

# ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

Date: May 26, 2023  
Prepared by: Alex Garber.; Meghan Macias, TE  
To: LAHD Goods Movement  
Site: APN: 7440-016-001, 002, 003, and 7412-024-007  
Subject: John S. Gibson Trailer Lot Project Vehicle Miles Traveled (VMT) Screening Memo



This technical analysis evaluates the potential vehicle miles traveled (VMT) impact for the proposed project, which would develop the 18.635-acre site with a short-term trailer parking facility and related site improvements. The Project site is located at 1599 John S. Gibson Boulevard in the community of San Pedro in the southwestern portion of the City of Los Angeles within the Port of Los Angeles Master Plan planning area. Access to the proposed Project is provided by State Route 47 (SR-47) and Long Beach Freeway (I-710) to the east, Harbor Freeway (I-110) to the west, and San Diego Freeway (I-405) to the north. This VMT analysis is based on the requirements of the City of Los Angeles *Transportation Assessment Guidelines* (July 2020).

## **Project Description and Project Trip Generation**

The proposed John S. Gibson Trailer Lot Project (Project) would develop the 18.635-acre site with a short-term trailer parking facility and related site improvements. The Project includes paving of the site and stripping of 393 trailer stalls. The Project would be implemented in one development phase. The project site plan is shown in *Figure 1*. The Project site is currently undeveloped and vacant except for remnants of two abandoned cellular communication towers, a partially paved access road, and surface and buried abandoned oil pipelines and utilities. Vehicle trips were generated for the project using trip rates from a similar land use operation data. Los Angeles Harbor Department, Goods Management Division provided the land use operation data and calculations are provided in *Appendix A*. *Table 1* presents the estimated proposed Project trip generations for project opening year and horizon year. As shown in *Table 1*, for opening year, the proposed project is estimated to generate approximately 980 daily trips, 122 (54 inbound and 68 outbound) AM peak hour trips, and 59 (30 inbound and 29 outbound) PM peak hour trips. For horizon year, the proposed project is estimated to generate approximately 1,808 daily trips, 225 (100 inbound and 125 outbound) AM peak hour trips, and 100 (51 inbound and 49 outbound) PM peak hour trips. The proposed project is estimated to generate 14 auto trips in both opening year and horizon year, assuming 2 employees per shift, 2 shifts per day, 8 trips will occur during peak hours and 2 trips during off peak hours and 2 vendor visits during off peak hour.

## **Background**

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3

was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

***City of Los Angeles VMT Screening Criteria***

The City of Los Angeles *Transportation Assessment Guidelines* (July 2020) include screening thresholds to identify if a project would be considered to have a less-than significant impact on VMT and therefore could be screened out from further VMT analysis. *Section 2.2.2 –Screening Criteria*, as stated in the City’s Guidelines, would apply to this project:

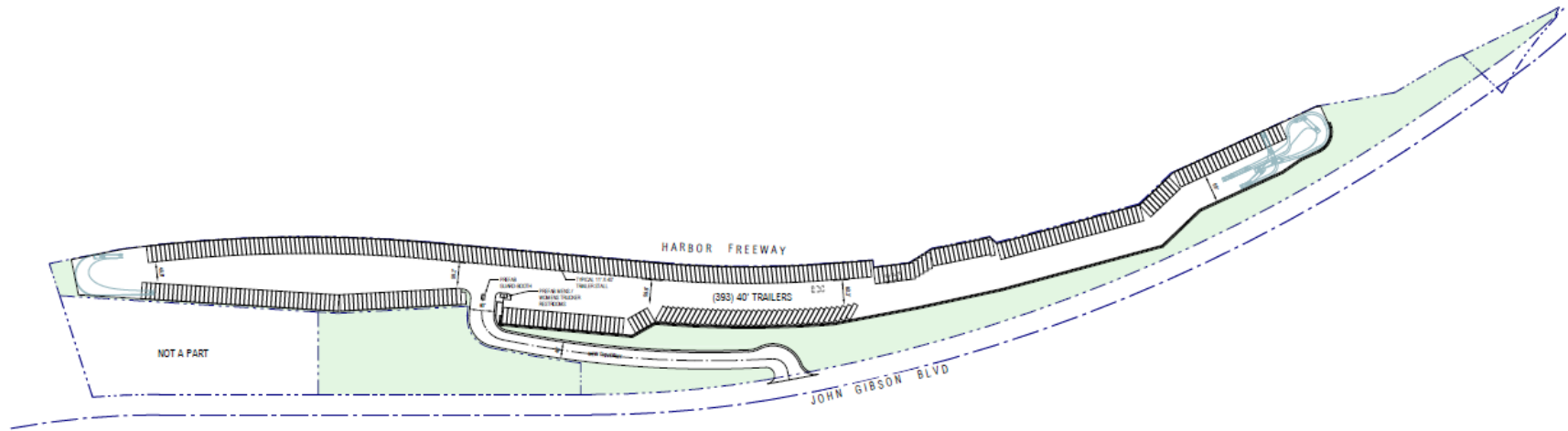
“T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?”

The *California Environment Quality Act Statute & Guidelines Section 15064.3(a)* states that vehicle miles traveled is an assessment of the “amount and distance of automobile travel attributable to a project”. Based on this guidance, truck trips are not included in the VMT screening analysis.

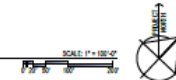
Based on *Table 1* discussed previously, the project would generate 14 daily passenger vehicle trips in both the opening year and horizon year, which is fewer than the 250 daily vehicle trips threshold as stated in the City’s Guidelines. Therefore, no further analysis is required.

If you have any questions, please feel free to contact me at alex@epdsolutions.com or at (717) 756-1197.

Figure 1: Project Site Plan



SITE PLAN



Source: RGA, Office of Architectural Design

**Table 1a: Project Trip Generation for Opening Year**

Land Use	Units	Daily	Off Peak Hour			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
<b><u>Total Vehicle Trip Generation</u></b>											
Proposed Trailer Storage Lot	18.635	Acre									
<b><u>Vehicle Mix</u><sup>1</sup></b>											
Employee Auto			10	2	2	2	4	2	2	4	
Vendor Auto			4	4	0	0	0	0	0	0	
Truck <sup>2</sup>			966		52	66	118	28	27	55	
<b>Total Trip Generation</b>			<b>980</b>		<b>54</b>	<b>68</b>	<b>122</b>	<b>30</b>	<b>29</b>	<b>59</b>	

<sup>1</sup>Trip rates and vehicle mix from Port of Los Angeles, Environmental Management Division

<sup>2</sup>PCE volume for peak hour trips calculated Port of Los Angeles, Environmental Management Division

<sup>2</sup>PCE factor provided Port of Los Angeles, Environmental Management Division

**Table 1b: Project Trip Generation for Horizon Year**

Land Use	Units	Daily	Off Peak Hour			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
<b><u>Total Vehicle Trip Generation</u></b>											
Proposed Trailer Storage Lot	18.635	Acre									
<b><u>Vehicle Mix</u><sup>1</sup></b>											
Employee Auto			10	2	2	2	4	2	2	4	
Vendor Auto			4	4	0	0	0	0	0	0	
Truck <sup>2</sup>			1,794		98	123	221	49	47	96	
<b>Total Trip Generation</b>			<b>1,808</b>		<b>100</b>	<b>125</b>	<b>225</b>	<b>51</b>	<b>49</b>	<b>100</b>	

<sup>1</sup>Trip rates and vehicle mix from Port of Los Angeles, Environmental Management Division

<sup>2</sup>PCE volume for peak hour trips calculated Port of Los Angeles, Environmental Management Division

<sup>2</sup>PCE factor provided Port of Los Angeles, Environmental Management Division

---

*APPENDIX A*

---

Trip rate based on acreage	Acres	daily trips	trip rate
Empirical New Dock Log	10	518	51.85 trips/ac

## JSG Support Yard

Opening Year	Acres	trip rate	daily trips
Opening Year With Project	18.6	51.85	966
Opening Year Without Project		51.85	0

Horizon Year	Acres	trip rate	daily trips
Horizon Year With Project	18.6	96.31	1794
Horizon Year Without Project	0.0	51.85	0

Temp. Dist:

2-shift (Innovative)

Unadjusted

JSG Support Yard - Project

	Pickup	Dropoff	Inbound		Outbound		PCE		Temporal Distribution		
			Bobtail	Chassis	Bobtail	Chassis	In	Out	Vehicles	%	
12:00 AM		1.18%	1.38%	6	7	7	6	21	20	26	2.69%
1:00 AM		0.74%	1.06%	4	5	5	4	15	14	18	1.86%
2:00 AM		0.02%	0.23%	0	1	1	0	2	1	2	0.21%
3:00 AM		0.00%	0.00%	0	0	0	0	0	0	0	0.00%
4:00 AM		0.00%	0.00%	0	0	0	0	0	0	0	0.00%
5:00 AM		0.00%	0.00%	0	0	0	0	0	0	0	0.00%
6:00 AM		0.00%	0.00%	0	0	0	0	0	0	0	0.00%
7:00 AM		3.76%	1.38%	18	7	7	18	36	44	50	5.17%
8:00 AM		5.61%	2.15%	27	10	10	27	52	66	74	7.64%
9:00 AM		4.78%	2.81%	23	14	14	23	56	63	74	7.64%
10:00 AM		3.75%	3.76%	18	18	18	18	58	58	72	7.44%
11:00 AM		3.30%	4.34%	16	21	21	16	61	57	74	7.64%
12:00 PM		2.85%	4.35%	14	21	21	14	59	53	70	7.23%
1:00 PM		2.87%	5.64%	14	27	27	14	71	60	82	8.47%
2:00 PM		2.77%	5.54%	13	27	27	13	70	58	80	8.26%
3:00 PM		2.33%	4.50%	11	22	22	11	57	48	66	6.82%
4:00 PM		1.56%	1.84%	8	9	9	8	28	27	34	3.51%
5:00 PM		2.22%	1.06%	11	5	5	11	23	28	32	3.31%
6:00 PM		2.90%	1.45%	14	7	7	14	31	36	42	4.34%
7:00 PM		2.58%	1.58%	12	8	8	12	30	34	40	4.13%
8:00 PM		2.30%	1.60%	11	8	8	11	29	32	38	3.93%
9:00 PM		1.82%	1.73%	9	8	8	9	27	28	34	3.51%
10:00 PM		1.46%	1.64%	7	8	8	7	24	24	30	3.10%
11:00 PM		1.18%	1.95%	6	9	9	6	25	23	30	3.10%
				0	242	242	242	242			

Temp. Dist: **2-shift (Innovative)**

**JSG Suport Yard - Project**

Time	Pickup	Dropoff	Inbound		Outbound		PCE		Temporal Distribution	Vehicles	%
			Bobtail	Chassis	Bobtail	Chassis	In	Out			
12:00 AM		1.18%	1.38%	11	12	12	11	37	36	46	2.56%
1:00 AM		0.74%	1.06%	7	10	10	7	28	26	34	1.89%
2:00 AM		0.02%	0.23%	0	2	2	0	4	2	4	0.22%
3:00 AM		0.00%	0.00%	0	0	0	0	0	0	0	0.00%
4:00 AM		0.00%	0.00%	0	0	0	0	0	0	0	0.00%
5:00 AM		0.00%	0.00%	0	0	0	0	0	0	0	0.00%
6:00 AM		0.00%	0.00%	0	0	0	0	0	0	0	0.00%
7:00 AM		3.76%	1.38%	34	12	12	34	65	82	92	5.12%
8:00 AM		5.61%	2.15%	50	19	19	50	98	123	138	7.68%
9:00 AM		4.78%	2.81%	43	25	25	43	102	116	136	7.56%
10:00 AM		3.75%	3.76%	34	34	34	34	109	109	136	7.56%
11:00 AM		3.30%	4.34%	30	39	39	30	114	107	138	7.68%
12:00 PM		2.85%	4.35%	26	39	39	26	109	99	130	7.23%
1:00 PM		2.87%	5.64%	26	51	51	26	133	113	154	8.57%
2:00 PM		2.77%	5.54%	25	50	50	25	130	110	150	8.34%
3:00 PM		2.33%	4.50%	21	40	40	21	105	90	122	6.79%
4:00 PM		1.56%	1.84%	14	16	16	14	49	47	60	3.34%
5:00 PM		2.22%	1.06%	20	10	10	20	44	52	60	3.34%
6:00 PM		2.90%	1.45%	26	13	13	26	57	68	78	4.34%
7:00 PM		2.58%	1.58%	23	14	14	23	56	63	74	4.12%
8:00 PM		2.30%	1.60%	21	14	14	21	53	59	70	3.89%
9:00 PM		1.82%	1.73%	16	16	16	16	51	51	64	3.56%
10:00 PM		1.46%	1.64%	13	15	15	13	46	44	56	3.11%
11:00 PM		1.18%	1.95%	11	17	17	11	47	42	56	3.11%
Total:				451	448	448	451				