

DATE: September 12, 2024
TO: Nicole Morse, T&B Planning, Inc.
FROM: Alex So, Urban Crossroads, Inc.
JOB NO: 15795-02 VMT

SEQUOIA COMMERCE CENTER VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Urban Crossroads, Inc. is pleased to provide the following due diligence Vehicle Miles Traveled (VMT) Screening Evaluation for the Sequoia Commerce Center Project (**Project**), which is located at the southeast corner of Van Ness Avenue and 190th Street at 19250/19320 Van Ness Avenue in the City of Torrance.

PROJECT OVERVIEW

It is our understanding that the Project plans to redevelop an existing business park to include two new industrial buildings totaling 276,300 square feet (sf) (Building 1 is 120,466 sf and Building 2 is 155,834 sf) on 14.02 acres. The existing site is currently developed with 12 buildings totaling approximately 275,635 square feet of business park use.

A preliminary site plan for the proposed Project can be found in Attachment A.

BACKGROUND

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the City of Torrance developed and adopted their own VMT methodologies and thresholds which are documented in their [Traffic Impact Assessment Guidelines for Land Use Projects](#) (January 2021) (City Guidelines) (1). This VMT screening evaluation has been developed based on the adopted City Guidelines.

VMT SCREENING

Consistent with City Guidelines, projects that meet certain screening criteria based on their location or project type may be presumed to result in a less than significant transportation impact. A land use project need only meet one of the below screening criteria to result in a less than significant impact.

The City of Torrance identifies the following screening criteria, which were reviewed to determine applicability to the proposed Project. The screening criteria shown in **bold** were chosen for further evaluation:

- **Small Projects**
- Map-Based Screening for Residential and Office Projects
- **Proximity to Transit**
- Affordable Residential Development
- Local-Serving Retail
- Local-Serving Public Facility

SMALL PROJECTS

The City Guidelines identifies small projects as those anticipated to generate a net increase of 110 or less daily trips.

TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

EXISTING TRAFFIC

As noted previously, the site is currently occupied by 12 buildings totaling approximately 275,635 SF of business park space which the Project is proposing to replace. In an effort to understand the traffic associated with the existing uses, traffic counts were collected at all applicable driveways on Tuesday, July 30th, 2024, through Thursday, August 1st, 2024.

Table 1 summarizes the average existing trip generation based on the count data collected over the three consecutive days for the existing 275,635 SF Sequoia Business Center. The existing site currently generates an average of 1,235 two-way trips per day. A detailed summary of the count data collected at the existing site is provided in Attachment B (see Table B-1).

TABLE 1: EXISTING TRIP GENERATION

Existing Trip Generation	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Sequoia Commerce Center							
Passenger Cars:	78	24	102	17	71	89	1,120
2-axle Trucks:	1	2	4	5	5	9	92
3-axle Trucks:	0	0	0	0	1	1	8
4+-axle Trucks:	0	0	0	0	0	1	15
Total Truck Trips:	1	2	3	5	6	11	115
Total Trips¹	79	26	105	22	77	100	1,235

* Note: Average of data collected on July 30th through August 1st, 2024.

¹Total Trips = Passenger Cars + Total Truck Trips

PROPOSED PROJECT

The proposed Project consists of redeveloping the existing site with up to 276,300 SF development within two industrial buildings. Trip generation estimates for the proposed Project have been developed using data from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021). For purposes of this trip generation assessment, the following ITE land use codes and vehicle mixes were utilized for the proposed Project (see Table 2 for Trip Generation Rates):

- Manufacturing (ITE Land Use Code 140) has been used to derive site-specific trip generation estimates for 179,000 SF of the Project. A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities also have office, warehouse, research, and associated functions. The vehicle mix has also been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (SCAQMD) recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- Warehousing (ITE Land Use Code 150) has been used to derive site-specific trip generation estimates for 97,300 SF of the Project. A warehouse is primarily devoted to the storage of materials but may also include office and maintenance areas. The vehicle mix has been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

The proposed Project is designed as a warehouse and anticipated operations are representative of the ITE Warehousing (Land Use Code 150) land use category. However, in an effort to evaluate a more conservative trip generation for the proposed Project, the Manufacturing land use category (Land Use Code 140) was also evaluated for up to 65 percent of the total Project square footage as the ITE Manufacturing land use category generates more traffic on a per SF basis as

compared to the Warehousing land use category and also generates more heavy truck traffic. As such, the inclusion of the Manufacturing land use category for the Project would overstate as opposed to understate the anticipated trips associated with the Project.

TABLE 2: TRIP GENERATION RATES

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
Manufacturing ³	TSF	140	0.517	0.163	0.680	0.229	0.511	0.740	4.750
Passenger Cars (AM=95.6%, PM=95.9%, Daily=90.5%)			0.500	0.150	0.650	0.217	0.493	0.710	4.300
2-Axle Trucks (AM=0.74%, PM=0.69%, Daily=1.59%)			0.003	0.002	0.005	0.002	0.003	0.005	0.075
3-Axle Trucks (AM=0.91%, PM=0.85%, Daily=1.97%)			0.003	0.003	0.006	0.003	0.004	0.006	0.093
4+-Axle Trucks (AM=3.73%, PM=2.56%, Daily=5.94%)			0.011	0.008	0.019	0.008	0.011	0.019	0.282
Warehousing ³	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars (AM=88.2%, PM=83.3%, Daily=64.9%)			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (AM=1.97%, PM=2.79%, Daily=5.86%)			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks (AM=2.44%, PM=3.46%, Daily=7.27%)			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks (AM=7.39%, PM=10.45%, Daily=21.97%)			0.007	0.006	0.013	0.010	0.009	0.019	0.376

¹ Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

² TSF = thousand square feet

³ Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

The proposed Project trip generation is summarized in Table 3, which indicates the proposed Project would generate 1,022 two-way trips per day

TABLE 3: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Manufacturing (65%)	179,000 TSF							
Passenger Cars:		89	27	116	39	88	127	770
2-axle Trucks:		1	0	1	0	1	1	14
3-axle Trucks:		1	1	2	0	1	1	18
4+-axle Trucks:		2	1	3	1	2	3	52
Total Truck Trips (Actual Vehicles):		4	2	6	1	4	5	84
Total Trips (Actual Vehicles) ²		93	29	122	40	92	132	854
Warehousing (35%)	97,300 TSF							
Passenger Cars:		12	3	15	3	11	14	108
2-axle Trucks:		0	0	0	0	0	0	10
3-axle Trucks:		0	0	0	0	0	0	12
4+-axle Trucks:		1	1	2	1	1	2	38
Total Truck Trips (Actual Vehicles):		1	1	2	1	1	2	60
Total Trips (Actual Vehicles) ²		13	4	17	4	12	16	168
Passenger Cars		101	30	131	42	99	141	878
Trucks		5	3	8	2	5	7	144
Total Trips (Actual Vehicles)²		106	33	139	44	104	148	1,022

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

TRIP GENERATION COMPARISON

Table 4 provides a comparison of the proposed Project trip generation to the existing uses. As shown in Table 4, the proposed Project is anticipated to result in a net reduction of 213 two-way trips per day, which is below the 110 daily net new vehicle trips.

TABLE 4: TRIP GENERATION COMPARISON

	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Existing Uses							
Passenger Cars	78	24	102	17	71	89	1,120
Trucks	1	2	3	5	6	11	115
Existing Total	79	26	105	22	77	100	1,235
Proposed Project							
Passenger Cars	101	30	131	42	99	141	878
Trucks	5	3	8	2	5	7	144
Proposed Project Total	106	33	139	44	104	148	1,022
Net Change in Passenger Cars	23	6	29	25	28	52	-242
Net Change in Trucks	4	1	5	-3	-1	-4	29
Variance (Proposed - Existing)	27	7	34	22	27	48	-213

The Small Projects screening criteria is met.

PROXIMITY TO TRANSIT

Consistent with the City Guidelines, projects located within ½ mile of an existing “major transit stop”¹ or an existing stop along a “high-quality transit corridor”² may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a 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 lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

¹ Pub. Resources Code, § 21064.3 (“‘Major transit stop’ means a site containing an existing rail 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.”).

² Pub. Resources Code, § 21155 (“For purposes of this section, 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 Project appears to be within a ½ mile of an existing major transit stop, or along a high-quality transit corridor (see Attachment C). However, the Project does not meet sub criteria such as having a FAR of greater than 0.75.

The Proximity to Transit screening criteria is not met.

SUMMARY

Based on our review of the City's screening criteria, the Project meets the Small Projects screening criteria. The Project is considered to have a less than significant VMT impact; no additional VMT analysis is required.

If you have any questions, please contact me directly at aso@urbanxroads.com.

REFERENCES

1. **City of Torrance.** *Traffic Impact Assessment Guidelines for Land Use Projects.* January 2021.

ATTACHMENT A
PRELIMINARY SITE PLAN

ATTACHMENT B
EXISTING DRIVEWAY COUNTS

TABLE B-1: EXISTING TRIP GENERATION SUMMARY BY DAY

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Day 1: July 30, 2024							
Passenger Cars:	101	33	134	19	64	83	1,154
2-axle Trucks:	1	1	2	5	4	9	97
3-axle Trucks:	0	0	0	0	0	0	5
4+-axle Trucks:	0	1	1	0	1	1	14
Total Truck Trips:	1	2	3	5	5	10	116
Day 1 Total Trips¹	102	35	137	24	69	93	1,270
Day 2: July 31, 2024							
Passenger Cars:	63	16	79	12	81	93	1,125
2-axle Trucks:	2	4	6	4	7	11	97
3-axle Trucks:	0	0	0	0	1	1	13
4+-axle Trucks:	0	0	0	1	0	1	14
Total Truck Trips:	2	4	6	5	8	13	124
Day 2 Total Trips¹	65	20	85	17	89	106	1,249
Day 3: August 1, 2024							
Passenger Cars:	70	24	94	21	69	90	1,082
2-axle Trucks:	1	2	3	5	3	8	81
3-axle Trucks:	0	0	0	1	1	2	6
4+-axle Trucks:	0	0	0	0	0	0	18
Total Truck Trips:	1	2	3	6	4	10	105
Day 3 Total Trips¹	71	26	97	27	73	100	1,187

¹ Total Trips = Passenger Cars + Total Truck Trips.



City: Torrance
 Location: TOTAL
 Date: Tuesday, July 30, 2024
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	1	0	0	0	1
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	2	0	0	0	2
4:15	3	0	0	0	3
4:30	1	0	0	0	1
4:45	7	0	0	0	7
5:00	7	0	0	0	7
5:15	3	0	0	0	3
5:30	7	0	0	0	7
5:45	13	0	0	0	13
6:00	19	0	0	0	19
6:15	19	0	0	0	19
6:30	15	0	0	0	15
6:45	13	1	0	1	15
7:00	14	0	0	0	14
7:15	11	0	0	0	11
7:30	13	0	0	0	13
7:45	11	1	0	0	12
8:00	16	0	0	0	16
8:15	30	0	0	0	30
8:30	22	1	0	0	23
8:45	33	0	0	0	33
9:00	27	0	0	0	27
9:15	13	1	0	0	14
9:30	11	4	0	0	15
9:45	15	2	0	0	17
10:00	7	0	0	0	7
10:15	6	1	0	0	7
10:30	6	2	0	0	8
10:45	6	1	1	0	8
11:00	9	0	0	0	9
11:15	15	1	0	0	16
11:30	5	2	0	1	8
11:45	12	2	0	0	14

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	1	0	0	0	1
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	2	0	0	0	2
4:45	3	0	0	0	3
5:00	2	0	0	0	2
5:15	0	0	0	0	0
5:30	4	0	0	0	4
5:45	2	0	0	0	2
6:00	6	0	0	0	6
6:15	2	0	0	0	2
6:30	2	0	0	0	2
6:45	2	1	0	0	3
7:00	1	0	0	0	1
7:15	1	1	0	0	2
7:30	3	1	0	0	4
7:45	1	0	0	0	1
8:00	3	0	0	0	3
8:15	8	0	0	1	9
8:30	9	1	0	0	10
8:45	13	0	0	0	13
9:00	14	0	0	0	14
9:15	11	0	0	0	11
9:30	4	2	0	0	6
9:45	7	3	1	0	11
10:00	6	1	0	0	7
10:15	3	0	0	0	3
10:30	4	3	0	0	7
10:45	4	2	0	0	6
11:00	10	1	1	0	12
11:15	6	0	0	0	6
11:30	12	3	0	0	15
11:45	13	2	0	0	15



City: Torrance
 Location: TOTAL
 Date: Tuesday, July 30, 2024
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	13	1	0	0	14
12:15	3	0	0	0	3
12:30	8	0	0	0	8
12:45	8	2	0	0	10
13:00	16	0	0	1	17
13:15	12	0	0	0	12
13:30	16	0	1	1	18
13:45	11	4	0	1	16
14:00	6	2	0	0	8
14:15	9	3	0	0	12
14:30	8	0	0	0	8
14:45	11	1	1	0	13
15:00	8	4	0	0	12
15:15	3	0	0	0	3
15:30	4	5	0	0	9
15:45	3	0	0	1	4
16:00	3	1	0	0	4
16:15	6	1	0	0	7
16:30	3	2	0	0	5
16:45	7	1	0	0	8
17:00	0	0	0	0	0
17:15	3	1	0	0	4
17:30	5	0	0	0	5
17:45	3	1	0	0	4
18:00	3	0	0	0	3
18:15	1	0	0	0	1
18:30	0	0	0	0	0
18:45	3	0	0	0	3
19:00	0	0	0	0	0
19:15	3	0	0	0	3
19:30	2	0	0	0	2
19:45	1	0	0	0	1
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	1	0	0	0	1
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	2	0	0	0	2
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	1	0	0	0	1
TOTAL	581	48	3	6	638

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	19	0	0	0	19
12:15	11	1	0	0	12
12:30	13	2	0	0	15
12:45	6	1	0	0	7
13:00	17	0	0	0	17
13:15	9	0	0	2	11
13:30	15	0	0	1	16
13:45	4	5	0	1	10
14:00	5	1	0	0	6
14:15	9	0	0	1	10
14:30	13	1	0	0	14
14:45	10	4	0	0	14
15:00	32	2	0	1	35
15:15	12	2	0	0	14
15:30	9	2	0	0	11
15:45	12	1	0	0	13
16:00	18	1	0	0	19
16:15	15	1	0	0	16
16:30	18	1	0	1	20
16:45	13	1	0	0	14
17:00	23	0	0	0	23
17:15	9	1	0	0	10
17:30	23	1	0	0	24
17:45	13	0	0	0	13
18:00	11	0	0	0	11
18:15	13	0	0	0	13
18:30	10	0	0	0	10
18:45	14	0	0	0	14
19:00	3	0	0	0	3
19:15	6	0	0	0	6
19:30	4	0	0	0	4
19:45	2	0	0	0	2
20:00	1	0	0	0	1
20:15	2	0	0	0	2
20:30	6	0	0	0	6
20:45	0	0	0	0	0
21:00	1	0	0	0	1
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	2	0	0	0	2
22:00	3	0	0	0	3
22:15	1	0	0	0	1
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	3	0	0	0	3
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	1	0	0	0	1
TOTAL	573	49	2	8	632



City: Torrance
 Location: TOTAL
 Date: Wednesday, July 31, 2024
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	2	0	0	0	2
1:15	2	0	0	0	2
1:30	0	0	1	0	1
1:45	0	0	0	0	0
2:00	0	0	1	0	1
2:15	0	0	0	0	0
2:30	0	0	1	0	1
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	1	0	0	1
3:45	0	1	0	0	1
4:00	3	0	0	0	3
4:15	3	0	0	0	3
4:30	1	0	0	0	1
4:45	6	0	0	0	6
5:00	6	0	0	0	6
5:15	3	0	0	0	3
5:30	6	0	0	0	6
5:45	15	0	0	0	15
6:00	18	0	0	0	18
6:15	25	0	0	0	25
6:30	14	1	0	0	15
6:45	13	0	0	0	13
7:00	11	1	0	0	12
7:15	12	0	0	0	12
7:30	8	0	0	0	8
7:45	22	2	0	0	24
8:00	12	0	0	0	12
8:15	10	0	0	0	10
8:30	18	2	0	0	20
8:45	23	0	0	0	23
9:00	22	1	0	0	23
9:15	16	1	0	0	17
9:30	10	1	0	0	11
9:45	15	4	0	1	20
10:00	8	0	0	0	8
10:15	22	1	1	0	24
10:30	12	0	0	1	13
10:45	9	1	0	0	10
11:00	11	1	0	0	12
11:15	8	2	1	0	11
11:30	9	0	0	0	9
11:45	11	1	0	0	12

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	0	0	0	0
1:00	2	0	0	0	2
1:15	2	0	0	0	2
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	1	0	1
2:15	1	0	1	0	2
2:30	0	0	1	0	1
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	1	1	0	0	2
4:00	1	0	0	0	1
4:15	0	0	0	0	0
4:30	2	0	0	0	2
4:45	1	0	0	0	1
5:00	3	0	0	0	3
5:15	1	0	0	0	1
5:30	3	0	0	0	3
5:45	4	0	0	0	4
6:00	5	0	0	0	5
6:15	7	0	0	0	7
6:30	5	0	0	0	5
6:45	5	0	0	0	5
7:00	1	1	0	0	2
7:15	1	1	0	0	2
7:30	2	2	0	0	4
7:45	4	0	0	0	4
8:00	0	2	0	0	2
8:15	2	0	0	0	2
8:30	9	1	0	0	10
8:45	5	1	0	0	6
9:00	5	0	0	0	5
9:15	4	0	0	0	4
9:30	3	1	0	0	4
9:45	5	1	0	1	7
10:00	6	3	0	0	9
10:15	10	0	0	0	10
10:30	5	1	0	1	7
10:45	8	1	0	0	9
11:00	10	0	0	0	10
11:15	19	1	0	1	21
11:30	11	2	0	1	14
11:45	8	1	0	0	9



City: Torrance
 Location: TOTAL
 Date: Wednesday, July 31, 2024
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	6	0	0	0	6
12:15	8	0	1	0	9
12:30	12	0	0	1	13
12:45	16	1	0	0	17
13:00	7	1	0	0	8
13:15	13	0	0	0	13
13:30	10	1	0	0	11
13:45	18	3	0	1	22
14:00	4	0	0	0	4
14:15	7	2	0	0	9
14:30	3	1	0	0	4
14:45	4	4	0	0	8
15:00	4	6	0	0	10
15:15	9	2	1	0	12
15:30	6	0	0	0	6
15:45	5	3	1	0	9
16:00	0	0	0	1	1
16:15	6	2	0	0	8
16:30	4	1	0	0	5
16:45	2	1	0	0	3
17:00	2	1	0	0	3
17:15	3	0	0	0	3
17:30	3	0	0	0	3
17:45	2	0	0	0	2
18:00	3	0	0	0	3
18:15	3	0	0	0	3
18:30	1	0	0	0	1
18:45	1	0	0	0	1
19:00	1	0	0	0	1
19:15	1	0	0	0	1
19:30	0	0	0	0	0
19:45	1	0	0	0	1
20:00	1	0	0	0	1
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	2	0	0	0	2
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	1	0	0	0	1
22:30	1	0	0	0	1
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	556	50	8	5	619

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	14	1	0	0	15
12:15	14	0	0	0	14
12:30	15	0	0	0	15
12:45	7	0	1	1	9
13:00	13	1	0	0	14
13:15	14	1	0	0	15
13:30	5	2	0	0	7
13:45	10	1	0	0	11
14:00	7	3	0	0	10
14:15	12	0	0	1	13
14:30	11	1	0	1	13
14:45	5	2	0	0	7
15:00	31	5	0	0	36
15:15	10	1	0	0	11
15:30	8	1	0	1	10
15:45	20	0	0	0	20
16:00	24	2	1	0	27
16:15	16	2	0	0	18
16:30	24	2	0	0	26
16:45	17	1	0	0	18
17:00	16	1	0	1	18
17:15	11	0	0	0	11
17:30	21	0	0	0	21
17:45	9	0	0	0	9
18:00	18	0	0	0	18
18:15	3	0	0	0	3
18:30	10	0	0	0	10
18:45	13	0	0	0	13
19:00	4	0	0	0	4
19:15	3	0	0	0	3
19:30	5	0	0	0	5
19:45	4	0	0	0	4
20:00	2	0	0	0	2
20:15	1	0	0	0	1
20:30	1	0	0	0	1
20:45	0	0	0	0	0
21:00	2	0	0	0	2
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	2	0	0	0	2
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	4	0	0	0	4
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	569	47	5	9	630



City: Torrance
 Location: TOTAL
 Date: Thursday, August 1, 2024
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	1	0	0	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	3	0	0	0	3
4:15	4	0	0	0	4
4:30	1	0	0	0	1
4:45	10	0	0	0	10
5:00	7	0	0	0	7
5:15	8	0	0	0	8
5:30	7	0	0	0	7
5:45	13	0	0	0	13
6:00	16	0	0	1	17
6:15	23	0	0	0	23
6:30	13	0	0	0	13
6:45	12	1	0	0	13
7:00	14	0	0	0	14
7:15	10	0	0	0	10
7:30	19	1	0	0	20
7:45	16	0	0	0	16
8:00	12	0	0	0	12
8:15	20	0	0	0	20
8:30	22	1	0	0	23
8:45	16	0	0	0	16
9:00	24	1	0	0	25
9:15	9	0	0	0	9
9:30	13	1	0	0	14
9:45	10	1	0	0	11
10:00	12	3	0	0	15
10:15	7	0	0	0	7
10:30	7	2	1	0	10
10:45	16	1	0	0	17
11:00	3	0	0	0	3
11:15	14	0	0	0	14
11:30	8	1	0	1	10
11:45	7	1	1	2	11

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	0	1	0	0	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	0	0
1:45	0	0	0	0	0
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	0	0
3:00	0	0	0	0	0
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	0	0
4:00	2	0	0	0	2
4:15	0	0	0	0	0
4:30	3	0	0	0	3
4:45	4	0	0	0	4
5:00	2	0	0	0	2
5:15	3	0	0	0	3
5:30	4	0	0	0	4
5:45	4	1	0	0	5
6:00	5	1	0	1	7
6:15	7	0	0	0	7
6:30	3	0	0	0	3
6:45	2	0	0	0	2
7:00	1	1	0	0	2
7:15	0	1	0	0	1
7:30	2	0	0	0	2
7:45	1	0	0	0	1
8:00	7	0	0	0	7
8:15	4	1	0	0	5
8:30	5	1	0	0	6
8:45	8	0	0	0	8
9:00	8	0	0	0	8
9:15	2	1	0	0	3
9:30	6	0	0	0	6
9:45	3	1	0	0	4
10:00	9	2	0	0	11
10:15	8	2	0	0	10
10:30	6	1	0	0	7
10:45	7	3	0	0	10
11:00	12	1	1	0	14
11:15	9	0	0	0	9
11:30	10	1	0	0	11
11:45	7	1	0	1	9



City: Torrance
 Location: TOTAL
 Date: Thursday, August 1, 2024
 Count Type: Classified Driveway Count

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	9	3	0	0	12
12:15	7	0	0	0	7
12:30	6	1	0	0	7
12:45	11	0	0	1	12
13:00	15	0	0	0	15
13:15	11	0	0	0	11
13:30	11	2	0	1	14
13:45	5	0	0	0	5
14:00	8	1	0	0	9
14:15	6	2	0	1	9
14:30	6	0	1	0	7
14:45	4	2	0	0	6
15:00	7	3	0	0	10
15:15	4	3	0	1	8
15:30	5	0	0	0	5
15:45	3	2	0	0	5
16:00	8	0	1	0	9
16:15	3	2	0	0	5
16:30	5	1	0	0	6
16:45	5	2	0	0	7
17:00	2	0	0	0	2
17:15	3	1	0	0	4
17:30	1	0	0	0	1
17:45	2	0	0	1	3
18:00	5	0	0	0	5
18:15	3	0	0	0	3
18:30	0	0	0	0	0
18:45	3	0	0	0	3
19:00	0	0	0	0	0
19:15	1	0	0	0	1
19:30	1	0	0	0	1
19:45	1	0	0	0	1
20:00	0	0	0	0	0
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	1	0	0	0	1
22:30	1	0	0	0	1
22:45	0	0	0	0	0
23:00	1	0	0	0	1
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	541	40	4	9	594

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	20	3	0	1	24
12:15	8	2	0	0	10
12:30	13	1	0	1	15
12:45	5	1	0	0	6
13:00	11	0	0	1	12
13:15	7	0	0	0	7
13:30	8	2	0	0	10
13:45	9	0	0	0	9
14:00	7	0	0	0	7
14:15	10	1	0	0	11
14:30	12	1	0	1	14
14:45	10	1	0	0	11
15:00	30	1	0	0	31
15:15	10	2	0	1	13
15:30	14	0	0	1	15
15:45	14	3	0	0	17
16:00	18	1	0	0	19
16:15	15	1	1	0	17
16:30	20	1	0	0	21
16:45	16	0	0	0	16
17:00	19	0	0	0	19
17:15	17	0	0	0	17
17:30	16	0	0	0	16
17:45	10	0	0	0	10
18:00	19	0	0	1	20
18:15	13	0	0	0	13
18:30	2	0	0	0	2
18:45	7	0	0	0	7
19:00	6	0	0	0	6
19:15	3	0	0	0	3
19:30	2	0	0	0	2
19:45	2	0	0	0	2
20:00	2	0	0	0	2
20:15	1	0	0	0	1
20:30	1	0	0	0	1
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	0	0
21:30	0	0	0	0	0
21:45	1	0	0	0	1
22:00	1	0	0	0	1
22:15	1	0	0	0	1
22:30	1	0	0	0	1
22:45	0	0	0	0	0
23:00	5	0	0	0	5
23:15	0	0	0	0	0
23:30	0	0	0	0	0
23:45	0	0	0	0	0
TOTAL	541	41	2	9	593

ATTACHMENT C
PROXIMITY TO TRANSIT

EXHIBIT C-1: SCAG 2045 TRANSIT PRIORITY AREAS (HQTAS)

High Quality Transit Areas (HQTAs) 2045 - SCAG Region

SCAGGIS LA
Southern California Association of Governments

Summary

The High Quality Transit Areas (HQTAs) is within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.

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Details

- Dataset**
Feature Layer
- February 18, 2021**
Info Updated
- February 18, 2021**
Data Updated
- February 28, 2017**
Published Date
- Records: 1**
[View data table](#)
- Public**
Anyone can see this content
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Records: 1

Legend

High Quality Transit Areas (HQTAs) 2045 - SCAG Region

NOTES: High Quality Transit Areas (2045PL; Feb2020 version)

Search result

19320 Van Ness Ave, Torrance, California, 90501

City of Torrance, County of Los Angeles, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA | S... Powered by Esri