industrial areas and provides access to local businesses, offices and commercial centers.

Vehicle Miles Traveled Analysis

Introduction

The term VMT (vehicle miles traveled) is defined as a measurement of miles traveled by vehicles within a specific area and timeframe. It serves as an indicator for the use and efficiency of the transportation network, and is calculated from the cumulative lengths of individual vehicle trips. VMT measurements account for two-way travel (round trip) and are often estimated based on typical weekday travel patterns to evaluate transportation impacts.

In September 2013, the Governor's Office approved Senate Bill 743 (SB 743), initiating a transformative process that changes the approach to transportation impact assessment under the California Environmental Quality Act. These changes, outlined in the State's CEQA Guidelines, involve eliminating metrics such as auto delay and level of service (LOS) as the primary factors for determining significant traffic impacts. SB 743 establishes VMT as the most suitable transportation metric for CEQA and the elimination of auto delay/LOS for CEQA purposes statewide. This shift is supported by the argument that LOS impacts lead to infrastructure enhancements that boost roadway capacity, thereby contributing to increased traffic and greenhouse gas emissions.

Screening Criteria

The City of Lancaster has an adopted VMT analysis screening checklist, which is used to determine whether land use projects are exempt from a VMT analysis based on their size, location, or access to transit. Based on the results of the VMT Screening Memorandum (Attachment A), the Project does not meet the criteria outlined in the screening checklist because

the Project is expected to generate more than 110 daily trips, is not classified as a retail use, is not situated in a Low VMT Area, is not considered a multifamily or commercial use which is in close proximity to transit, is not an affordable housing project, and will not encourage non-auto travel. Therefore, a VMT analysis is required for the Project to determine any significant project-related impacts under CEQA.

Impact Methodology and Criteria

As mentioned in the City's LTAG, the VMT analysis should be conducted using the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) trip-based travel demand model. The analysis requires consideration of potential impacts of the project under both existing and future/cumulative conditions. Potential impacts are considered as follows:

- **Existing/Baseline Conditions:** Project-generated VMT should be estimated for the proposed land uses under existing/baseline conditions. VMT can be estimated using the SCAG regional travel demand model and should be reported as VMT per capita (residential projects), VMT per employee (office or employment-generating projects), or VMT per service population (all other land uses). For land use plans, VMT per service population or Total VMT can be used to determine potential impacts.
- **Cumulative Conditions:** If a proposed project has a less than significant impact under Existing/Baseline conditions, it would also result in a less than significant cumulative impact as long as the project is consistent with the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).
- **Other land use types:** For land use types not listed above, the City can determine the appropriate VMT metric depending on the project characteristics. For projects that are generally producing job-related travel, the employment generating VMT (home-based work VMT per employee) can be compared to the baseline.

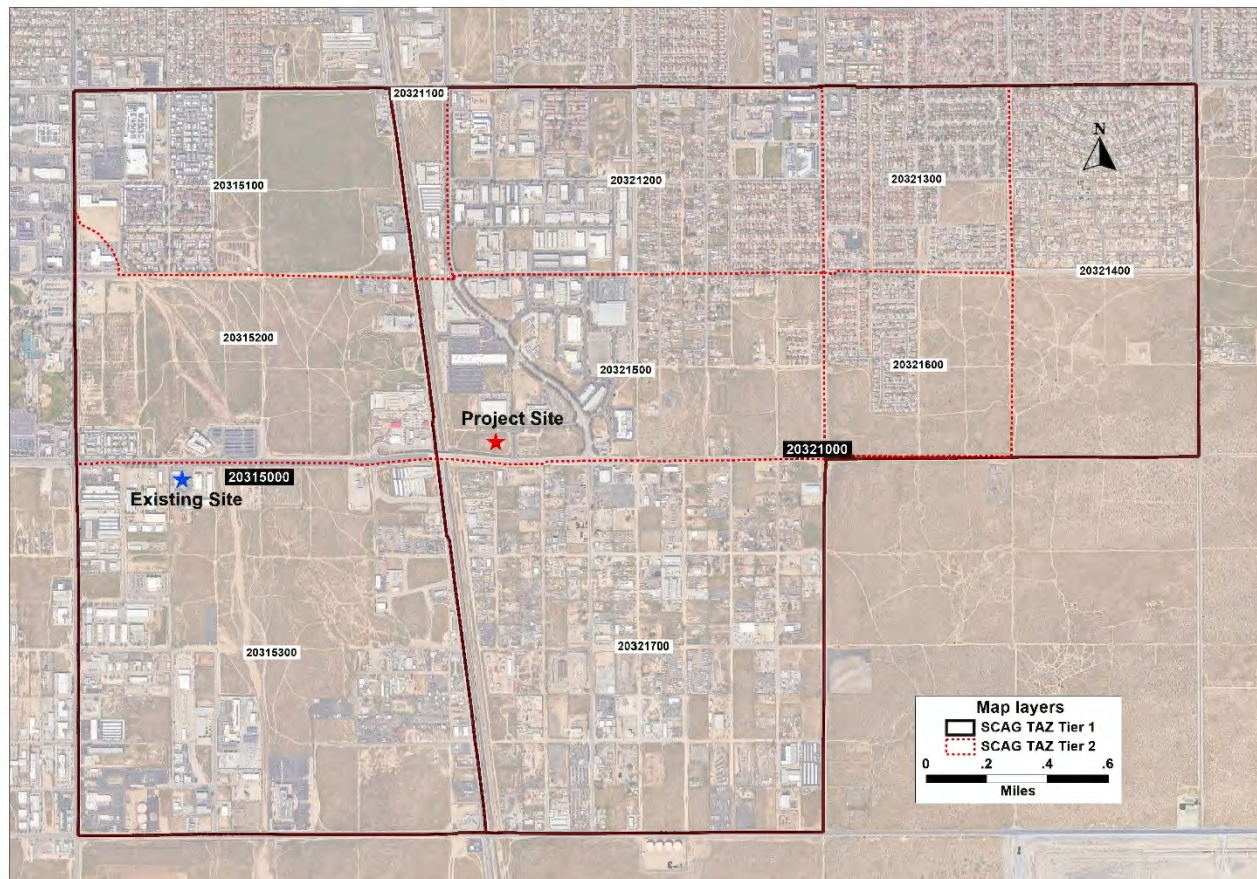
As shown in Table 1, the Access Services paratransit facility has a mix of employment producing job-related travel. It has both office workers and shuttle bus drivers that produce job-related travel. We propose comparing home-based work VMT per employee to the AVPA baseline.

Modeling Methodology

The SCAG model has 2012 as the base year and 2040 as the forecast year and can be used to estimate VMT for the opening year 2026 conditions. The 2040 model contains the planned transportation improvements in the RTP and the growth projections in the SCS.

Based on the SCAG model, the Project Site is within TAZ 2032100. The existing site is in TAZ 2031500. Figure 6 presents the SCAG TAZ Map that shows the locations of the existing site and the Project site.

Figure 6. Traffic Analysis Zone Map



For projects that produce job-related travel, baseline VMT is a measurement of total home-based work VMT per employee. This reflects all home-based work trips that end within the Los Angeles County Antelope Valley Planning Area (AVPA). All work trips are traced to their origin in the region and then divided by the service area employment to estimate the efficiency metric of home-based work VMT per employee.

VMT Assessment

As indicated in the City's LTAG, both short-term and long-term project effects on VMT should be analyzed. The short-term effects were evaluated in the detailed project-level VMT analysis mentioned above. Long-term, or cumulative, effects were determined by checking consistency with SCAG's RTP/SCS, which is the regional plan that ensures compliance with air quality standards and greenhouse gas (GHG) reduction targets. Projects that align with this plan in terms of development, location, density, and intensity are part of the regional strategy to achieve air pollution and GHG reduction goals.

According to the City's LTAG, if a project does not show an impact by using an efficiency-based impact threshold (i.e., Total Home-Based Work VMT per Employee) in the analysis, resulting in a less than significant project impact, consistency with the RTP/SCS is adequate to demonstrate a

less than significant cumulative impact on VMT. However, the development in an area not specified for development by the RTP/SCS might indicate a significant transportation impact.

Total Home-Based Work VMT per employee was estimated for the Project opening year 2026 using the SCAG travel demand model. While the Project will be built in phases, the year 2026 analysis shows how the VMT generated by the Project compares to current travel and VMT characteristics. As shown in Table 4, interpolated 2026 SCAG travel demand model results show that the Project generates 1.4 total home-based work VMT per employee. This is lower than the City's threshold of 15% below Baseline VMT and will result in no VMT impact.

Table 4. Project VMT and VMT Threshold for Employment Projects in Lancaster

VMT Metrics for Employment Projects	HBW VMT per Employee
Project VMT Estimates (2026)	1.4
Antelope Valley Planning Area (AVPA) Baseline VMT (2026)	16.0
Threshold: 15% Below AVPA Baseline VMT	13.6
Percent Higher than VMT Threshold	N/A
VMT Exceeds Threshold	No

Conclusion

This analysis documents the potential VMT impacts of the proposed Antelope Valley Paratransit Operations and Maintenance Facility. This is proposed relocation of an existing facility. SCAG travel demand model estimates for 2026 opening year travel show no VMT impacts compared to the City's threshold of 15% below baseline Antelope Valley Planning Area VMT.

Attachment A. Lancaster Project VMT Thresholds

This attachment shows the SCAG regional travel model forecasts used to estimate both planning area and project-level VMT. This VMT analysis reflects the relocation of the existing site. When the new site opens, employees from the existing facility at 660 West Avenue L will report nearby at the new site on E Ave K 15. This means that the overall Antelope Valley Planning Area employment will not change in 2026. However, as described in Table 2, the site is expected to grow and create up to 400 new jobs by 2040.

The SCAG regional travel model forecasts suggest that the relocated ACCESS site will result in shorter work trip lengths compared to the current site resulting in a small decline in home-based work weekday VMT. The SCAG model also shows weekday VMT per service area employee decreasing through the planning horizon due to employment density increases in the planning area. In other words, work trips are forecast to become shorter in the future.

Table A-1 shows the results of the interpolation between the SCAG 2012 and SCAG 2040 regional travel demand model forecasts to estimate the 2026 Antelope Valley Planning Area baseline VMT and employment. It shows the AVPA baseline VMT is 16 miles per employee. This table also shows VMT and employment estimates for the Tier 1 TAZ where the project is located.

Table A-1. 2026 Weekday VMT and Employment Interpolation

Service Area	2012		2026		2040	
	No Build	Build	No Build	Build	No Build	Build
Home-Based Work Weekday Vehicle Miles of Travel						
AVPA	3,309,339	3,306,231 ^A	3,720,854	3,719,569 ^A	4,132,369	4,138,784
Tier 1 TAZ 2032100	34,371	36,079	34,612	34,774	34,853	37,496
Service Area Employment						
AVPA	181,766	181,766 ^B	231,495	231,495 ^B	281,223	281,623
Tier 1 TAZ 2032100	2,983	3,103	3,094	3,214	3,204	3,724
Weekday VMT per Service Area Employee						
AVPA	18.2	18.2	16.0	16.0	14.7	14.7
Tier 1 TAZ 2032100	11.5	11.6	11.2	10.8	10.9	10.0

Key: AVPA – Antelope Valley Planning Area; TAZ – Traffic Analysis Zone

Source: Southern California Association of Governments Regional Travel Demand Model

Notes: ^A Relocating ACCESS site may reduce regional home-based work average trip length; ^B No Build and Build service area employment is the same due to relocation of existing site.

Table A-2 shows the VMT and employment estimates from Table A-1 used to estimate the weekday home-based work VMT per employee for the Tier 1 TAZ 2032100 where the project is located.

Table A-2. Tier 1 TAZ 2032100 Estimated 2026 Weekday HBW VMT per Employee

Description	Employment	HBW VMT	HBW VMT per Employee
No Build	3,094	34,612	11.2
Build	3,214	34,774	10.8
Project	120	162	1.4

Key: HBW – home-based work; TAZ – Traffic Analysis Zone

Attachment B. VMT Screening Memorandum

Memorandum

Date: Wednesday, April 17, 2024

Project: Antelope Valley Paratransit Operations & Maintenance Facility, Lancaster, CA

To: City of Lancaster Development Services Department

From: Rohit Itadkar

Subject: Vehicle Miles Traveled Technical Memo

Introduction

The objective of this memorandum is to demonstrate if the Antelope Valley Paratransit Operations & Maintenance Facility (Project) meets the City of Lancaster's Vehicle Miles Traveled (VMT) analysis screening criteria outlined in the *Transportation Analysis Updates in Lancaster* (May 27, 2020), and to identify if further VMT analysis is required for the Project.

This memorandum provides a summary of the Project location and Project description, includes a summary of the VMT assessment using the City's VMT screening check list criteria, and identifies next steps.

Project Location

The Project is located in the City of Lancaster, within the Antelope Valley of Los Angeles County, California. The Project Site is a contiguous 6.81-acre site generally bounded by East Avenue K-15 to the north, Morton Way to the east, East Avenue L to the south, and the Metrolink Antelope Valley Line and Sierra Highway to the west (Figure 1). Assessor Parcel Numbers (APN) assigned to the Project Site include the following:

- APN: 3126-009-974
- APN: 3126-009-975
- APN: 3126-009-976

Project Description

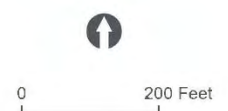
Access Services (ACCESS) is proposing to construct a paratransit operations and maintenance facility on an undeveloped site in the City of Lancaster, within the boundary of the Lancaster Business Park Phase 3 Specific Plan. The Project would be implemented in two phases. Construction of Phase 1 is planned to begin in March 2025 and would be operational in July 2026. The timing for Phase 2 construction and operation is based on funding availability and yet to be determined. The Project includes the following major components as depicted on Figures 2 and 3:

- **Administration and Vehicle Maintenance Building** – One mixed occupancy, single-story 20,312 square feet (SF) building, ranging in height from 17 feet to 26 feet and 4 inches.
 - Administration Building - 9,826 SF (Phase 1), not to be expanded for Phase 2
 - Vehicle Maintenance Building - 10,786 SF (Phase 1), to be expanded by 6,223 SF for a total of 17,009 SF (Phase 2)
- **Parking Areas**
 - Staff and Visitor Parking – 160 spaces (Phase 1), to be expanded by 73 additional spaces for a total of 233 spaces (Phase 2)
 - Fleet Vehicle Parking – 88 spaces (60 cutaway, 28 van) (Phase 1), 153 total spaces, including removal of cutaway spaces (0 cutaway, 153 van) (Phase 2)
 - Non-revenue Parking – 10 spaces (Phase 1), not to be expanded in Phase 2
- **Fuel Island** – One unleaded gasoline fuel island containing one 12,000-gallon aboveground storage tank (AST) with one fuel dispenser (Phase 1). The fuel area would be phased out as ACCESS converts to alternative power for operation of their fleet vehicles.
- **Wash Bay** – 2,498 SF drive-through, enclosed wash bay with supporting equipment, storage tanks, pumps, filters, water softeners, a reclaim system, etc. (Phase 1).
- **Photovoltaic (PV) Shade Structures** - Column-supported shade structures with PV arrays covering all fleet parking. PV shade structures are planned for Phase 2; however, they may be constructed during Phase 1, based on funding availability.
- **Backup Generator** – One 500 kilovolt-amps diesel generator with underground conduits and automatic transfer switches (Phase 1).

Figure 1. Project Site



-  Project Site
-  Parcel Boundary
-  Metrolink Antelope Valley Line



Source: HDR 2024

Figure 2. Phase 1 Site Plan



Source: HDR 2024

Figure 3. Phase 2 Site Plan



Source: HDR 2024

VMT Assessment

The City of Lancaster has an adopted VMT analysis screening check list, that is used for land use projects to be screened from a VMT analysis based on their size, location, or accessibility to transit. The VMT analysis screening check list is included in Appendix A. The Project needs to satisfy one of the screening check list criteria to be exempt from the further VMT analysis. The screening check list criteria are presented below:

1. **Project Size** – A project that generates 110 or fewer daily trips.
2. **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.
3. **Project Located in a Low VMT Area** - A residential or office project that is located in a Transportation Analysis Zones that is already 15% below the Antelope Valley Planning Area Baseline VMT.
4. **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.
5. **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.
6. **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.

Upon review, the Project does not satisfy the screening check list criteria above. The Project is expected to generate over 110 daily trips, is not considered a retail use, is not located in the Low VMT Area, is not considered a multifamily or commercial use within close proximity to transit, is not an affordable housing project, and will not promote non-auto travel.

Conclusion

As per the City of Lancaster's VMT analysis guidelines, for projects that do not meet the initial screening check list criteria, a VMT analysis is required. Based on the results of the VMT assessment, a VMT analysis is proposed to be conducted in accordance with the City's VMT guidelines using the approach summarized below:

- VMT analysis will be conducted using the Antelope Valley Travel Demand model.
- **Existing/Baseline Conditions:** Project-generated VMT will be estimated for the Project under the existing/baseline conditions using the Antelope Valley Travel Demand model and will be VMT per service population.
- **Cumulative Conditions:** Project-generated VMT will be estimated for the Project under the cumulative conditions using the Antelope Valley Travel Demand model and will be VMT per service population.
- **VMT Impact Thresholds:** The Project generated VMT per service population will be compared with the City of Lancaster's VMT thresholds to determine if the Project would result in a significant VMT impact or not.
- **VMT Mitigations:** If the Project results in a significant VMT impact, implementation of appropriate mitigation measures listed in the City's VMT guidelines would be required.

Appendix A: VMT Analysis Screening Check List



COMMUNITY
DEVELOPMENT

VMT Analysis Screening

Case No: _____ Project Location/APN: 3126-009-974/975/976

Project Description: Antelope Valley Paratransit Operations and Maintenance Facility

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: _____

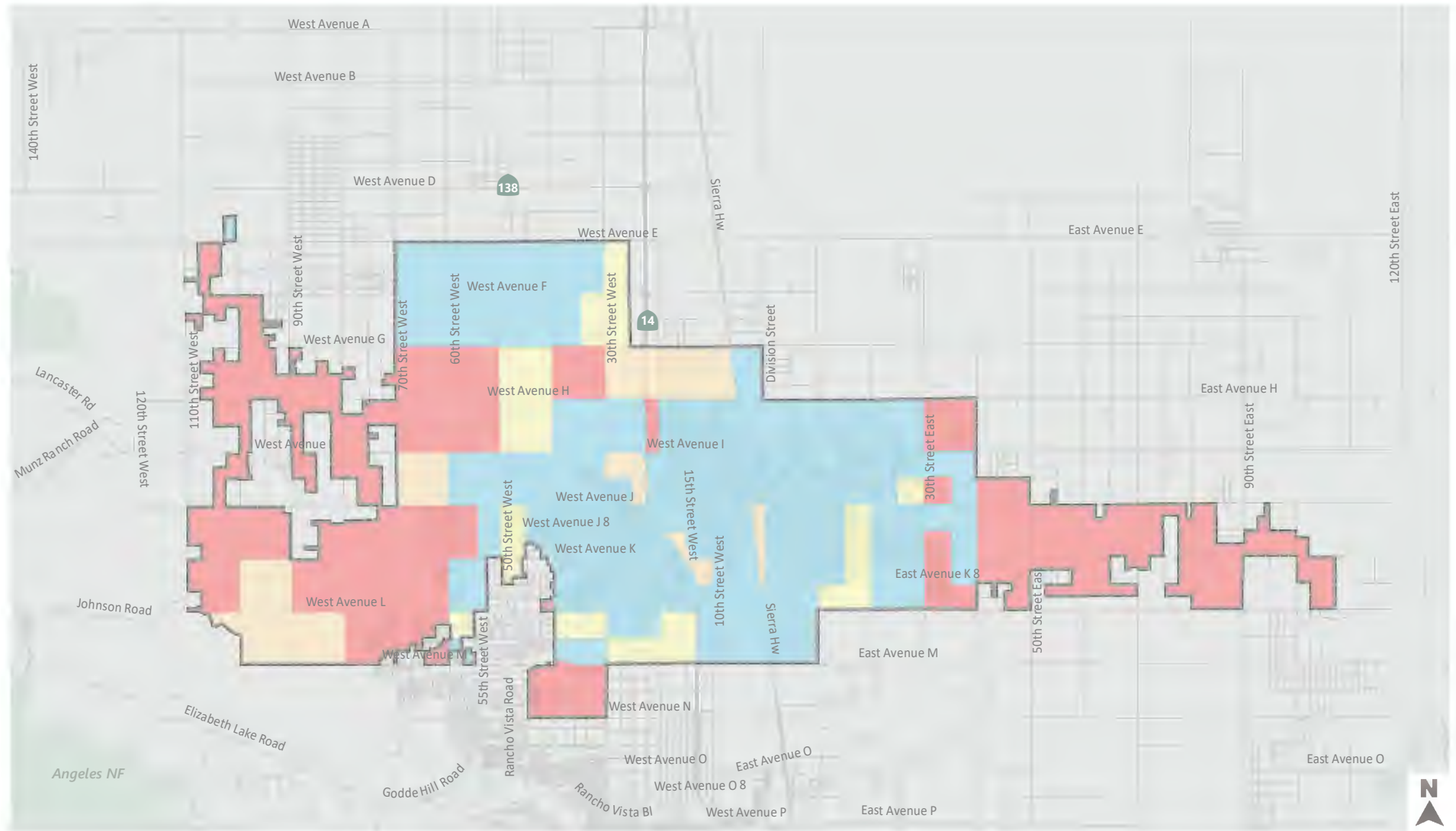
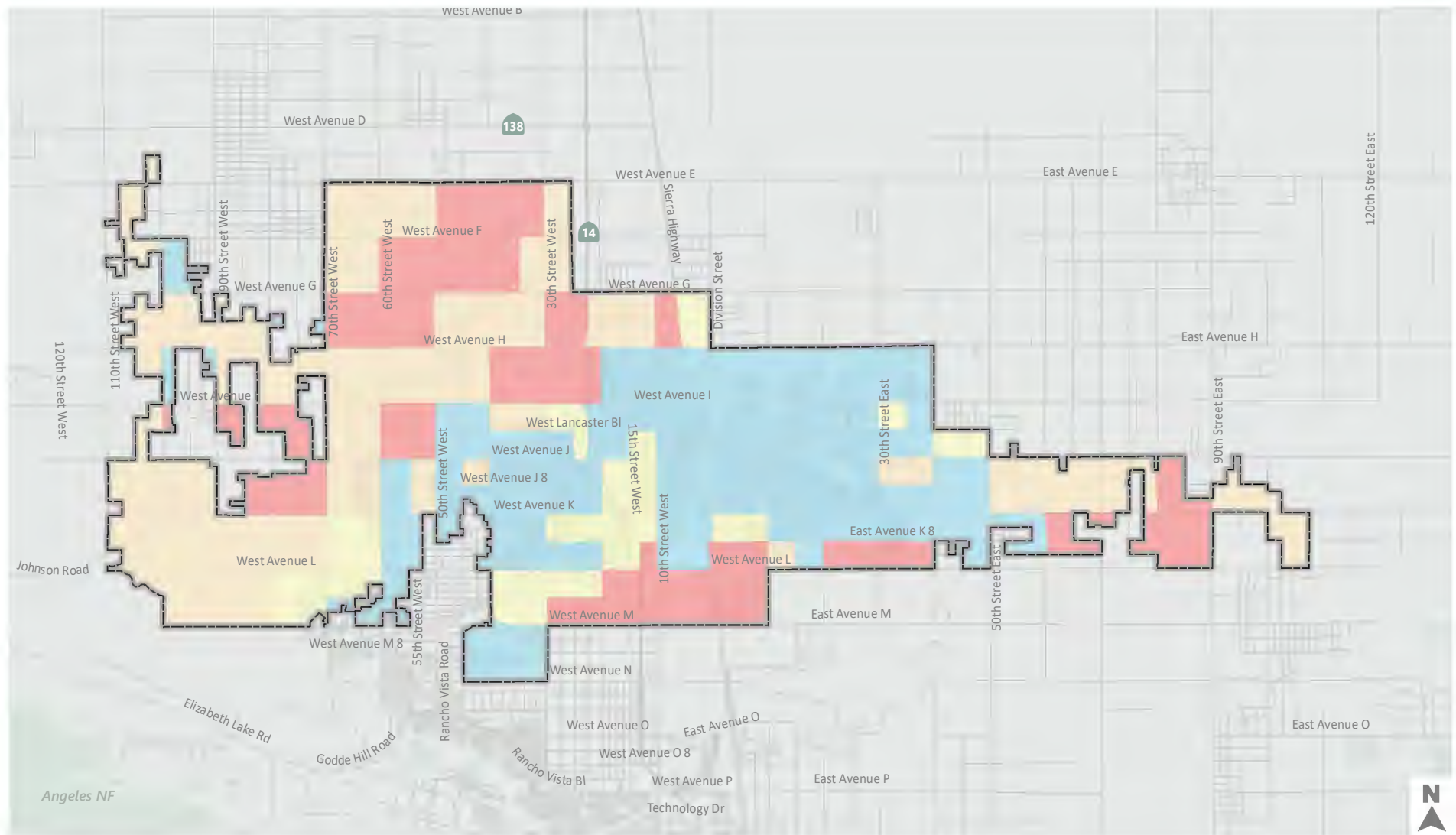


Figure 3

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