



11.6 Transportation Analysis



3800 Via Oro Avenue Vehicle Miles Traveled Analysis

City of Long Beach
3800 Via Oro Avenue
Long Beach, CA 90810

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Prepared By:

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I. Introduction

Kimley-Horn and Associates, Inc. (“Kimley-Horn”) was contracted by 9th St. Partners (“Client”) to prepare this Vehicle Miles Traveled Analysis Report (VMT Report) for the proposed speculative industrial building (“Project”) in the City of Long Beach (“City”).

Senate Bill 743 (SB 743) that was approved by California legislature in September 2013, requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor’s Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular “Level of Service” (LOS) for evaluating transportation projects. OPR has prepared a technical advisory (“OPR” Technical Advisory) for evaluating transportation impacts in CEQA and has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. This VMT analysis was prepared in accordance with the City of Long Beach SB 743 Implementation (May 2020) requirements and the OPR Technical Advisory (December 2018). The scope of work was also based on a review of the Long Beach VMT Guidelines and discussions with City Staff.

Project Description

The proposed Project Site is located at 3800 Via Oro Avene in the City of Long Beach (City) and is identified as Assessor Parcel Number (APN) 7310-016-086. The Project Site is located in the northwestern portion of the City of Long Beach at the intersection of Via Oro Avenue and Hughes Way. The City lies within southeast Los Angeles County and is approximately 16 miles south of downtown Los Angeles. The City borders the Pacific Ocean to the south; the cities of Carson and Los Angeles to the west; the cities of Compton, Paramount, and Bellflower to the north; the cities of Lakewood, Hawaiian Gardens, and unincorporated Orange County to the east. The Los Angeles river is approximately 1,062 feet (0.01 miles) east of the Project Site.

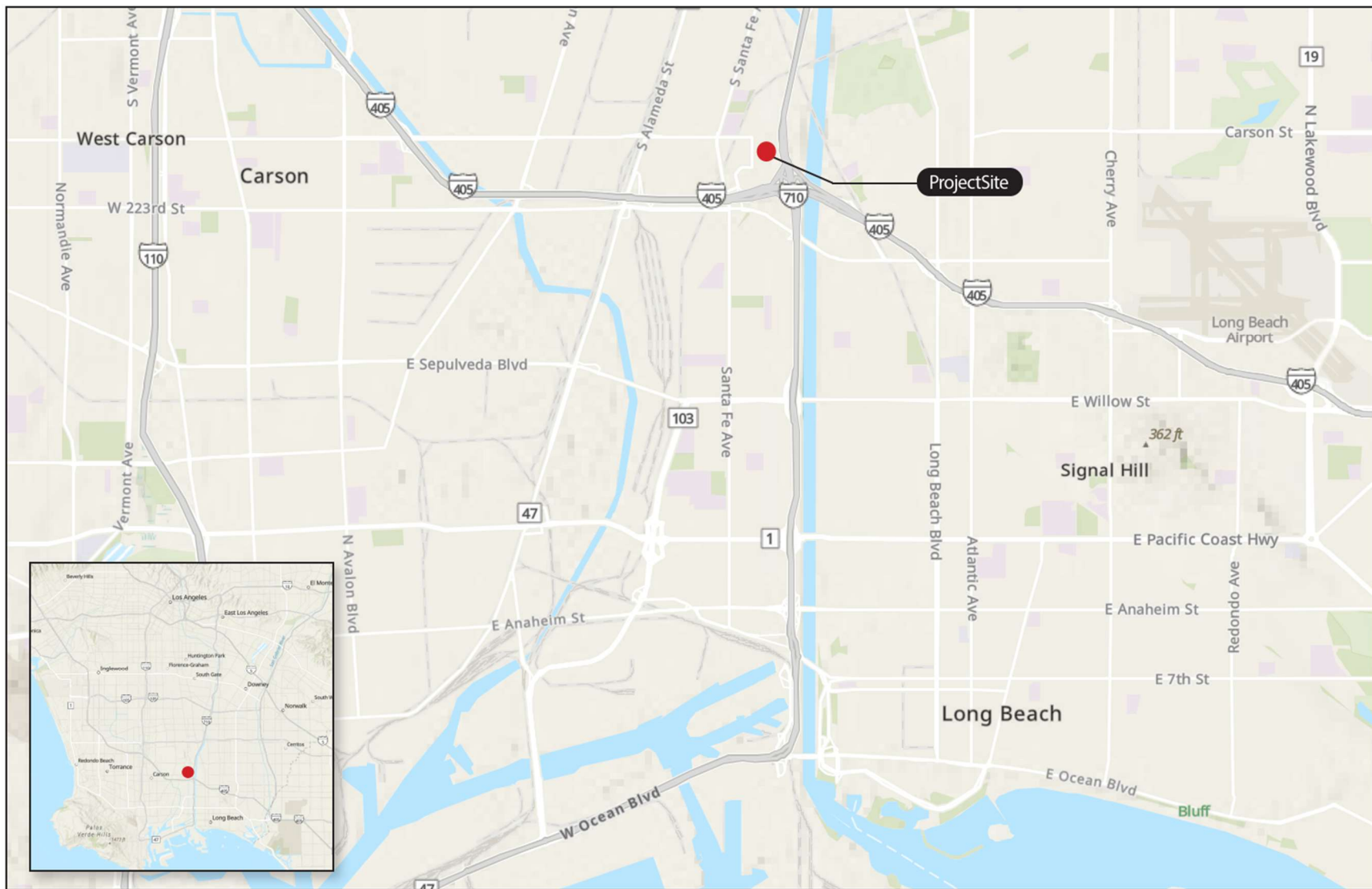
The proposed Project Site is currently developed with a 36,697 square-feet (SF) television broadcast facility with 18 satellites, and a surface parking lot to the north of the building. The Project Site is bounded by Interstate 710 (I-710) to the east, Hughes Way to the south, and Via Oro Avenue to the west. Existing industrial, manufacturing, commercial, and office uses are located to the north of the Project Site; commercial and office uses are located to the south of the Project Site, and commercial and office uses are located to the east of the Project Site. The I 710, located immediately east of the Project Site, and Interstate 405 (I-405), located approximately 0.15 miles south of the site, provide regional access to the Project Site.

The Project Site, previously a broadcasting center, currently contains a 36,697 square-foot (sf) industrial building which also includes 18 satellites. The Project Site is currently operational with minimal staffing for security, onsite maintenance, and management. As the future tenant is currently unknown, and because a variety of industrial uses would be permitted, this TIA report considers a single industrial building where the mix of uses is not known. The analysis assumes the following uses to provide what is likely the most intensive combination of uses that may reasonably occur in the proposed buildings.

- 152,433 square feet of Manufacturing (ITE Code 140)
- 155,657 square feet of Warehousing (ITE Code 150)
- 24,000 square feet of Office (ITE Code 710)
- 333 Parking Spaces
 - 256 Standard
 - 2 Van Accessible
 - 2 Carpool/Vanpool

- 6 Standard Accessible
- 67 Electric Vehicle Capable
- 34 Bicycle Parking Spaces

The Project location and study area are shown in **Figure 1** and is anticipated to have an Opening Year of 2028. The proposed preliminary site plan is shown in **Figure 2**. As indicated in **Figure 2**, access to the Project Site will be provided via two (2) driveways on Via Oro Avenue and one (1) driveway on Hughes Way. Truck access to the Project Site will be limited to Driveways 1 and 3.



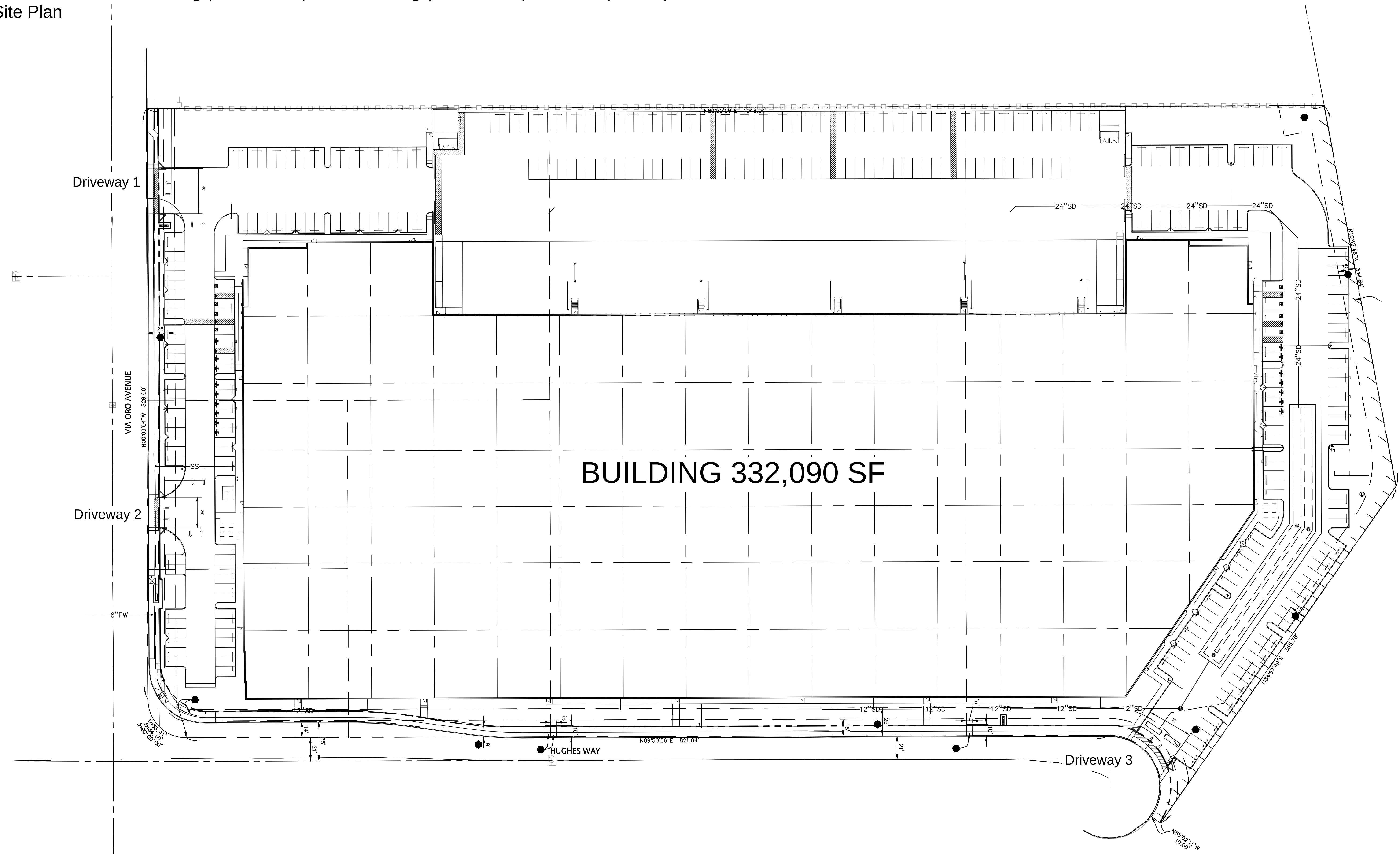
SOURCE: ArcGIS Pro, 2025



FIGURE 1: Regional Location Map

3800 VIA ORO AVENUE PROJECT

Figure 2
Scenario 1 : Manufacturing (152,433 SF), Warehousing (155,657 SF), & Office (24,000) SF
Site Plan



NORTH
SCALE 1"=40'

II. VMT Screening

This section documents Vehicle Miles Traveled (VMT)/SB 743 considerations for the project. The City of Long Beach VMT Guidelines provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Applicable VMT thresholds are listed below:

1. Transit Priority Area (TPA) Screening
2. Low VMT Area Screening
3. Project Net Daily Trips Less Than 500 ADT Screening

A land use project needs only meet one of the above screening thresholds to be presumed to result in not a significant impact under CEQA pursuant to SB 743.

Transit Priority Area (TPA) Screening

As described in the City's Guidelines, projects located within half mile from an existing major transit stop or within half of a mile from an existing stop along a high-quality transit corridor can be screened out. Based on the Long Beach Transit Priority Areas map provided in the City's Guidelines; the project is located in a Transit Priority Area (TPA).

In addition to the map-based screening confirming that the project site is located within a TPA, the City requires that projects meet several additional criteria to qualify for TPA screening to ensure that the project supports transit-oriented development and aligns with the intent of SB 743 to reduce vehicle miles traveled. Projects located within a TPA are generally presumed to have a less-than-significant transportation impact under CEQA Guidelines Section 15064.3, subdivision (b), unless the project:

- 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 jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the City), with input from the Metropolitan Planning Organization);
- Replaces affordable residential units with a smaller number of moderate-or high income residential units

Project does not meet any of the criteria that would disqualify it from TPA screening except for FAR requirement of ≥ 0.75 .

The TPA Screening threshold is not met.

Low VMT Area Screening

A project located within a low VMT generating area as determined by the City's Guidelines would be considered to have a less-than-significant transportation impact. Based on the low VMT area map provided in the City's Guidelines that was originally developed using the SCAG RTP 2016 Travel Demand Model, the proposed project is not located within a low VMT area ($< -15\%$ below Los Angeles County Average). However, the project is within a low VMT generating area based on the latest SCAG RTP 2024 model. Due to the size of the project and considering varying results from different versions of the model, it was decided to conduct a full quantitative VMT analysis using the latest available travel demand model.

The Low VMT Area Screening threshold is not met.

Project Net Daily Trips Less Than 500 ADT Screening

According to the City's Guidelines, projects that generate fewer than 500 average daily trips (ADT) would not cause a substantial increase in the total regional VMT and are therefore presumed to have a less-than-significant impact on VMT. Based on the Project's expected net ITE trip generation, the project is estimated to generate more than 500 average daily trips.

The Daily Trips Screening threshold is not met.

Based on the screening analysis, the Project cannot be presumed to have a less-than-significant transportation impact; and therefore, a full VMT analysis was conducted to further analyze the Project's VMT impacts.

III. VMT Thresholds

The City's VMT Guidelines¹ identify VMT per employee as the appropriate efficiency metric for evaluating industrial land use projects in the City of Long Beach. This metric measures daily home-based-work VMT per employee, representing the commute-related portion of daily trips generated by employees. According to the Guidelines, the significance threshold for industrial projects that are consistent with the City's General Plan Land Use Element is defined as "no net change in VMT per employee." Because the Project is located within a General Industrial (IG) zoning district and the proposed Tenant Use Options are permitted uses under this designation, the applicable VMT impact threshold for this analysis is "no net change in daily home-based-work VMT per employee".

For the purposes of this analysis, the "no net change in daily home-based-work VMT per employee" has been employed for both the Project's TAZ and the regional average (Los Angeles County).

IV. Analysis Scenarios

The VMT analysis was completed using the latest version of SCAG RTP 2024 model. This is activity-based model that simulates the daily activity and travel choices of individuals, capturing interactions between different land uses and informed by socio-economic data (SED) such as population, households, and employment. Adjustments in SED (employment) were made to the appropriate TAZ in the SCAG Model to reflect the project's proposed land uses.

The current version of the SCAG Model maintains a base year of 2019 and a future (horizon) year of 2050. Consistent with SCAG model conventions, the 2019 base year was used to represent existing conditions for VMT threshold comparisons, and the 2050 horizon year was used to represent cumulative conditions. Plus-project model runs were conducted for both analysis years under these base-year and horizon-year assumptions.

The project's VMT analysis was conducted for existing and cumulative scenarios consistent with the SCAG model base year (2019) and horizon year (2050). For CEQA purposes, existing conditions reflect the SCAG model base year (2019), not the existing CEQA baseline year (2024), and cumulative conditions reflect the SCAG model horizon year (2050), not the CEQA operational year (2045). Project-generated VMT was evaluated using these same base-year and horizon-year conditions for threshold comparisons. The analysis includes the following scenarios:

¹ City Guidelines, Determine Metric; Page 10, Section 2.3.1

- **Existing Year (2019) Conditions** - based on 2019 SCAG Model conditions.
- **Existing Year (2019) Plus Project** – Based on 2019 SCAG Model with the Project.
- **Cumulative Year (2050) No Project Conditions** – Based on the 2050 SCAG Model horizon-year conditions without the Project.
- **Cumulative Year (2050) Plus Project** – Based on the 2050 SCAG Model horizon-year conditions with the Project.

V. Project Land Use Conversion

To evaluate the project's VMT, the land use plan needed to be first converted into a SCAG compatible dataset. This dataset relied on land use assumptions developed as part of the Project. To represent the project, adjustments to employment data were made to the SCAG TAZ 21361300, which consists of the entire project site. **Table 1** shows the employment information for the project that was added to the SCAG Model. Since specific employment types for the office and data center uses are not available in the model, these uses were coded as professional and business services category in the model. The project TAZ in the model modified for the analysis is shown in **Exhibit A1** of the **Appendix**.

Table 1: Project SED Model Inputs

Employee by land use			
Project	SF	Ratio	Employees
Warehouse SF ¹	155,657	1250	126
Manufacturing ²	152,433	750	204
Office ³	24,000	200	120
Total employees			450
Notes: 1. Engineering Estimate based on a survey of multiple sources, warehousing can range between 750 to 2,000. Assuming ratio of 1,250 for warehousing per SCAG Background Documentation, Source: https://planning.lacity.gov/odocument/2a7e374a-5c53-4db8-8ea1-a75f12a73b31/Appendix_L_SCAGs_2016-2040_RTP_SCS_Background_Documentation.pdf Source: https://www.rctc.org/wp-content/uploads/2022/07/Task1_RCTCLogisticsFeeExistingFutureConditionsReportMarch2018.pdf https://www.rctc.org/wp-content/uploads/2022/07/Task1 2. Assuming 750 square feet per employee in general warehouse source: https://www.rctc.org/wp-content/uploads/2022/07/Task1_RCTCLogisticsFeeExistingFutureConditionsReportMarch2018.pdf https://www.rctc.org/wp-content/uploads/2022/07/Task1_RCTCLogisticsFeeExistingFutureConditionsReportMarch2018.pdf 3. Engineering Estimate based on survey of multiple sources, office space ratio of 200. source: https://planning.lacity.gov/odocument/2a7e374a-5c53-4db8-8ea1-a75f12a73b31/Appendix_L_SCAGs_2016-2040_RTP_SCS_Background_Documentation.pdf			

VI. VMT Analysis

VMT impacts are evaluated based on home-based work (HBW) VMT per employee. HBW VMT per employee is the assessment based on home-based-work trips and trip distances of project-specific destination trips.

VMT Calculations

VMT significance thresholds are based on land use type, broadly categorized as efficiency metrics. Efficiency metrics include HBW VMT per employee. These metrics are derived by isolating work related trips from the model's activity-based daily trip simulation results.

The calculation of VMT efficiency metrics using this method has two components – the total number of weekday work-related trips generated and the average trip length of each vehicle for these trips.

HBW VMT per employee is determined by dividing the total home-based-work related trip attraction VMT by total employment derived from the model. The HBW VMT per employee is used to measure the efficiency of VMT generated by work related uses. Using the daily person trip outputs, trips distances and appropriate mode type, VMT was calculated for the project TAZ, under both Existing and Cumulative conditions.

VMT Results

The following summarizes the results of the VMT analysis. **Table 2** shows the Existing Year (2019) and Cumulative (2050) HBW VMT per service employee for the Project for Project TAZ and Los Angeles County region.

Table 2: Project VMT Efficiency Metrics

VMT Metric	Without Project	With Project	Net Change	Exceeds VMT Threshold?
Existing Project TAZ	13.1	12.1	-0.9	No
Cumulative Project TAZ	10.6	10.0	-0.6	No
Existing Regional Average	19.4	19.4	0.0	No
Cumulative Regional Average	15.0	15.0	0.0	No

As shown in **Table 2**, the Project will not result in a net increase in HBW VMT per employee for either the Project TAZ or Los Angeles County region.

VII. Conclusion

This report documents the results of a Vehicle Miles Traveled analysis completed for the Project. The following summarizes conclusions the resulting from this assessment:

- VMT estimates were prepared based on two modeling scenarios to evaluate VMT impacts for the proposed Project's Tenant Use Options.
- Home-based-work VMT per employee estimates were prepared for existing and cumulative scenarios using the SCAG model base year (2019) and horizon year (2050), respectively. For CEQA purposes, these correspond to the SCAG base and horizon years rather than the CEQA

baseline year (2024) or CEQA operational year (2045). Project-generated VMT was evaluated under these same conditions for threshold comparisons for the Project's TAZ and the Los Angeles County region, with and without the Project.

- Home-based-work VMT per employee estimates were prepared for existing (2019) and cumulative (2050) model scenarios for the Project's TAZ and Los Angeles County region with and without the Project's Tenant Use Options.
- The Project was not found to increase home-based-work VMT per employee for either existing (2019) or cumulative (2050) conditions at either the TAZ or Los Angeles County region.
- Based on the City's adopted VMT impact threshold of no net change in VMT per employee for projects consistent with the City's General Plan Land Use, both the Tenant Use Options were found to have a less than significant VMT impact.

Appendix A – SCAG Model Project TAZ Map

