Appendix I Vehicle Miles Traveled (VMT) Screening Assessment for the Proposed Del Amo Circles Apartments Project, Torrance

Appendices

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TECHNICAL MEMORANDUM

To:	Steve Finton, P.E., Deputy Public Works Director – City Engineer	Date:	August 15, 2022
Cc:	City of Torrance – Public Works Department Brenda Moun, P.E., Engineering Manager Jessamine Que, Associate Engineer City of Torrance, Public Works Department		
From:	Richard Barretto, P.E., Principal Shane Green, P.E., Senior Transportation Engineer Linscott, Law and Greenspan, Engineers	LLG Ref:	2.22.4525.1
Subject:	***Vehicle Miles Traveled (VMT) Screening Assessment for the Proposed Del Amo Circles Apartments Project, Torrance***		

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Vehicle Miles Traveled (VMT) Screening Assessment Technical Memorandum for the Del Amo Circle Apartments, a proposed multifamily residential development hereinafter referred to as Project) in the City of Torrance, Los Angeles County, California. This Technical Memorandum presents the VMT screening criteria and it should be noted that the criteria, approach and methodology outlined in this Technical Memorandum is consistent with the *City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021)*, which provides additional detail on the language and analysis procedures described in this Technical Memorandum.

The following sections of this Technical Memorandum summarize the Project description, present the City of Torrance's VMT screening criteria, analysis methodology and thresholds, and the conclusion.

PROJECT DESCRIPTION AND LOCATION

The Project site is a 2.83±-acre parcel of land that is located north of Carson Street, east of Del Amo Circle W. within the Del Amo Financial Center in the City of Torrance, California. The subject property is located within the Hawthorne Boulevard Corridor Specific Plan Area DA-2 - "Del Amo Sub-Business District Two" implementing the City of Torrance 2021 Housing Element of the General Plan. The subject property is currently developed with a surface parking lots. Access to the Project site is now provided by a full access driveway on Carson Street and a full access driveway on Del Amo Circle. ***Figure 1*** presents a vicinity map that illustrates the general location of the Project site and surrounding street system. ***Figure 2*** displays the existing site aerial of current site layout.

The proposed Project includes the development of up to 200 residential apartment units with a total of 440 parking spaces, within a 234,928 square-foot (SF) five-story

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apartment podium with consisting of 35 studio units, 66 one-bedroom units, 30 one-bedroom + den units and 69 two-bedroom units "wrapped" around a 169,946 SF six-level parking structure from street level plus a partial subterranean level (total floor area of the parking structure to be determined). On-site facilities/amenities include a leasing office, a lounge/lobby, co-working space, mail/lounge, pool/spa, and a fitness center for residents, and courtyards. ***Table 1*** summarizes the proposed development summary and parking information for the Project. ***Figure 3-1*** presents the Project site plan prepared by Architect Orange, whereas ***Figure 3-2*** presents the Project Conceptual Landscape Plan prepared by MJS Landscape Architecture.

Multifamily residential uses, like the proposed Project, are conditionally permitted in the Hawthorne Boulevard Corridor Specific Plan – Del Amo Sub-district 1 (HBCSP DA-1 Zone) and are permitted in the Commercial Center (C-CTR) land use designation. Further the proposed development is consistent with the Southern California Association of Governments (SCAG) - Regional Transportation Plan or Sustainable Communities Strategy (RTP/SCS).

Vehicular access would be provided via one (1) full access unsignalized driveway located on Carson Street, which now serves the Del Amo Financial Center, and one (1) full access "All-Way Stop" unsignalized driveways on Del Amo Circle which will also serve as access to the future planned residential development located on an adjacent parcel directly to the north.

PROJECT SCREENING CRITERIA

Under the VMT methodology, screening is used to determine if a project will be required to conduct a detailed VMT analysis. The following section discusses the various screening methods recommended by the *City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021),* as well as direction by City of Torrance staff, and whether the Project will screen-out, either in its entirety, or partially based on individual land uses.

From a review of the City's *January 2021 TIA Guidelines*, the Project site is located within Traffic Analysis Zone (TAZ) 21270100, which is generally bounded by Torrance Boulevard on the north, Carson Street on the south, Ocean Avenue on the west and Hawthorne Boulevard on the east. ***Figure 4 (****Figure 3 – SCAG RTDM Tier-2 TAZs)* presents the TAZ Map from SCAG RTDM.

It is our understanding that this Project is consistent with the *Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* and Project threshold screening presumption applies under cumulative conditions. Further, this will be confirmed by the City staff.

Finally, since the Project doesn't conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise have to the potential to decrease the performance or safety of such facilities supporting these modes, no further evaluation is required. Hence, it can be concluded that the Project is not anticipated to result in a significant impact on the City's active transportation facilities, the public transit system, or the safety of residents and patrons of those facilities and services.

The criteria below present the various screening methods recommended by the *City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021)* to determine if the Project will screen out:

Small Projects

The *City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021)* presents:

- *Criteria: Will the Project generate a net increase of 110 or less daily trips?*

As presented in ***Table 2***, the proposed Project, assuming development of a 200 DU apartment community, is forecast to generate 908 trips on a typical weekday.

*Based on the above, the proposed Project **will not** screen-out since it generates more than 110 net daily trips.*

Map-Based Screening for Residential and Office Projects

Based on the *City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021),* the residential and office projects located in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT.

- *Criteria: Is the Project a residential project in a low VMT per capita area or an office project in a low VMT per employee area?*

*Based on the above, the proposed Project, which is located within TAZ 21270100, **will** screen-out since it is located within a low VMT area as presented in the **Figure 5** (Figure 8 - TAZs with Low (85% or less than 2021 LA County Average) VMT per Capita, Page 13, City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021)).*

Proximity to Transit Screening

The *City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021)* states:

- *Criteria: Is the Project located within one-mile of either an existing major transit stop or an existing stop along an existing high quality transit corridor?*

Further, The *City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021)* states:

> *"This transit-based screening criteria cannot be utilized if a project has at least one of the following limiting factors:*
>
> 1. *Has a Floor Area Ratio (FAR) of less than 0.75;*
> 2. *Includes more parking for use by residents, customers, or employees of the project than required by the City;*
> 3. *Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the City of Torrance, with input from the Southern California Association of Governments [SCAG]); or*
> 4. *Replaces affordable residential units with a smaller number of moderate- or high-income residential units."*

Transit Priority Area (TPA) Assessment

"Major transit stop" means a site containing an existing rail or bus rapid 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 the morning and afternoon peak commute periods.

A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

The City provided a Transit Priority Area (TPA) map illustrating a one-half mile radius from existing transit stops and stops along high quality transit corridors. ***Figure 6*** *(Figure 10 - Transit Priority Area Map, Page 16, City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021))* displays the Project TAZ within the TPA map. As presented in this figure, the proposed Project site is located within a TPA.

Floor Area Ratio (FAR) Assessment

Floor Area Ratio (FAR) is the relationship between the total amount of usable floor area of a development and the total area of the development lot.

As described previously, the proposed Project is comprised of a five-story, 200 unit apartment building within 234,928 SF of residential space that is "wrapped" around a 169,946 SF six-level parking structure. This results in a total development of 404,874 SF. Given the subject property is a 2.83±-acre (equivalent to 123,275 SF), parcel of land, the FAR for the proposed Project can be calculated as follows:

$$Project\ FAR = \frac{404{,}874\ SF}{123{,}275\ SF} = 3.284$$

Based on the above calculation, the proposed Project has a FAR greater than 0.75.

Parking Assessment

The proposed Project consists of 35 studio units, 66 one-bedroom units, 30 one-bedroom + den units and 69 two-bedroom units for a total of 200 units. In accordance with the *Torrance Municipal Code (Division 9 Land Use: Chapter 3 Off Street Parking),* the proposed Project requires 400 parking spaces (calculated at 2 spaces per unit), and an additional 40 guest parking spaces (calculated at 1 space per 5 units) are required. Direct application of the City parking code results in a total code-base parking requirement of 440 parking spaces. The proposed Project provides a total of 440 spaces within the Project's parking structure.

When compared against the proposed parking supply of 440 parking spaces, the Project provides no more parking than required by the City.

Sustainable Communities Strategy Assessment

The proposed Project, subject to confirmation by City staff, is consistent with the applicable *SCAG - RTP/SCS.*

Affordable Housing Assessment

Giver the proposed Project does not replace affordable residential units with a smaller number of moderate or high-income residential units, this criterion is not met.

*Based on the above, the proposed Project **will** screen-out since it is located within a TPA and has no limiting factors as detailed above. Therefore, it can be concluded that the proposed Project would be screened out from a VMT assessment and its VMT impacts are presumed to be less than significant.*

Affordable Residential Development Screening

The *City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021)* states:

- *Criteria: Is the Project 100% affordable housing units?*

*Based on the above, the proposed Project **will not** screen-out since the proposed Project is not 100% affordable housing units.*

Local-Serving Retail Screening

The *City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021)* states:

- *Criteria: Does the Project contain a retail use of 50,000 SF or less?*

*Based on the above, the proposed Project **will not** screen-out since the proposed Project is not local-serving retail project.*

Local-Serving Public Facility

The *City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021)* states:

- *Criteria: Is the Project a locally serving public facility?*

*Based on the above, the proposed Project **will not** screen-out since the proposed Project is not local-serving public facility.*

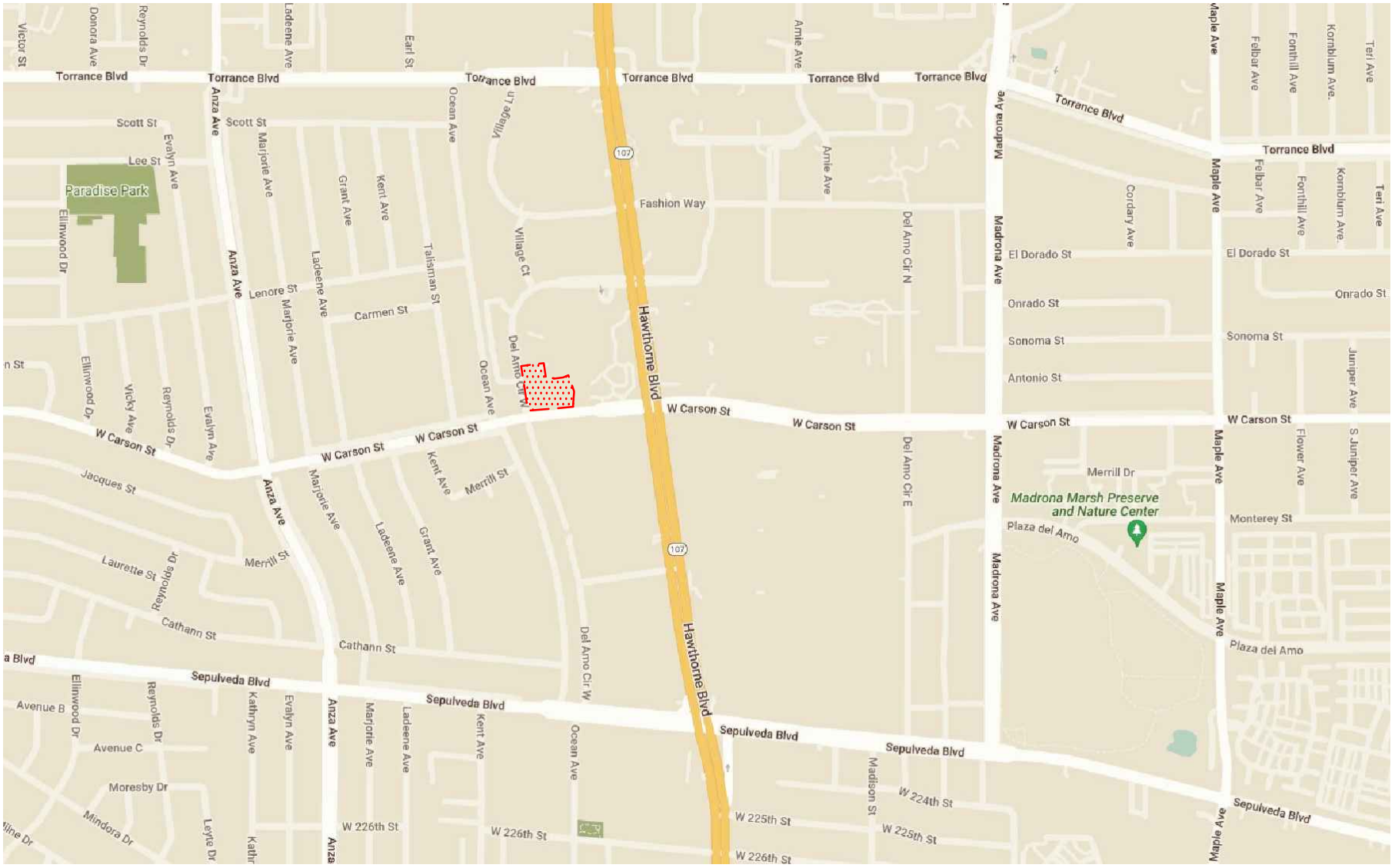
CONCLUSION

Based on the Vehicle Miles Traveled (VMT) Screening Assessment and the *City of Torrance Traffic Impact Assessment Guidelines for Land Use Projects (dated January 2021),* the proposed Project is located within a low VMT per capita TAZ and is within a Transit Priority Area (TPA). Therefore, in accordance with the City's guidelines, the proposed Project is assumed to have no significant CEQA related transportation impacts and thus no further VMT analysis is necessary or required.

* * * * * * * * * * *

We appreciate the opportunity to provide this Technical Memorandum. Should you have any questions regarding the memorandum, please contact us at (949) 825-6175.

cc: File



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SOURCE: GOOGLE

KEY

= PROJECT SITE

FIGURE 1

VICINITY MAP

DEL AMO CIRCLE DRIVE APARTMENTS, TORRANCE

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SOURCE: GOOGLE

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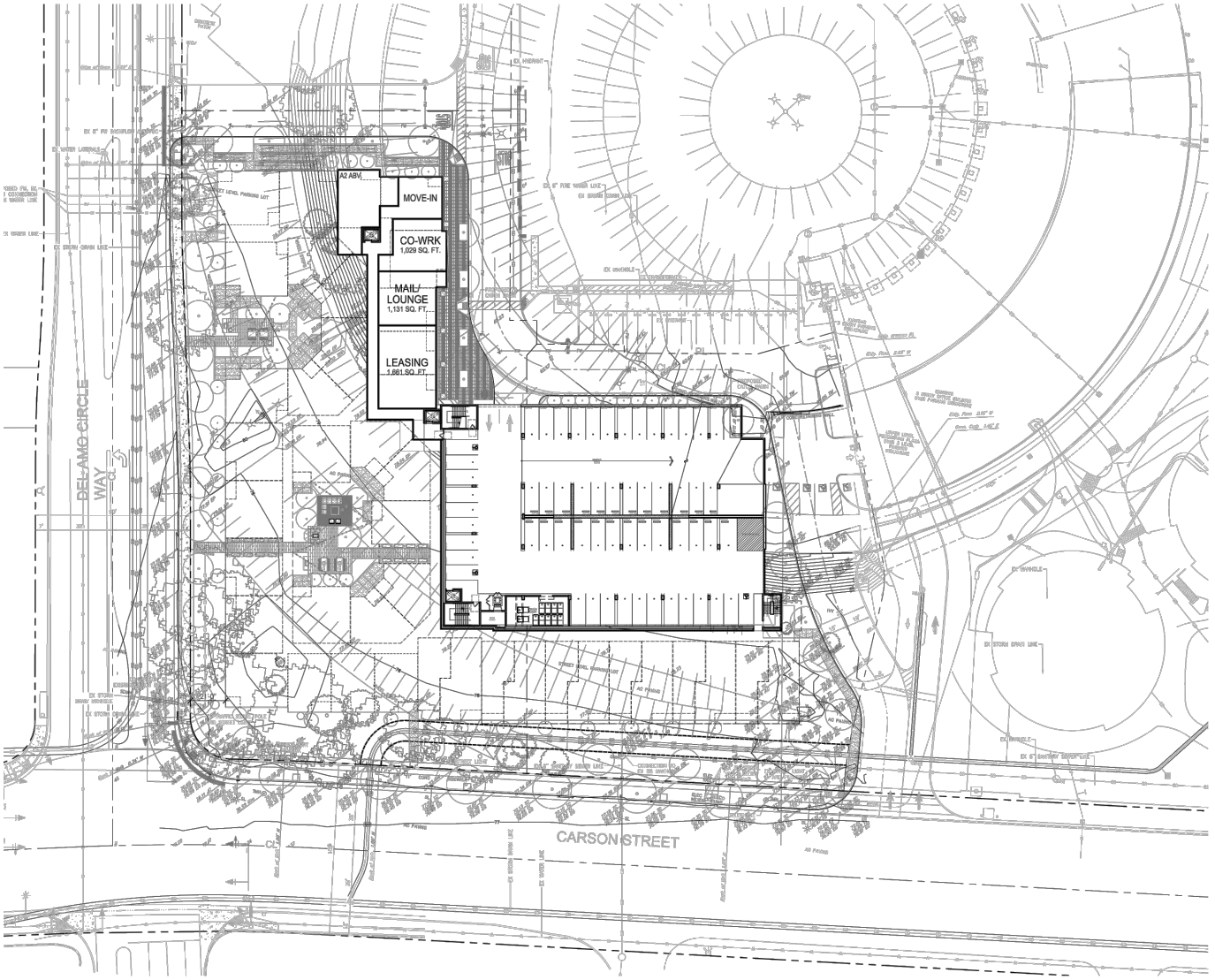
FIGURE 2

EXISTING SITE AERIAL

DEL AMO CIRCLE DRIVE APARTMENTS, TORRANCE



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SOURCE: AO ARCHITECTS

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FIGURE 3-1

PROPOSED SITE PLAN

DEL AMO CIRCLE DRIVE APARTMENTS, TORRANCE

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SOURCE: MJS LANDCAPE ARCHITECTURE

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FIGURE 3–2

PROJECT CONCEPTUAL LANDSCAPE PLAN

DEL AMO CIRCLE DRIVE APARTMENTS, TORRANCE

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SOURCE: SCAG

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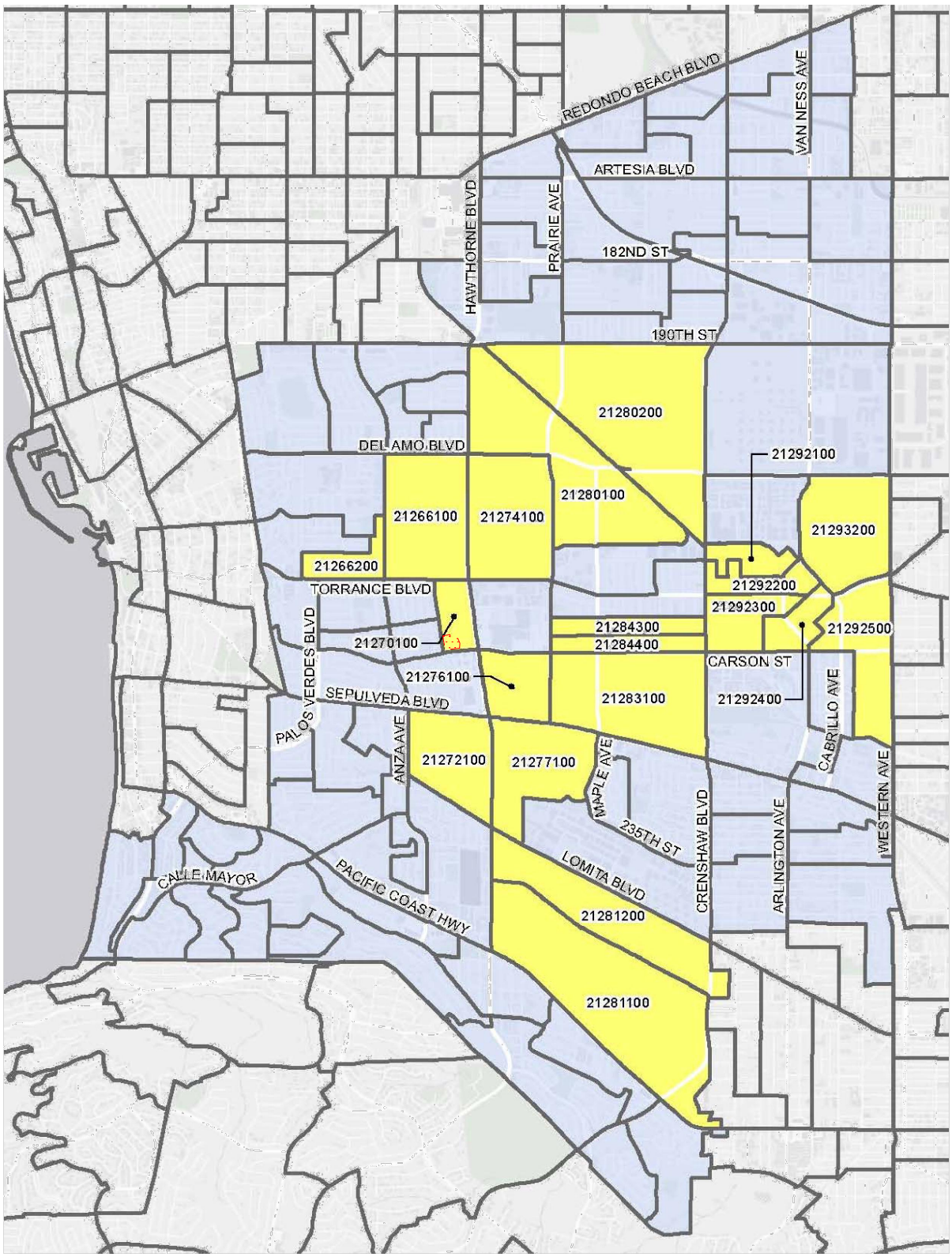
(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 4

TAZ MAP

DEL AMO CIRCLE DRIVE APARTMENTS, TORRANCE



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SOURCE: FIGURE 8 – TAZs WITH LOW (85% OR LESS THAN 2021 LA COUNTY AVERAGE) VMT PER CAPITA, PAGE 13, CITY OF TORRANCE TRAFFIC IMPACT ASSESSMENT GUIDELINES FOR LAND USE PROJECTS (DATED JANUARY 2021)

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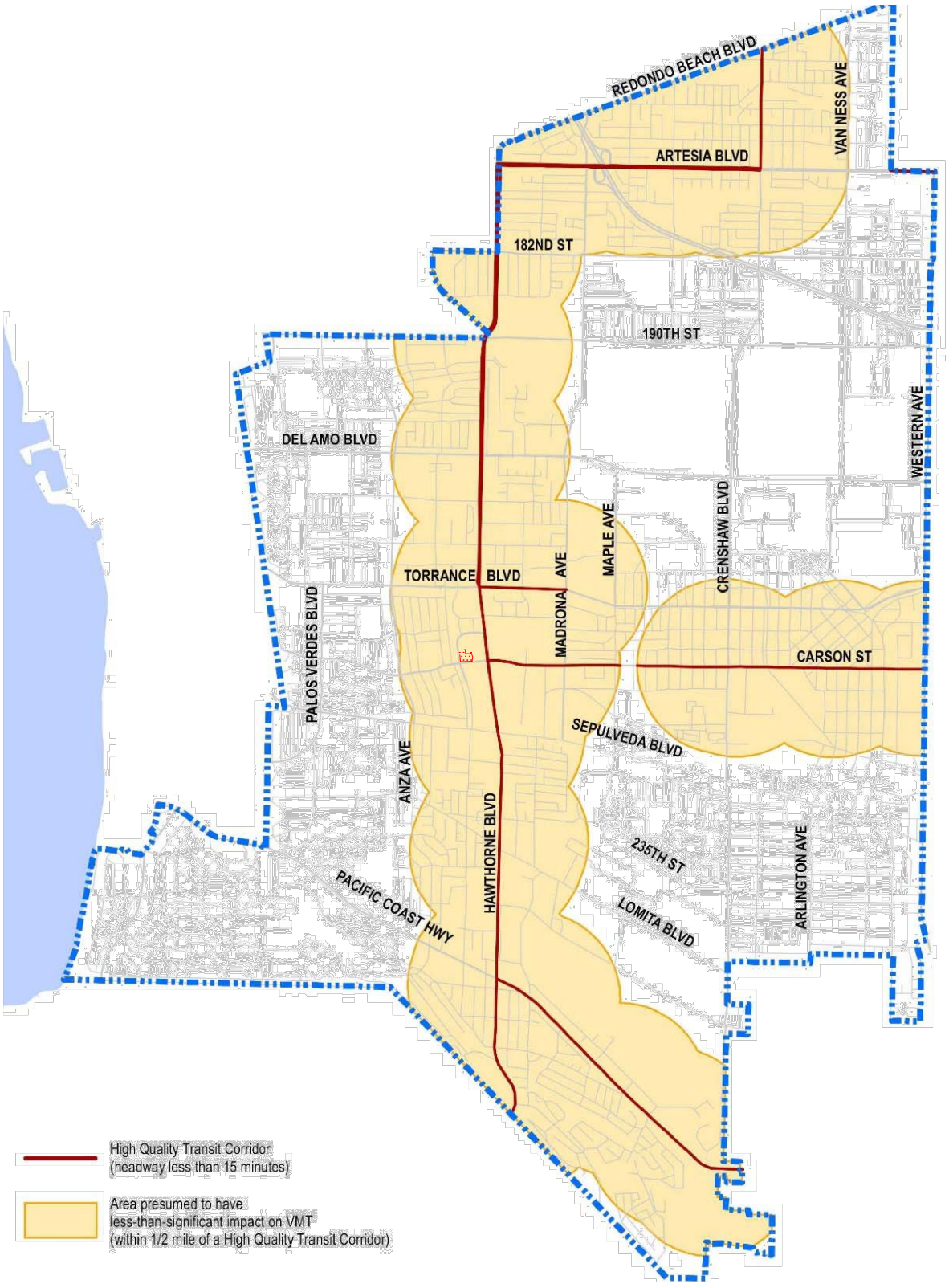
= PROJECT SITE TAZ

FIGURE 5

LOW VMT AREA SCREENING MAP

DEL AMO CIRCLE DRIVE APARTMENTS, TORRANCE



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SOURCE: FIGURE 10 – TRANSIT PRIORITY AREA MAP, PAGE 16, CITY OF TORRANCE TRAFFIC IMPACT ASSESSMENT GUIDELINES FOR LAND USE PROJECTS (DATED JANUARY 2021)

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= PROJECT SITE

FIGURE 6

TPA SCREENING MAP

DEL AMO CIRCLE DRIVE APARTMENTS, TORRANCE

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TABLE 1
PROJECT DEVELOPMENT SUMMARY[1]
DEL AMO CIRCLE APARTMENTS, TORRANCE

Project Description	Number of Dwelling Units (DU)	Number of Beds / Parking Spaces
Proposed Development		
Residential Apartments (Parcel A)		
○ Studio (628 SF – 676 SF)	35 DU	35 beds
○ 1 Bedroom (678 SF – 778 SF)	66 DU	66 beds
○ 1 Bedroom + Den (935 SF)	30 DU	30 Beds
○ 2 Bedroom (1,030 Sf – 1,119 SF)	69 DU	138 beds
Totals	***200 DU***	***269 beds***
Parking Structure Parking Supply by Level		
▪ Ground	---	60 spaces
▪ Level 1	---	64 spaces
▪ Level 2	---	64 spaces
▪ Level 3	---	64 spaces
▪ Level 4	---	64 spaces
▪ Level 5	---	64 spaces
▪ Level 6	---	60 spaces
Total Parking	---	***440 spaces***

[1] Source: Architects Orange / Site Plan /Development tabulation, as of 02/18/2022.

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TABLE 2
PROJECT TRAFFIC GENERATION FORECAST[2]
DEL AMO CIRCLE APARTMENTS, TORRANCE

Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Proposed Trip Generation Rates:							
▪ ITE 221: Multifamily Housing Mid Rise Not Close to Rail Transit (TE/DU)	4.54	23%	77%	0.37	61%	39%	0.39
Proposed Trip Generation Forecast:							
▪ Multifamily Housing Mid Rise (200 DU)	908	17	57	74	48	30	78

2 Source: *Trip Generation*, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021).