



Appendix K

Transportation Analysis and Vehicle Miles Traveled
Screening Memorandum

TECHNICAL MEMORANDUM

To: Beth Chow, AICP
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From: Jessie Fan, Kimley-Horn and Associates, Inc.

Date: April 4, 2024

Subject: 1977 Saturn Data Center Project – Transportation Analysis and Vehicle Miles Traveled Screening

INTRODUCTION

The purpose of this technical memorandum is to establish the trip generation estimated by the proposed 1977 Saturn Data Center Project (Project) and determine if a Transportation Study and vehicle miles traveled (VMT) analysis are required for Project located at 1977 Saturn Street in the City of Monterey Park (City). The findings of the analysis will help determine if a VMT assessment is required.

PROJECT LOCATION

The Project would be developed on a 15.8-acre property (Project Site) (Assessor's Parcel Number [APN] 5265-026-054), located at 1977 Saturn Street. The Project Site is located west of the intersection of Saturn Street and South Orange Avenue. The Project Site is bound by the La Loma Reservoir water storage tanks to the north, South Orange Avenue and open space to the east, Saturn Street to the south, and commercial office buildings and surface parking lots to the west.

PROJECT DESCRIPTION

The Project Site is currently developed with a two-story commercial office building, an associated one-story utility building with a diesel-powered emergency backup generator, and surface parking lot. Based on records available at the time of this report, we understand that the commercial office building has been vacant since 2016. The commercial office building is approximately 205,628 square feet, and the utility building is approximately 3,936 square feet, resulting in a total existing building square footage of approximately 209,597 square feet. The Project Site also contains an asphalt-paved surface parking lot and an existing perimeter security fence.

The Applicant, SDCF Monterey Park, LLC, proposes to demolish the existing improvements and construct a new data center with an ancillary equipment yard, substation, parking, and landscaping. The proposed data center would comprise a total of approximately 218,400 square feet that would include data hall space, administrative office, loading docks, storage, mechanical/electrical/fiber entry rooms, and other ancillary uses. The land uses are provided in **Table 1**.

Table 1: Proposed Land Use

Land Use	Square Feet
Data Hall	109,970
Electrical (Interior)	23,976
Mechanical	39,463
Network	1,750
Support	26,700
<i>Administrative Office</i>	<i>8,000</i>
<i>Storage</i>	<i>4,445</i>
<i>Loading Dock, Restroom, Security, and Other Ancillary Uses</i>	<i>14,255</i>
Circulation	16,542
Total	218,401

The Project would be operational 24-hours, 7-days a week. Based on data provided by the Applicant (see **Appendix A**), it is anticipated that on an average day, there will be 26 employees at the building throughout the day (day and night). The Project would be required to provide 848 parking spaces per Table 21.22(c) of Monterey Park Municipal Code (MPMC) Chapter 21.22. As the projected number of employees would require far fewer parking spaces than what is prescribed in the MPMC, the Applicant is requesting a Conditional Use Permit (CUP) for demand-based parking reduction. Upon approval of the CUP, the Project would include 68 parking spaces adjacent to the northern and eastern sides of the proposed data center building, including three handicapped accessible spaces and three spaces for electric vehicles (EV). Therefore, the highest number of total daily employees (26 persons) is less than the proposed 68 parking spaces, and the proposed spaces can accommodate the anticipated parking demand.

CITY OF MONTEREY PARK TRANSPORTATION STUDY GUIDELINES

The City of Monterey Park adopted their Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (Transportation Study Guidelines) (September 2020) to provide transportation analysis requirements for land development, roadway projects, and specific plans in the City. As stated within the Transportation Study Guidelines, a traffic study is required for new developments or for the expansion of existing developments which are forecast to generate a minimum of 50 vehicles per hour (total two-way) during the greater of the A.M. or P.M. peak hours. As shown in **Appendix A**, there will be 26 employees at the building throughout the day, with 18 employees available during the day and 8 employees available during the night. The 26 employees at the Project per day equates to a total of 52 daily vehicle trips. Therefore, the Project would not exceed 50 vehicle trips in either the A.M. or P.M. peak hour, and a traffic study would not be required.

Vehicle Miles Traveled Screening

As stated within the Transportation Study Guidelines, there are three types of screening that may be applied to effectively screen projects from project-level assessment. A project may be screened out of VMT analysis if it meets one or more of the following screening steps discussed in **Table 2**. Each of

the screening criteria identified in the Transportation Study Guidelines and an evaluation of the screening criteria for the Project are discussed below in **Table 2**.

Table 2: VMT Screening Criteria and Project Evaluation

Screening Criteria	Project Evaluation	Result
<p>Transit Priority Area (TPA) Screening: Projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may NOT be appropriate if the project:</p> <ul style="list-style-type: none"> • Has a Floor Area Ratio (FAR) of less than 0.75; • Includes more parking for use by residents, customers, or employees of the project than required by the City; • Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Southern California Association of Governments [SCAG]); or • Replaces affordable residential units with a smaller number of moderate- or high-income residential units. 	<p>The Project is not located within a TPA.</p>	<p>Does Not Meet Criteria</p>
<p>Low VMT Area Screening: Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.</p>	<p>The Project is a data processing facility permitted in the O-P Zone. The Project is not considered a residential or office project. The Project is not located within a low VMT area based on the San Gabriel Valley Council of Governments (SGVCOG) VMT Evaluation Tool.</p>	<p>Does Not Meet Criteria</p>
<p>Project Type Screening: Some project types have been identified as having the presumption of a less than significant impact. The following uses can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:</p> <ul style="list-style-type: none"> • Local-serving K-12 schools • Local parks • Day care centers • Local-serving retail uses less than 50,000 square feet, including: <ul style="list-style-type: none"> ○ Gas stations ○ Banks ○ Restaurants 	<p>The Project anticipates 26 employees on-site throughout the day (day and night). Therefore, the Project is anticipated to generate less than 110 daily vehicle trips.</p>	<p>Meets Criteria</p>

<ul style="list-style-type: none"> ○ Shopping Center • Local-serving hotels (e.g., non-destination hotels) • Local-serving assembly uses (places of worship, community organizations) • Community institutions (public libraries, fire stations, local government) • Affordable, supportive, or transitional housing • Assisted living facilities • Senior housing (as defined by HUD) • Local serving community colleges that are consistent with the assumptions noted in the Regional Transportation Plan/Sustainable Communities Strategy • Student housing projects on or adjacent to a college campus • Other local-serving uses as approved by the City Traffic Engineer • Projects generating less than 110 daily vehicle trips^{1,2} 		
<p>Notes:</p> <p>1 Note that a redevelopment project replacing an existing uses would estimate the net increase in trips above trips what already exists.</p> <p>2 This threshold ties directly to the OPR technical advisory and notes that CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area (CEQA Guidelines Section 15301(e)(2). Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.</p> <p>SOURCE: City of Monterey Park, Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment, September 2020.</p>		

While the Project is not located in a TPA or low-VMT area, the Project is anticipated to generate less than 110 daily vehicle trips. In addition, note that the Transportation Study Guidelines state that a redevelopment project replacing an existing use would estimate the net increase in trips above trips that already exist. Here, for purposes of this screening memorandum, no trip credits were taken for the existing use even though that methodology is allowed pursuant to the applicable guidelines. The Project itself is not an employee-intensive use and therefore does not generate a material number of daily vehicle trips or VMT. The 26 employees at the Project per day equates to a total of 52 daily vehicle trips, which is far less than the 110 daily vehicle trips threshold set forth in the Transportation Study Guidelines for project-type screening analysis. As such, the Project would meet one of the screening criteria identified in the City’s Transportation Study Guidelines. Therefore, the Project is presumed to have a less-than-significant transportation impact and qualifies for being screened out from further VMT analysis.

SUMMARY AND CONCLUSION

This memorandum has been prepared to determine if a Transportation Study and VMT assessment are required. Based on **Appendix A**, the Project anticipates 26 employees on-site throughout the day,

which equates to a total of 52 daily vehicle trips. Therefore, the Project would not exceed 50 vehicle trips in either the A.M. or P.M. peak hour, and a traffic study would not be required. Similarly, based on the anticipated number of trips, the Project would be screened from further VMT analysis (see Table 2), and the Project is considered to have a less-than-significant transportation impact.



Appendix A
Shift Schedule

4/3 day work schedule / 12-hour shifts / Non-rotating

LA - Total Technical Positions	
Tech 1 - Night A	6PM/6AM
Tech 2 - Night A	6PM/6AM
Tech 3 - Night B	6PM/6AM
Tech 4 - Night B	6PM/6AM
Tech 5 - Day A	6AM/6PM
Tech 6 - Day A	6AM/6PM
Tech 7 - Day A	6AM/6PM
Tech 8 - Day B	6AM/6PM
Tech 9 - Day B	6AM/6PM
Tech 10 - Day B	6AM/6PM
Float Tech 11	9AM/9PM
Bldg Engineer	8AM/8PM
IT Ops Lead	8A/5P
IT Ops Tech	8A/5P
IT Ops Tech	8A/5P
IT Ops Tech	11A/7P
Facility Manager	9A/5P
Chief Engineer	9A/5P
Asst Chief Engineer	11A/7P
Facility Coordinator	9A/5P
Security Supervisor	7a/3P
Security 1st	7a/3P
Security 2nd	3P/11P
Security 3rd	11P/3A

Janitorial 8A/5P

Summary	FTE
Management - Day	3
Technical - Day	8
Technical - Night	5
IT - Day	3
IT - Night	1
Security - Day	2
Security - Night	2
Janitorial - Day	2
Total	26

Split by Shift	
Day	18
Night	8
Total	26

Work Hours (adjustable)	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Tech 1 - Night A	6P/6A	6P/6A	6P/6A	6P/6A	Off	Off	Off	6P/6A	6P/6A	6P/6A	Off	Off	Off	Off	6P/6A	6P/6A	6P/6A	6P/6A	Off	Off	Off	6P/6A	6P/6A	6P/6A	Off	Off	Off	Off
Tech 2 - Night A	6P/6A	6P/6A	6P/6A	6P/6A	Off	Off	Off	6P/6A	6P/6A	6P/6A	Off	Off	Off	Off	6P/6A	6P/6A	6P/6A	6P/6A	Off	Off	Off	6P/6A	6P/6A	6P/6A	Off	Off	Off	Off
Tech 3 - Night B	Off	Off	Off	Off	6P/6A	6P/6A	6P/6A	Off	Off	Off	6P/6A	6P/6A	6P/6A	6P/6A	Off	Off	Off	Off	6P/6A	6P/6A	6P/6A	Off	Off	Off	Off	Off	Off	Off
Tech 4 - Night B	Off	Off	Off	Off	6P/6A	6P/6A	6P/6A	Off	Off	Off	6P/6A	6P/6A	6P/6A	6P/6A	Off	Off	Off	Off	6P/6A	6P/6A	6P/6A	Off	Off	Off	Off	Off	Off	Off
Tech 5 - Day A	6A/6P	6A/6P	6A/6P	Off	Off	Off	Off	6A/6P	6A/6P	6A/6P	6A/6P	Off	Off	Off	6A/6P	6A/6P	6A/6P	6A/6P	Off	Off	Off	6A/6P	6A/6P	6A/6P	Off	Off	Off	Off
Tech 6 - Day A	6A/6P	6A/6P	6A/6P	Off	Off	Off	Off	6A/6P	6A/6P	6A/6P	6A/6P	Off	Off	Off	6A/6P	6A/6P	6A/6P	6A/6P	Off	Off	Off	6A/6P	6A/6P	6A/6P	Off	Off	Off	Off
Tech 7 - Day A	6A/6P	6A/6P	6A/6P	Off	Off	Off	Off	6A/6P	6A/6P	6A/6P	6A/6P	Off	Off	Off	6A/6P	6A/6P	6A/6P	6A/6P	Off	Off	Off	6A/6P	6A/6P	6A/6P	Off	Off	Off	Off
Tech 8 - Day B	Off	Off	Off	6A/6P	6A/6P	6A/6P	6A/6P	Off	Off	Off	Off	6A/6P	6A/6P	6A/6P	Off	Off	Off	Off	6A/6P	6A/6P	6A/6P	Off	Off	Off	Off	Off	Off	Off
Tech 9 - Day B	Off	Off	Off	6A/6P	6A/6P	6A/6P	6A/6P	Off	Off	Off	Off	6A/6P	6A/6P	6A/6P	Off	Off	Off	Off	6A/6P	6A/6P	6A/6P	Off	Off	Off	Off	Off	Off	Off
Tech 10 - Day B	Off	Off	Off	6A/6P	6A/6P	6A/6P	6A/6P	Off	Off	Off	Off	6A/6P	6A/6P	6A/6P	Off	Off	Off	Off	6A/6P	6A/6P	6A/6P	Off	Off	Off	Off	Off	Off	Off
Float Tech 11	Off	9A-6P	9A-6P	9A-6P	9A-6P	9A-6P	Off	Off	9A-6P	9A-6P	9A-6P	9A-6P	9A-6P	Off	Off	9A-6P	9A-6P	9A-6P	9A-6P	9A-6P	Off	Off	9A-6P	9A-6P	9A-6P	9A-6P	9A-6P	Off
Bldg Engineer	Off	8A/5P	8A/5P	8A/5P	8A/5P	8A/5P	Off	Off	8A/5P	8A/5P	8A/5P	8A/5P	8A/5P	Off	Off	8A/5P	8A/5P	8A/5P	8A/5P	8A/5P	Off	Off	8A/5P	8A/5P	8A/5P	8A/5P	8A/5P	Off
IT Ops Lead	Off	8A/5P	8A/5P	8A/5P	8A/5P	8A/5P	Off	Off	8A/5P	8A/5P	8A/5P	8A/5P	8A/5P	Off	Off	8A/5P	8A/5P	8A/5P	8A/5P	8A/5P	Off	Off	8A/5P	8A/5P	8A/5P	8A/5P	8A/5P	Off
IT Ops Tech	Off	8A/5P	8A/5P	8A/5P	8A/5P	8A/5P	Off	Off	8A/5P	8A/5P	8A/5P	8A/5P	8A/5P	Off	Off	8A/5P	8A/5P	8A/5P	8A/5P	8A/5P	Off	Off	8A/5P	8A/5P	8A/5P	8A/5P	8A/5P	Off
IT Ops Tech	Off	8A/5P	8A/5P	8A/5P	8A/5P	8A/5P	Off	Off	8A/5P	8A/5P	8A/5P	8A/5P	8A/5P	Off	Off	8A/5P	8A/5P	8A/5P	8A/5P	8A/5P	Off	Off	8A/5P	8A/5P	8A/5P	8A/5P	8A/5P	Off
IT Ops Tech	Off	11A/7P	11A/7P	11A/7P	11A/7P	11A/7P	Off	Off	11A/7P	11A/7P	11A/7P	11A/7P	11A/7P	Off	Off	11A/7P	11A/7P	11A/7P	11A/7P	11A/7P	Off	Off	11A/7P	11A/7P	11A/7P	11A/7P	11A/7P	Off
Facility Manager	Off	9A-5P	9A-5P	9A-5P	9A-5P	9A-5P	Off	Off	9A-5P	9A-5P	9A-5P	9A-5P	9A-5P	Off	Off	9A-5P	9A-5P	9A-5P	9A-5P	9A-5P	Off	Off	9A-5P	9A-5P	9A-5P	9A-5P	9A-5P	Off
Chief Engineer	Off	9A-5P	9A-5P	9A-5P	9A-5P	9A-5P	Off	Off	9A-5P	9A-5P	9A-5P	9A-5P	9A-5P	Off	Off	9A-5P	9A-5P	9A-5P	9A-5P	9A-5P	Off	Off	9A-5P	9A-5P	9A-5P	9A-5P	9A-5P	Off
Asst Chief Engineer	Off	11A-7P	11A-7P	11A-7P	11A-7P	11A-7P	Off	Off	11A-7P	11A-7P	11A-7P	11A-7P	11A-7P	Off	Off	11A-7P	11A-7P	11A-7P	11A-7P	11A-7P	Off	Off	11A-7P	11A-7P	11A-7P	11A-7P	11A-7P	Off
Facility Coordinator	Off	9A/5P	9A/5P	9A/5P	9A/5P	9A/5P	Off	Off	9A/5P	9A/5P	9A/5P	9A/5P	9A/5P	Off	Off	9A/5P	9A/5P	9A/5P	9A/5P	9A/5P	Off	Off	9A/5P	9A/5P	9A/5P	9A/5P	9A/5P	Off