

Appendix N

Traffic, VMT, and Parking Study



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TRAFFIC, VMT, AND PARKING STUDY FOR THE GREENBARK 30 BATTERY ENERGY STORAGE PROJECT – CITY OF GOLETA

Associated Transportation Engineers (ATE) has prepared the following traffic, Vehicle Miles Traveled (VMT), and parking study for the Greenbark 30 Battery Energy Storage Project (the “Project”), located in the City of Goleta. The study reviews the Project’s trip generation and trip distribution parameters, provides a qualitative evaluation of the Project’s consistency with City’s Circulation Element standards, and evaluates the Project’s parking requirements. The study also analyzes the Project’s potential CEQA transportation impacts based on the City’s adopted VMT thresholds.

PROJECT DESCRIPTION

The Greenbark 30 Battery Energy Storage Project site is located at the north end of Via Jero north of Hollister Avenue, as shown on Figure 1 (attached). The Project is proposing to develop a battery energy storage facility on the currently vacant parcel. The battery storage facility would be used as an energy storage facility for Southern California Edison to manage peak load issues in the area. A megapack system would be used to store lithium ion batteries with no day-to-day employees.

Figure 2 presents the Project site plan. As shown on the plan, primary access to the Project site would be provided via a new driveway on the cul-de-sac at the end of Via Jero. Secondary emergency access would be provided via a connection to the GenOn Ellwood Generating Station site located on the west side of the Project site.

PROJECT OPERATIONAL PHASE – TRAFFIC ANALYSIS

As noted, the battery storage facility would be unoccupied with no day-to-day employees or visitors. It is anticipated that operations and maintenance personnel would visit the site one to two times per week. The site visits would consist of 1 regular size vehicle (car or pick-up truck) travelling to and from the site once per day. After the first year, the operations and maintenance trips would be reduced to one to two visits per month consisting of one regular size vehicle. Given this infrequent level of visitation by operations and maintenance staff, the Project would not generate traffic on a day-to-day basis (4 trips per week) and would therefore be consistent with the City of Goleta's Circulation Element policy consistency thresholds for roadways and intersections.

PROJECT CONSTRUCTION PHASE – TRAFFIC ANALYSIS

The construction phase of the Project is anticipated to last 4-6 months. Construction worker parking and building material staging would take place on-site. Figure 3 shows the travel routes for construction vehicles travelling to and from the Project site. As shown, construction worker vehicles and delivery trucks would be routed to the site from US 101 via the Cathedral Oaks Road interchange. Construction vehicles would exit US 101 at the interchange, proceed south on Cathedral Oaks Road, turn left on Hollister Avenue, and then turn left on Via Jero to access the site. Construction vehicles leaving the site would return to US 101 via the same route (Via Jero to Hollister Avenue to Cathedral Oaks to US 101 ramps).

The Hollister Avenue/Via Jero intersection is fully improved with curb, gutter and sidewalk on the east side of the intersection; and an eastbound left-turn lane and a westbound right-turn lane are provided on Hollister Avenue at the intersection. Via Jero is controlled by stop signs at the Hollister Avenue approach. The design of the Hollister Avenue/Via Jero intersection would accommodate the construction traffic generated by the Project.



Via Jero is a two-lane 44-foot wide industrial street with on-street parking. Via Jero extends north from Hollister Avenue providing access to the Mariposa at Ellwood Shores senior housing facility on the east side of the road and the Exxon-Mobil parking lot located at the north end of the road. Construction traffic would access the site via a new 24-foot wide driveway on the cul-de-sac at the north end of Via Jero. The design of Via Jero and the new driveway are adequate to accommodate the construction traffic generated by the Project.

PARKING ANALYSIS

Parking Supply

The Project site plan (see Figure 2) includes 2 parking spaces on the looped interior access road.

Parking Requirements

The City of Goleta's Zoning Ordinance contains no parking rates for a battery storage facility. Thus, the parking requirements for the Project were calculated based on the number of employees that would be on-site during the operational phase. The calculations completed for the Project assume 1 maintenance employee. Table 1 presents the parking requirements for the Project.

Table 1
Project Parking Requirements

Land-Use	Size	Parking Requirement	Parking Provided
Battery Storage Facility	1 Employee	1 Space	2 Spaces

As shown in Table 1, the parking requirement for the Project is 1 space. The proposed parking supply of 2 spaces therefore satisfies the parking requirements.

VEHICLE MILE TRAVELED (POTENTIAL CEQA IMPACTS)

Per the State’s Natural Resource Agency Updated Guidelines for the Implementation of the CEQA adopted in 2018, Vehicle Miles Traveled (VMT) has been designated as the most appropriate measure of transportation impacts. “Vehicle Miles Traveled” refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. For land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. The City of Goleta has published a “VMT Thresholds Study”¹, in compliance with Senate Bill 743, which includes a requirement to analyze VMT as the transportation impact metric for CEQA rather than the traditional Level of Service (LOS) metric used previously.



CEQA Guidelines. The Governor’s Office of Planning and Research (OPR) published a Technical Advisory on Transportation that includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.² The Technical Advisory provides screening tools to determine when a project may have a significant VMT impacts, as follows:

“Many agencies use “screening thresholds” to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) As explained below, this technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing.”

Screening Criteria

Consistent with the recommendations in the OPR Technical Advisory, Section 3.0 of the City of Goleta’s VMT Thresholds Study establishes screening criteria for certain projects that are exempt from performing a detailed VMT analysis and may be presumed to have a less than significant VMT impact. The City’s VMT screening criteria that apply to the Project are presented below.

3.3 Screening for Small Projects

“Projects that generate less than 110 automobile trips per day are presumed to have a less than significant VMT impact.”

As discussed in the Project Operational Phase Traffic Analysis section, the Project is forecast to generate approximately 4 trips per week which would be less than the Small Project screening criteria of 110 trips per day. The Project would therefore have a less-than-significant VMT impact.

¹ VMT Thresholds Study, City of Goleta, GHD, July 2020.

² Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor’s Office of Planning and Research, December 2018.

This concludes ATE's traffic and parking assessment for the Greenbark 30 Battery Energy Storage Project.

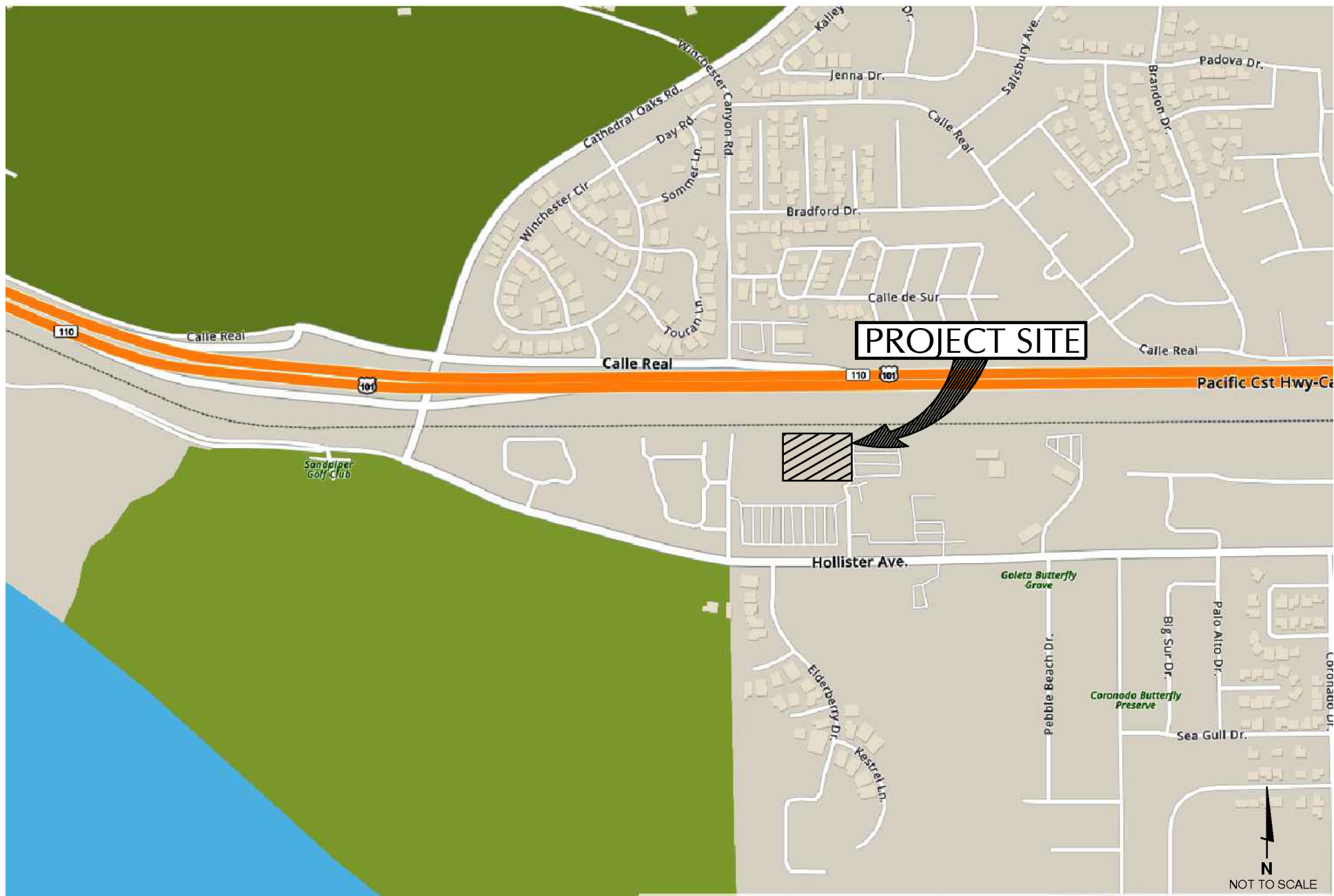
Associated Transportation Engineers

A handwritten signature in black ink, appearing to read "Scott A. Schell". The signature is fluid and cursive, with the first name "Scott" being the most prominent.

By: Scott A. Schell
Vice President

SAS

Attachments

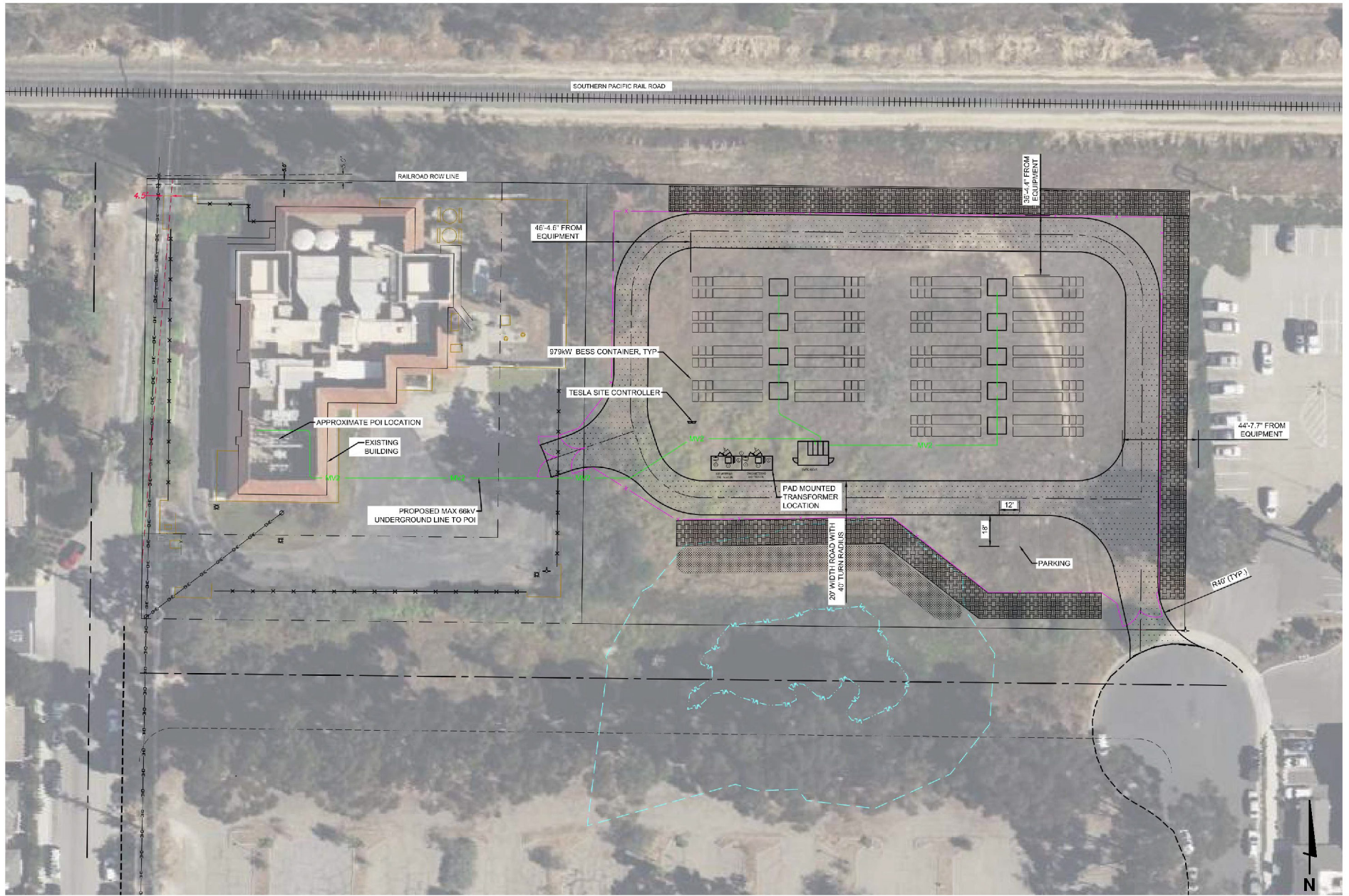


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PROJECT SITE LOCATION

FIGURE 1

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NOT TO SCALE

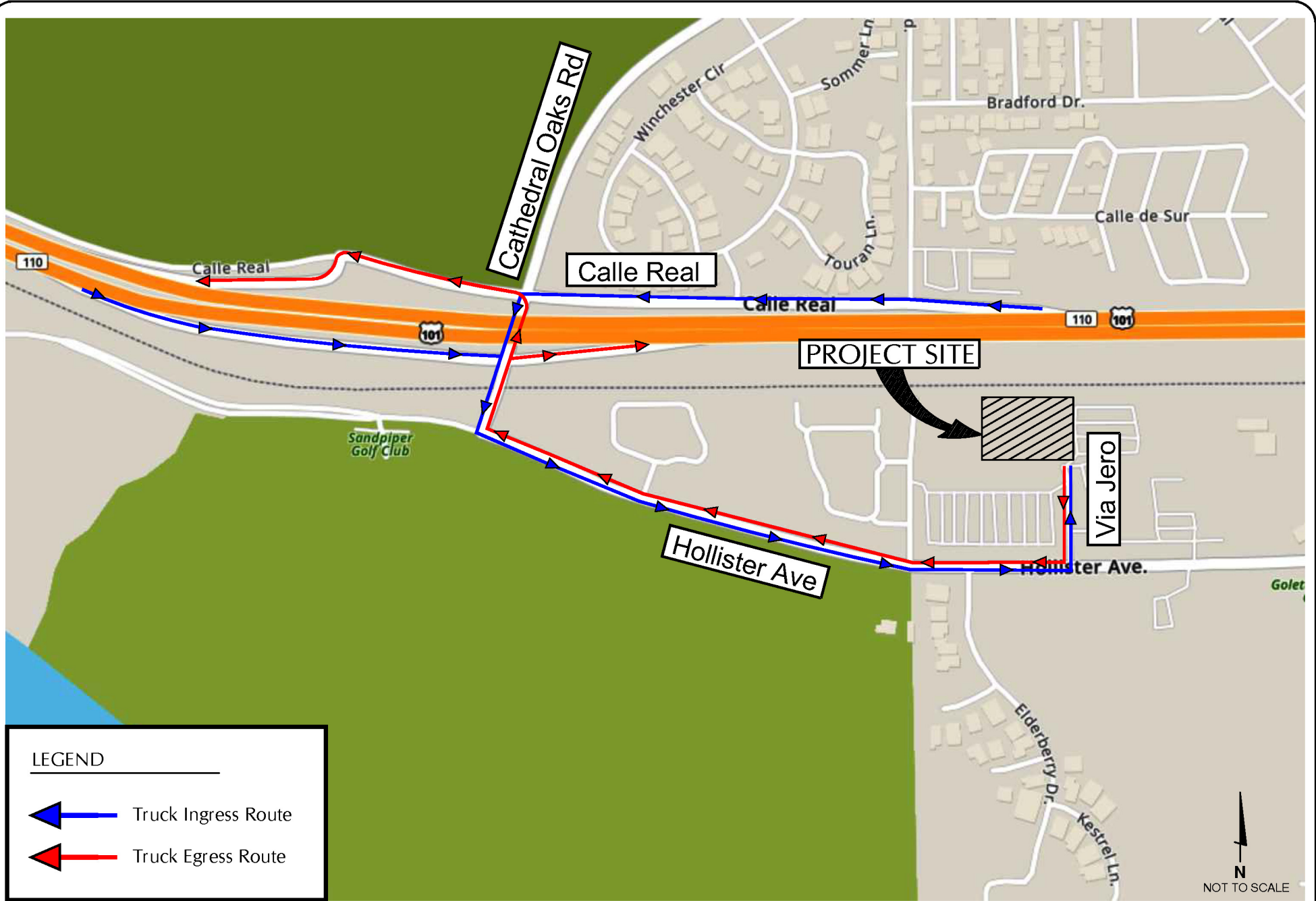


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PROJECT SITE PLAN

FIGURE 2

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PROPOSED CONSTRUCTION VEHICLE ROUTES - US 101 TO/FROM PROJECT SITE

FIGURE 3

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