DOCKETED	
Docket Number:	25-SPPE-01
Project Title:	Vernon Backup Generating Facility
TN #:	268662
Document Title:	GEP Vernon Supplemental Data Responses to CEC DR Set 1 - Traffic - VBGF
Description:	N/A
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Organization:	DayZenLLC
Submitter Role:	Applicant Representative
Submission Date:	2/17/2026 3:05:37 PM
Docketed Date:	2/17/2026

ATTACHMENT DR TRANS-1

Revised Traffic Memorandum with Construction and Operation VMT Analysis

Kimley»Horn

MEMORANDUM

To:	Department of Public Works City of Vernon
From:	Elizabeth Chau, P.E. Kimley-Horn and Associates, Inc.
Date:	February 17, 2026
Subject:	Traffic Evaluation for GEP Vernon

The purpose of this memorandum is to state the assumptions for project understanding and methodology in the analysis to identify potential traffic impacts for the proposed Goodman Energy Project Vernon (GEP Vernon or Project) in the City of Vernon (City).

Background

The City of Vernon views the GEP Vernon Data Center Project as a redevelopment of the former slaughterhouse[1] at 3163 East Vernon Avenue in Vernon, California. A vicinity map of transportation-related facilities surrounding the Project Site is shown in **Figure 1**. Previously the Farmer John Slaughterhouse occupied the site until February 2023. The project will construct two 283,836-square-foot data center buildings for a combined total of 567,672 square feet. Direct access will be provided by the Building 1 access driveways on Vernon Avenue and the Building 2 access driveways on Soto Street and Vernon Avenue.

Existing Conditions

This section describes the existing conditions of the roadway network within the vicinity of the Project Site.

The Project Site is bordered by Interstate 110 to the west and Interstate 710 to the east. Both interstates run north-south providing regional connections in the county. Interstate 5 (I-5) and Interstate 10 (I-10) are north of the Project Site and run east-west within the study area.

Regional access to the project site will be provided by I-5 and I-10. Primary access will be provided by Soto Street, Downey Road, and Bandini Boulevard. Direct access will be provided by the Building 1 access driveways on Vernon Avenue and the Building 2 access driveways on Soto Street and Vernon Avenue.

[1] February 17, 2026 email correspondence with City Staff.

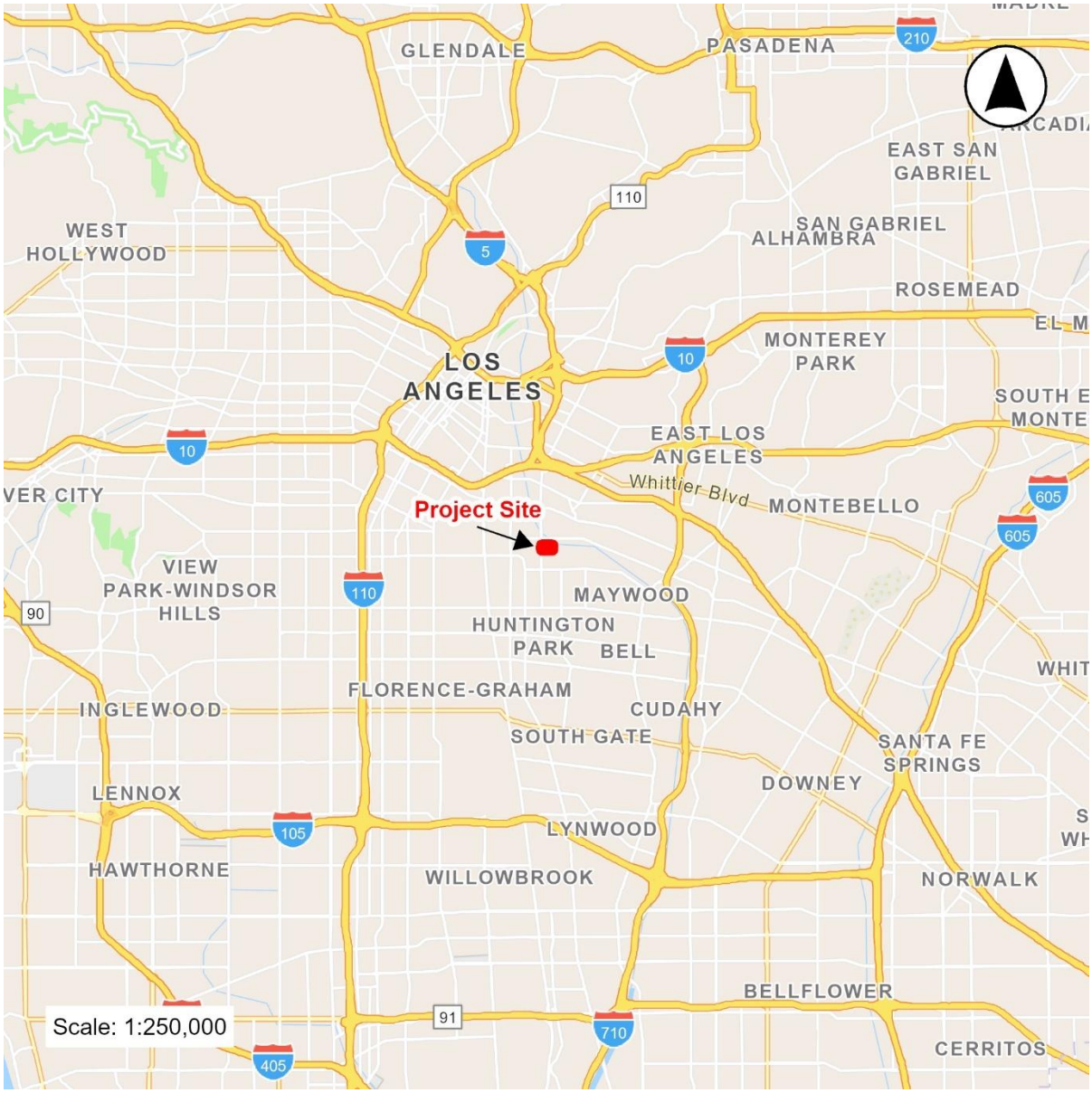


Figure 1. Vicinity Map

EXISTING ROADWAYS

Soto Street is a north-south roadway with two lanes in each direction and sections of raised medians within the study area. The posted speed limit is 35 miles per hour (mph) and the roadway is classified as an arterial in the City of Vernon General Plan. Curb, gutter, and sidewalk are present on both sides of the roadway in the study area. The Metro 251 Bus Route runs along Soto Street with stops at the intersections of Vernon Avenue and Bandini Boulevard.

Vernon Avenue is an east-west roadway with two lanes in each direction. The posted speed limit is 35 mph and the roadway is classified as a collector in the City of Vernon General Plan. Curb, gutter, and sidewalk are present on both sides of the roadway in the study area.

Bandini Boulevard is an east-west roadway with two lanes in each direction, a two-way left-turn lane (TWLTL), and on-street parking on both sides of the roadway. West of the Los Angeles River, Bandini Boulevard has three lanes in each direction and sections of raised median approaching the intersection with Soto Street. The posted speed limit is 45 mph and the roadway is classified as an arterial in the City of Vernon General Plan.

EXISTING PEDESTRAIN, BICYCLE, AND TRANSIT FACILITES

The Project's site plan (**Attachment A)** was reviewed to evaluate the Project's connection with surrounding pedestrian, bicycle and transit facilities. The review also determined if the Project would conflict with any existing pedestrian, bicycle, transit plans.

Pedestrian

There is currently a sidewalk on both sides of Soto Street and Vernon Avenue adjacent to the Project site. Sidewalk is present on both sides of Bandini Boulevard and narrows slightly over the bridge. There are marked crosswalks across each leg of the Soto Street and Vernon Avenue intersection. A marked midblock crossing also exits at the urgent care signal.

Bicycle

There are currently no existing designated bicycle facilities surrounding the Project site.

Transit

Metro

The Metro transit system provides bus, rail, and subway service throughout Los Angeles County with connections to regional rail services.

Route 251 runs along Soto Street to access the Project site. This bus route runs on a 15-minutes headway. The nearest stop to the project is located at the intersections of Soto Street and Vernon Avenue. The bus stops are curbside, which have the potential to block on lane of traffic. However, Soto Street has two lanes in each direction and provides spaces for traffic to maneuver around a stopped bus.

The A line connects the City of Vernon to downtown Long Beach and north to the City of Pomona. Within the vicinity of the Project site, Metro rail A Line station runs along Long Beach Avenue at 20-

minute headways. The nearest stop is the Vernon Station, located approximately 1 mile west of the Project site.

The E line connects East Los Angeal with Santa Monica. The nearest station is the Soto station, which is located approximately 2.5 miles north of the Project site. Employees and/or visitor to the site can access the station via bus Route 251.

Metro Link

Metro Link is regional rail system that serves Ventura, Los Angela, San Bernadino, Orange, Riverside and San Diego County. The nearest Union Station, which is located 3.6 miles northwest of the Project Site. Union Station is accessible from the Project site by various Metro bus routes and Metro Line A.

Project Description

Figure 2 illustrates the Project's location at 3163 East Vernon Avenue in Vernon, California. The current site is vacant and the project will construct two 283,836-square foot data center buildings for a combined total of 567,672 square feet.

A site plan, dated November 2024, for the Project is included as **Attachment A**. The eastern building (Building 1) will have two unsignalized driveways on Vernon Avenue. The western building (Building 2) will have one unsignalized driveway on Vernon Avenue and a second entrance at the existing signalized intersection on Soto Street just north of Vernon Avenue.

Similar to other data centers, the proposed data center will be operational 24-hours, 7-days a week. **Table 1** summarizes the maximum anticipated headcount of personnel and visitors that would be on-site throughout a typical day. It is anticipated that the number of persons would not exceed 65 (35 full-time employees and 30 visitors) at the building throughout the day. Note not all 65 persons will be at the building at the same time as some employees work a graveyard shift and some visitors, such as deliveries, may not come daily.

Table 1: Anticipated Maximum Daily Headcount

Type	Daily Persons
Employees	35
Visitors	30
Total	**65***

*Not all persons will be in the building at the same time, as some employees work a graveyard shift and some visitors, such as delivery vehicles, may not come daily.

Figure 2: Project Location

TRIP GENERATION

A trip generation analysis was conducted to determine the number of trips the Project would generate. The trip generation was determined based on average rates from Institute of Transportation Engineer's (ITE) publication, *Trip Generation Manual, 12th Edition.* All trip generation-related sheets are included in **Attachment B**.

ITE Land Use 160: Data Center for the data center building was used to estimate the trip generation. **Table 2** presents the trip generation for the project. Based on ITE trip generation rates, the project will generate 414 daily trips, 40 trips during the AM peak hour, and 28 trips in the PM peak hour. Based on the 65-person headcount in **Table 1**, the trip generation in **Table 2** equates to about 6.4 trips, or 3.2 roundtrips per person.

Table 2: Project Trip Generation – Data Center Rates

Land Use	ITE Land Use Code	Size	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Data Center	160	567.672	1,000 SF	414	28	12	40	5	23	28

Source: *ITE Trip Generation Manual, 12th Edition.*
ITE LU 160 used following average trip rates per 1,000 SF:
Daily: 0.73
AM Peak: 0.07 (71% in, 29% out)
PM Peak: 0.05 (19% in, 81% out)

Note the number of trips for data centers may not scale linearly with square footage as well as other land uses. Often data center houses equipment which takes up physical space but can be managed and maintained by the same number of personnel. Therefore, trip generation could be better estimated based on trips per employee. *Trip Generation Manual* does not provide trip rate per employee for ITE Land Use 160, therefore rates for similar land uses ITE Land Use 110: General Light Industrial and ITE Land Use 710: General Office Building were used. **Table 3** presents the trip generation for the project using employee rates for similar land uses. Based on these rates, the project will generate 120-160 daily trips, 17-18 trips during the AM peak hour, and 16-19 trips in the PM peak hour.

Table 3: Project Trip Generation – Employee Rates

Land Use	ITE Land Use Code	Size	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
General Light Industrial	110	35	Employee(s)	160	15	3	18	5	14	19
General Office Building	710	35	Employee(s)	120	15	2	17	3	13	16

Source: *ITE Trip Generation, 12th Edition*
ITE LU 110 used following average trip rates per employee:
Daily: 4.02
AM Peak: 0.52 (83% in, 17% out)
PM Peak: 0.55 (27% in, 73% out)
ITE LU 710 used following average trip rates per employee:
Daily: 3.44
AM Peak: 0.49 (88% in, 12% out)
PM Peak: 0.45 (18% in, 82% out)

Transportation Program, Plan, Ordinance, and Policy Review

A review of transportation programs, plans, ordinances, and policies was completed to verify if the Project would have a significant impact or conflict with any planned transit, roadway, bicycle, or pedestrian facilities. The following applicable programs, plans, and policies relevant to the project were reviewed:

1. City of Vernon
    a. General Plan Circulation and Infrastructure Element
    b. General Plan Land Use Element
    c. Bicycle Master Plan
    d. LA River Path Feasibility Study

City of Vernon General Plan Circulation and Infrastructure Element

The Circulation and Infrastructure element of the general plan provides framework for Vernon's transportation system which includes the movement of goods and people along roadways and railways in the City. Relevant adopted goals and policies are listed below:

Goal CI-1: Provide a balanced transportation system for the safe and efficient movement of people, goods, and emergency services throughout the City.

- **Policy CI-1.10**: Widen Soto Street consistent with the cross section shown in Figure CI-1.

Policy CI-1.10 refers to a Soto Street Widening project described in the Circulation System Improvements Needed to Meet Level of Service Goals section of the General Plan. The proposed project widens Soto Street from four lanes to six lanes, three in each direction between 37th Street/Bandini Boulevard and Olympic Boulevard.

The widening project is intended to allow traffic to move more freely on Soto Street and have a secondary traffic-moderating effect on nearby streets.

City of Vernon General Plan Land Use Element

The Land Use element of the general plan establishes broad, general land use policies including location distribution, type, and intensity of development, with the overarching goal of maintaining Vernin as an industrial city. Relevant adopted goals and policies are listed below:

Goal LU-1: Promote and maintain manufacturing and other industrial uses as the primary land use within the City.

- **Policy LU-2.6**: Accommodate the expansion of Soto Street north of 37th Street/Bandini Boulevard pursuant to Circulation and Infrastructure Element policy by requiring properties with frontage along this corridor to dedicate land to the public right-of way sufficient to accommodate the roadway widening in the event that such properties redevelop or undergo substantial improvements.

Bicycle Master Plan

The City of Vernon Bicycle Master Plan identified potential future bicycle facilities and upgrades or improvements to the existing roadways. The plan proposes Vernon Avenue between Santa Fe Avenue and Downey Road as a Class IV separated bike lane path. A Class I shared-use path is also identified as the Los Angeles (LA) River Bikeway. Planned improvements include installing buffered bicycle lanes and green bicycle striping along Vernon Avenue.

LA River Path Feasibility Study

The LA River Path Feasibility Study developed preliminary pathway alignments and design concepts for the LA River Path through the City of Vernon. The river path is included in the Bicycle Master Plan and follows the Los Angeles River north of the Project location. Segment 2 of the proposed path is characterized by the connection to Soto Street and Bandani Boulevard, each proposed alignment does not impact the Project site location.

PLAN CONSISTENCY EVALUATION

Based on the Project Description and proposed plans, the Project does not conflict with the above transportation-related regulations or plans. The Project would not inhibit the expansion of Soto Street and does not create pedestrian hazards or conflicts with vehicular traffic movements.

Level of Transportation Analysis

As of July 1, 2020, the State of California has fully adopted a change in the California Environmental Quality Act (CEQA) significant impact methodology for transportation impacts to use vehicle miles traveled (VMT) as opposed to level of service (LOS) via State Bill 743 (SB 743). The City of Vernon has not adopted local VMT thresholds, therefore information included in Los Angeles County Public Work's *Transportation Impact Analysis Guidelines* (TIA Guidelines) dated July 23, 2020 was used to determine level of transportation analysis.

Transportation analysis may consist of CEQA transportation analysis and/or supplemental site access study. The County's TIA Guidelines outlines criteria for determining the level of transportation analysis for a given project. **Table 4** shows that a CEQA Transportation Analysis is required for the Project based on County's TIA Guidelines thresholds. The following sections describe the details of the screening process.

Table 4: Transportation Analysis Requirement Summary

Analysis	Required?
CEQA Transportation Analysis	Yes
Site Access Study	No

CEQA Transportation Analysis

VMT SCREENING

The County's *Transportation Impact Analysis Guidelines* provides guidance on when a project may be exempt from performing CEQA VMT analysis if the project meets at least one screening criteria based on:

- Non-Retail Trip Generation
- Retail Project Site Plan
- Proximity to Transit
- Residential Land Use

Project information was evaluated to determine if the Project would be exempt from a VMT analysis and is summarized in **Table 5**. Based on current project information given for this analysis, a VMT analysis **is required**. Detailed evaluation for each criterion is discussed in the following sections.

Table 5: Project CEQA Screening

CEQA Screening Criteria	Project Exempt?
Non-residential Trip Generation	No
Retail Project Site Plan	N/A
Proximity to Transit	No
Residential Land Use	N/A

Non-residential Trip Generation

A project may be exempt if it generates less than net increase of 110 daily vehicle trips. As shown in **Table 3**, the project generates more than 110 daily trips, which does not satisfy this criterion.

Retail Project site Plan

A project may be exempt for projects that are of 50,000 square feet or less of gross retail land use. The project does not include any retail land uses; therefore, this criterion does not apply.

Proximity to Transit

Project located within ½ mile radius of a major transit stop or high-quality transit corridor may be exempt. In addition, the project must also:

- Have floor area ratio (FAR) greater than 0.75
- Provides less parking than required by County/City Code
- Consist with SCAG RTP/SCS
- Does not replace residential units set aside for lower income households with smaller number of market-rate residential units.

The Project is not located within a ½ mile of a major transit stop of high-quality transit corridor and does not satisfy this criterion.

Residential Land Use

Project components which consist of 100 percent units that are set aside for lower income households may be exempt. The project does not include any low-income housing land uses; therefore, this criterion does not apply.

VMT ANALYSIS

Since the Project does not satisfy any VMT screening criteria, a VMT analysis was conducted for the Project to determine if the Project's VMT during construction and typical operation would exceed the Southern California Association of Governments' (SCAG) adopted VMT threshold. This analysis referred VMT as the amount and distance of automobile, on-road passenger car and light trucks, travel attributable to a Project site during the construction phase and typical operations.

Construction Phase

The construction workforce is expected to consist of up to 150 workers per month. The construction phase is expected to be a total of 16 months. Workers are expected to travel within a 25-40 mile radius of the Project site. The total VMT during construction phase was calculated using the factors

summarized in **Table 6**. The calculation assumed a typical 5-day work week and as a conservative approach the maximum 150 workers each day and 40-mile travel distance, which resulted in a total VMT of 4,032,000.

Table 6: Total VMT During the Construction Phase

Phase	Workers per day	Worker Trips per Day*	Average Miles per Trip	Duration (days)**	VMT per phase
Construction	150	300	40	336	4,032,00

*Assumed 2 trips per worker per day

** Assumed average of 21 working days per month

The total worker VMT (**Table 6**) was then normalized over a 20-year Project life, operating 24 hours, 7-days a week, which was estimated as 7,300 days. The daily VMT per construction worker was estimated by dividing the daily worker VMT by the average number of daily workers. As shown in **Table 7**, the Project's daily VMT per construction worker is estimated to be 3.68.

The VMT per construction worker was then 15 percent below the existing regional average. According to the Southern California Association of Governments (SCAG), the existing regional VMT per employee within SCAG boundaries is 15.32. The significance threshold is 85 percent of the existing regional VMT or 15 percent below the existing regional VMT, hence 13.02 VMT per employee. The Construction Phase VMT of 3.68 is below the regional threshold of 13.02 VMT per employee. Therefore, the construction phase of the Project would result in a less than significant VMT impact.

Table 7: Construction VMT Estimation

Item	Amount
Worker VMT during Construction	4,032,000
Project Live (20 years, expressed as days)	6,720
Daily worker VMT (Worker VMT divided by the number of days)	600
Average Daily Number of Workers over Life of Construction	150
Average VMT per Worker (Daily VMT divided by number of workers)	**3.68**
SCAG average VMT/employee	15.32
Threshold of Significance (15% below SCAG average)	13.02

Typical Operations

For typical operations, it is anticipated that full-time employees and visitors are expected to travel withing 25-miles and 40-miles, respectively. The Typical Operation VMT was calculated using the factors summarized in **Table 8**. The calculation worker mode spilt and a conservative approach the calculation assumed the maximum 35 workers each day and 25-mile travel distance for drive alone

trips and 10.5 miles for carpool trips. Mode spilt was determined based United States Census data for Los Angeles County (**Attachment C**) since no data was available for the City of Vernon. Carpool distance was determined by divided 25-mile travel distance for drive alone trip by average carpool occupancy (2.37 person per vehicle) determine by Census data. It was assumed that all visitors would drive alone. Based on these factors Project's daily VMT is 3,884.

Table 8: Typical Operation VMT Estimation

Mode	Mode Split* %	# Employees/ Visitor	Trips Per Day *	Average Vehicle Miles per Trip	Daily VMT
Employee Drive Alone	80%	28	56	25.0	1,400
Employee Carpool	11%	4	8	10.5***	84
Employee Non-Automobile	9%	3	6	0.0	0
Employee Total	**100%**	**35**	**70**	**-**	**1,484**
Visitor Drive Alone	**100%**	**30**	**60**	**40.0**	**2,400**
Grand Total	**-**	**65**	**130**	**-**	**3,884**

*Based on data from United State Census Means of Transportation to Work (B08301) for Los Angeles County
**Assumed 2 trip per person per day
*** Average carpool trip was determined by dividing 25 miles by average carpool occupancy (2.37 person per vehicle).

Since this is a redevelopment project, a comparison between the daily VMT generated by the previous land use (Farmer John Slaughterhouse) and the proposed project was conducted. In addition, the SCAG travel demand model 2019 base year[2] which input data would have accounted for the former Farmer John Slaughterhouse. **Table 9** summarizes the resulting daily VMT calculations for the slaughterhouse (previous land use) and the proposed Project. The former Farmer John Slaughterhouse employed approximately 2,000 people[3] and the analysis assumed the regional average VMT of 15.32 was assumed. Project VMT was taken from **Table 8**. As shown in **Table 9**, the Project would generate net decrease of daily VMT, which results in a less than significant impact.

[2] Southern California Association of Governments *SCAG Reginal Travel Demand Model and 2019 Model Validation*, March 2024.
[3] August 25, 2025 email correspondence with City Staff.

Table 9: Total VMT During Typical Operations

Trip Type	People per Day	Trips per Day*	Average Miles per Trip	Daily VMT
Previous use – Farmer John Slaughterhouse				
Employees	2,000	4,000	15.32	61,280
Proposed use – Project Site				
Full-time staff	35	70	-	1,484
Visitors	30	60	40	2,400
Project Site Total:				**3,884**
Change in Daily VMT				**-57,396**

*Assumed 2 trips per person per day

Site Access Study

As shown in **Table 3**, the Project is anticipated to generate 120-160 daily trips and 16-19 trips in the peak hours, which would result in a nominal impact to traffic operations of the nearby transportation network, therefore no additional traffic analysis such as operational or site access analysis was conducted.

Conclusion

The GEP Vernon development proposes to construct two data center buildings at 3163 East Vernon Avenue in Vernon, California. The Project will redevelop the former Farmer John Slaughterhouse site and construct two 283,836- square foot data center buildings for a combined total of 567,672 square feet. There will be a total of four driveways, with three being on Vernon Avenue and one on Soto Street at the signalized intersection just north of Vernon Avenue.

It is anticipated that the project will generate 120-160 daily trips, 17-18 trips during the AM peak hour, and 16-19 trips in the PM peak hour based on the number of employees. The project's trip generation would result in nominal impact to traffic operations of nearby transportation system.

Traffic analysis consisted of plan consistency evaluation, VMT analysis, and Site Access Study. The Plan consistency evaluation found that the Project would not conflict with any transportation-related regulation or plans. VMT analysis found that Construction Phase VMT of 3.68 VMT per worker is under the regional threshold of 13.02 VMT per worker. The typical operational found that the Project would result in a net decrease of VMT compared to the previous use.

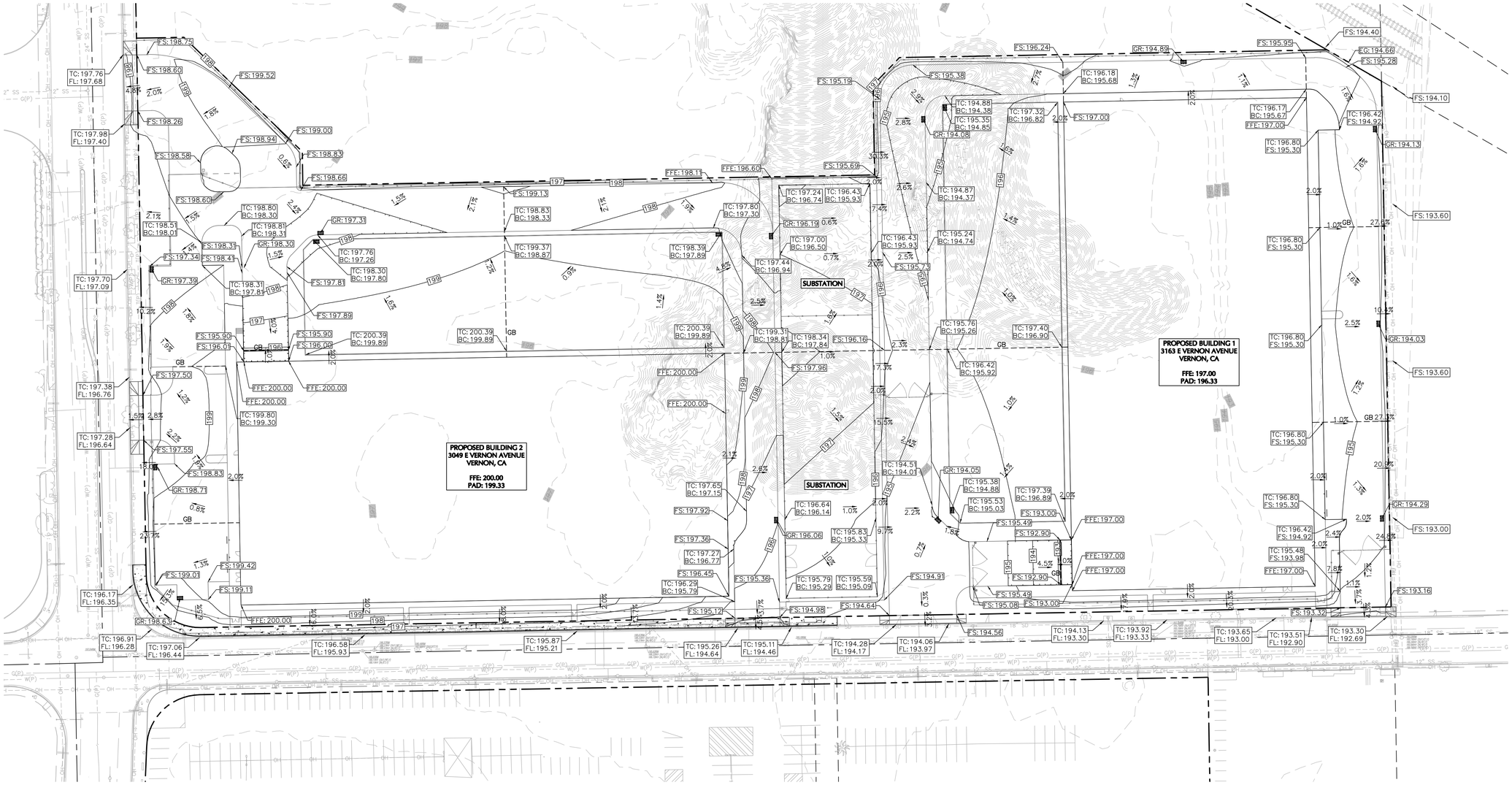
Based on these factors the Project would result in no significant impacts to the transportation network.

ATTACHMENT

Attachment A – Site Plan
Attachment B – Trip Generation Information
Attachment C – US Census Data

Kimley»Horn

Attachment A – Site Plan



LEGEND:

- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- LIMIT OF WORK
- STREET CENTERLINE
- EXISTING LOT LINE
- (XXX.XX) FS — EXISTING GRADE
- XXX.XX FS — PROPOSED GRADE
- (XXX) — EXISTING CONTOUR
- XXX — PROPOSED CONTOUR
- XX.X% — PROPOSED SLOPE
- (XX.X%) — EXISTING SLOPE

ABBREVIATIONS:

FFE	FINISHED FLOOR ELEVATION
TC	TOP OF CURB
BC	BOTTOM OF CURB
TW	TOP OF WALL
BW	BOTTOM OF WALL
FS	FINISH SURFACE
FG	FINISHED GRADE
GR	GRATE
GB	GRADE BREAK

RAW EARTHWORK

CUT (CY)	2,800
FILL (CY)	30,700
HARDSCAPE IMPORT (CY)	27,500
SPOILS ADJUSTMENTS (CY)	4,000
OVEREXCAVATION CUT (CY)	14,800
NET EARTHWORK AFTER SHRINKAGE FACTOR (CY) *	8,500 (CUT) *
NET EXPORT (CY)	0

NET AREA: 11.4 ACRE
*ALL CUT WILL BE SPREAD OR STOCKPILED ONSITE IN THE NORTHERN PARCEL FOR FUTURE USE

EARTHWORK ASSUMPTIONS:

1. ASSUMING 10% SHRINKAGE FACTOR PER GEOTECHNICAL INVESTIGATION REPORT FOR PROPOSED GOODMAN ENERGY PARK (GEP) DATED NOV 25, 2024.
2. FOR BUILDING SLAB AND GENERATOR YARD, ASSUMING MIN 5-FT OF OVEREXCAVATION AND MIN 3.5-FT OF COMPACTED SOIL AND 1.5-FT OF CMB BACKFILL PER GEOTECHNICAL INVESTIGATION REPORT FOR PROPOSED GOODMAN ENERGY PARK (GEP) DATED NOV 25, 2024.
3. ASSUMING 18-IN DIAMETER & 40-FT DEEP PILE, AND 4-FT THICKNESS PILE CAP. SIZE AND QUANTITY IS BASE ON "FOUNDATION PLAN – LEVEL ONE – BUILDING 1 OVERALL PLAN" BY PASE DATED 11/5/2024.
4. ASSUMING 7-IN THICK PAVEMENT AND 6-IN THICK BUILDING SLAB.
5. ASSUMING 3-FT DEPTH OF GENERATOR YARD PAD.
6. ASSUMING ALL STOCKPILES HAVE BEEN REMOVED PRIOR TO ONSITE EARTHWORK.
7. EARTHWORK HEREON ARE PRELIMINARY AND ONLY FOR PERMITTING PURPOSE.

40 0 20 40
SCALE: 1 INCH = 40 FEET

CORGAN
kW Mission Critical Engineering Member of WSP
LANGAN
PASE

	ISSUES	
1	07.24.2024	CONCEPT VERIFICATION
2	11.22.2024	SCHEMATIC DESIGN
3		
4		
5		
6		
7		
8		
9		
10		

	REVISIONS

This document is incomplete and may not be used for regulatory approval, permit or construction.

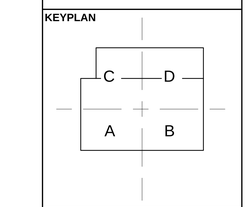
Date of issue:
11.22.2024

GIC Vernon, LLC

GEP VERNON

BUILDING 1: 3163 East Vernon Avenue
Vernon, California 90058
BUILDING 2: 3049 East Vernon Avenue
Vernon, California 90058

KEYPLAN



GRADING PLAN

JOB 24260.0000
DATE 11.22.2024
SHEET

C04-01

Kimley»Horn

Attachment B – Trip Generation Information

Data Center
(160)

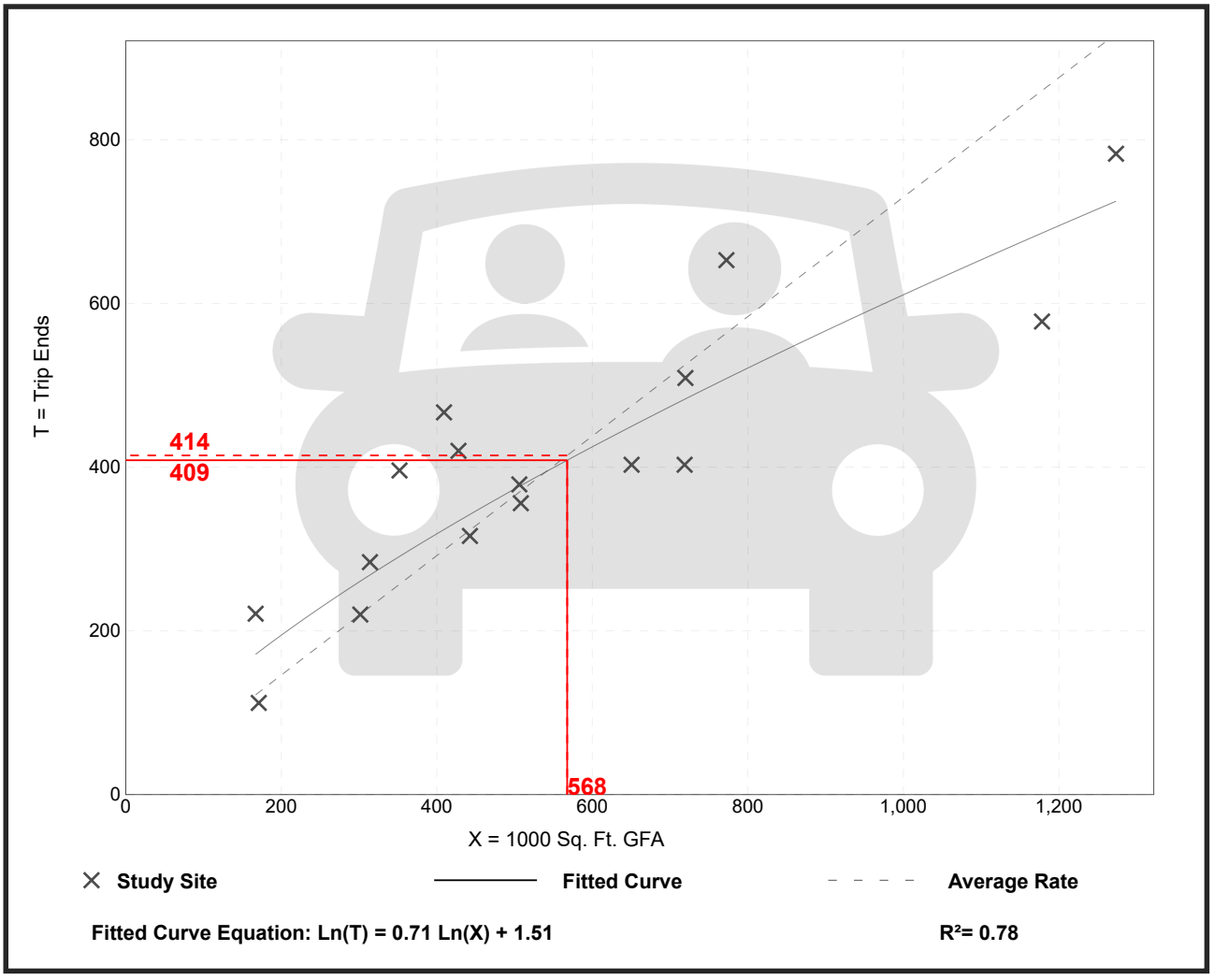
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 557
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.73	0.49 - 1.32	0.20

Data Plot and Equation



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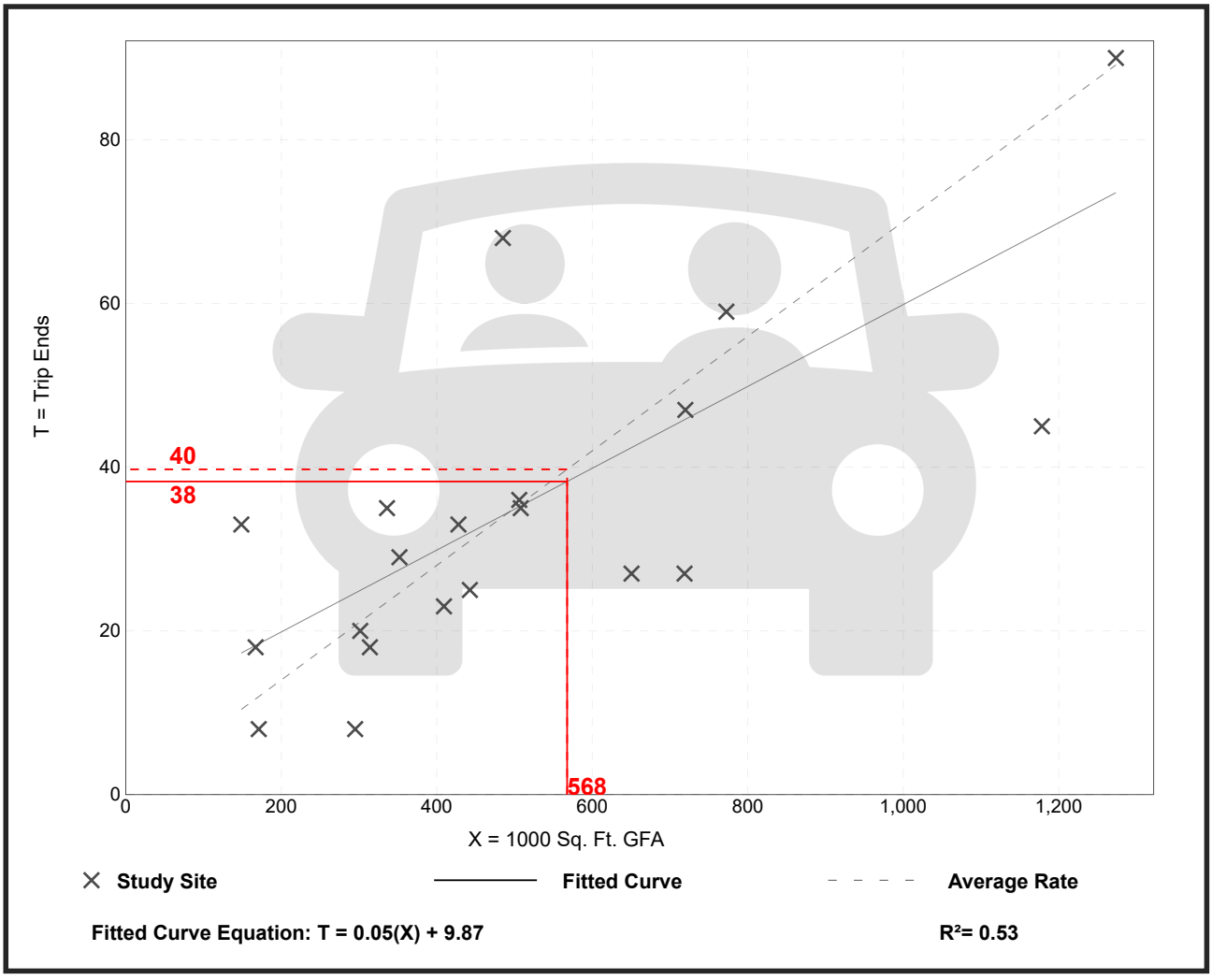
Data Center
(160)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 20
Avg. 1000 Sq. Ft. GFA: 509
Directional Distribution: 71% entering, 29% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.07	0.03 - 0.22	0.03

Data Plot and Equation



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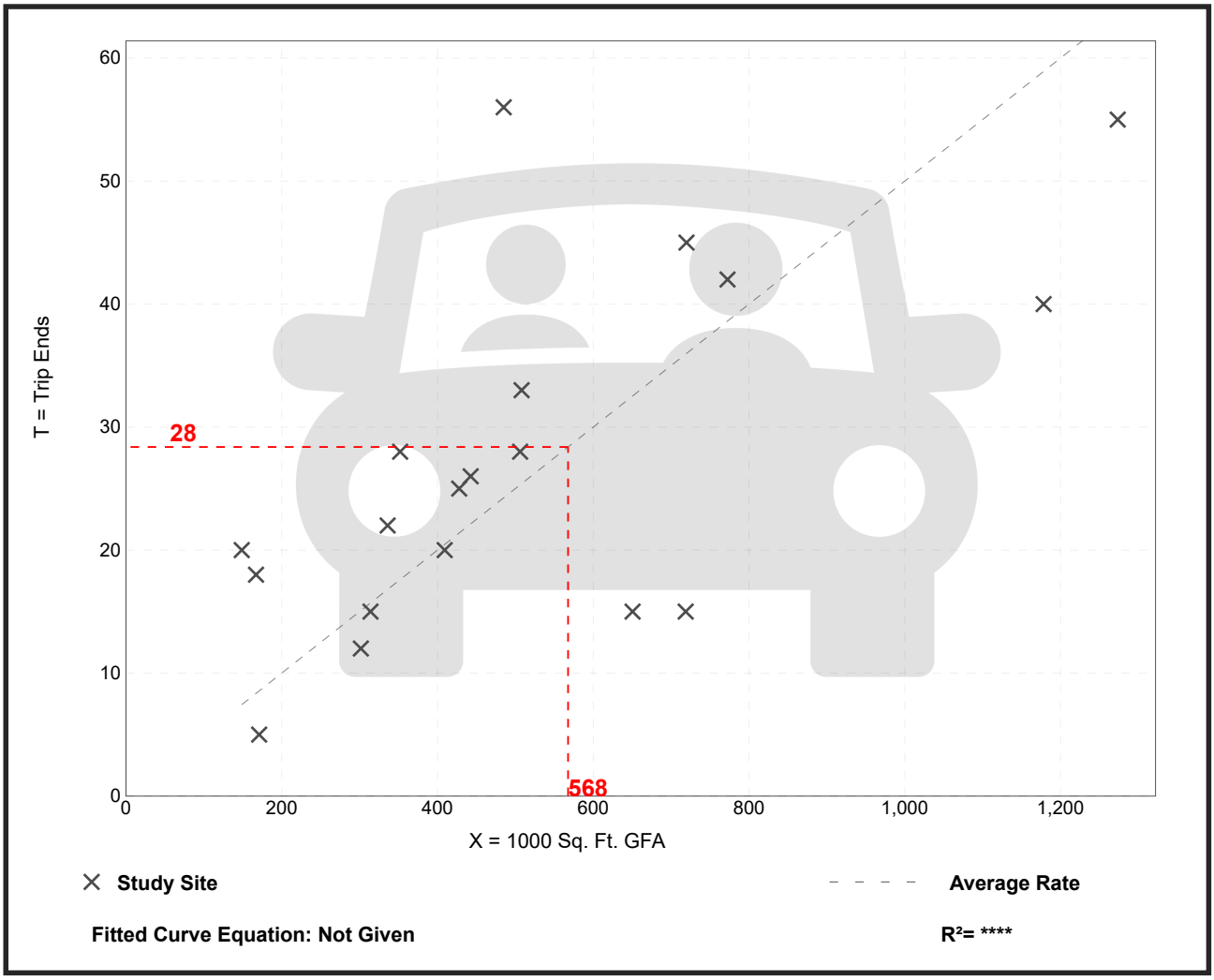
Data Center
(160)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 520
Directional Distribution: 19% entering, 81% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.05	0.02 - 0.13	0.03

Data Plot and Equation



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General Light Industrial
(110)

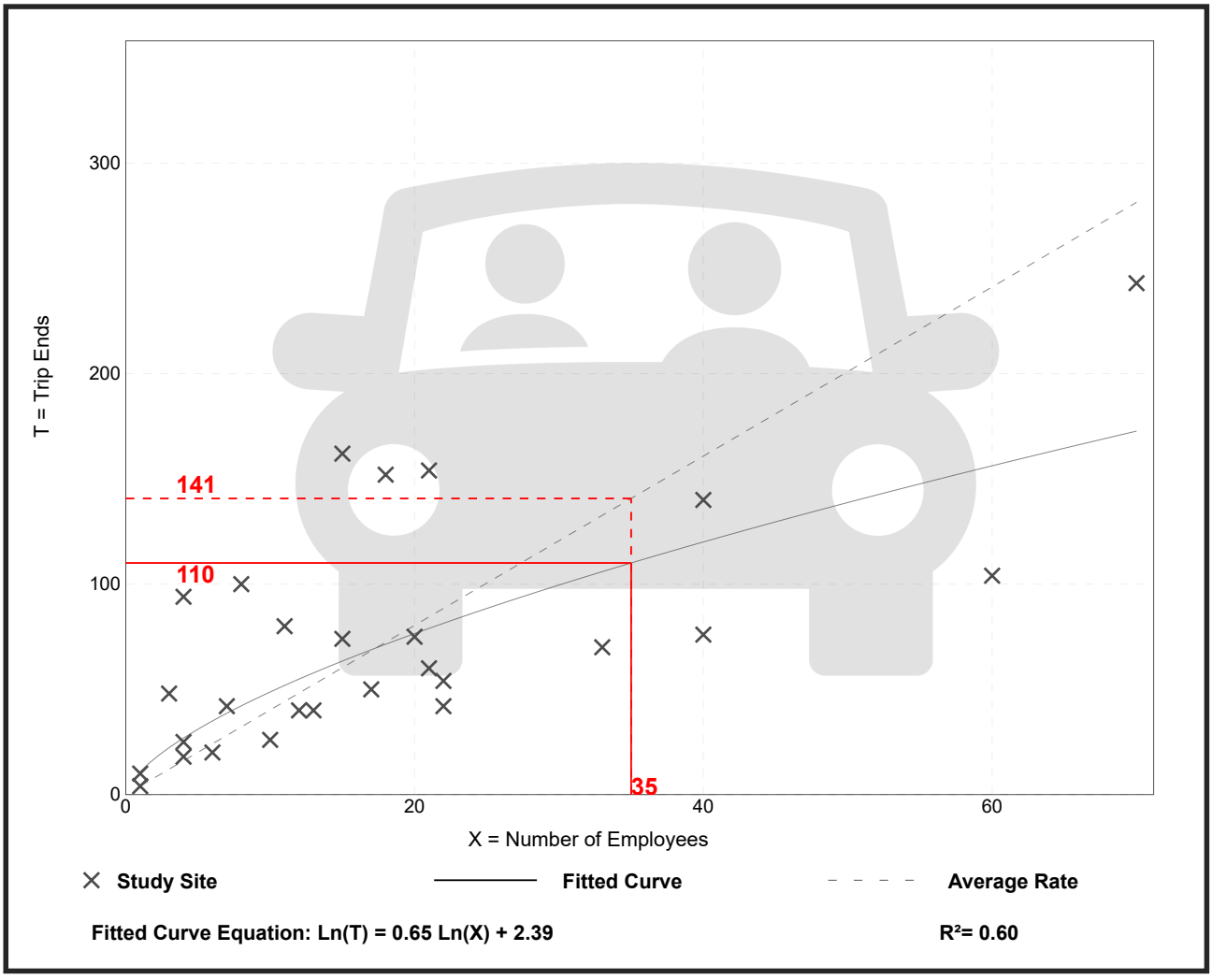
Vehicle Trip Ends vs: **Employees**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. Num. of Employees: 18
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.02	1.73 - 23.50	3.19

Data Plot and Equation



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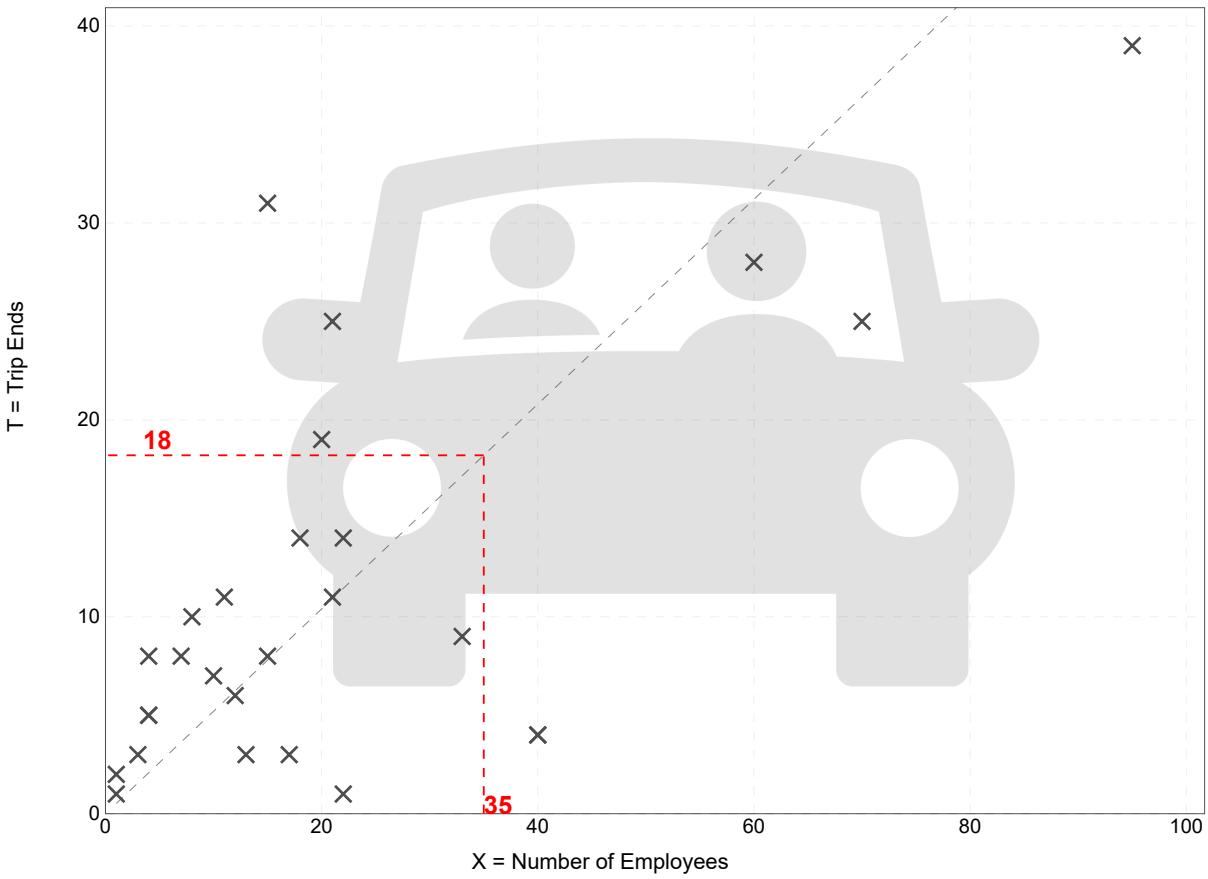
General Light Industrial
(110)

Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. Num. of Employees: 22
Directional Distribution: 83% entering, 17% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.52	0.05 - 2.07	0.43

Data Plot and Equation



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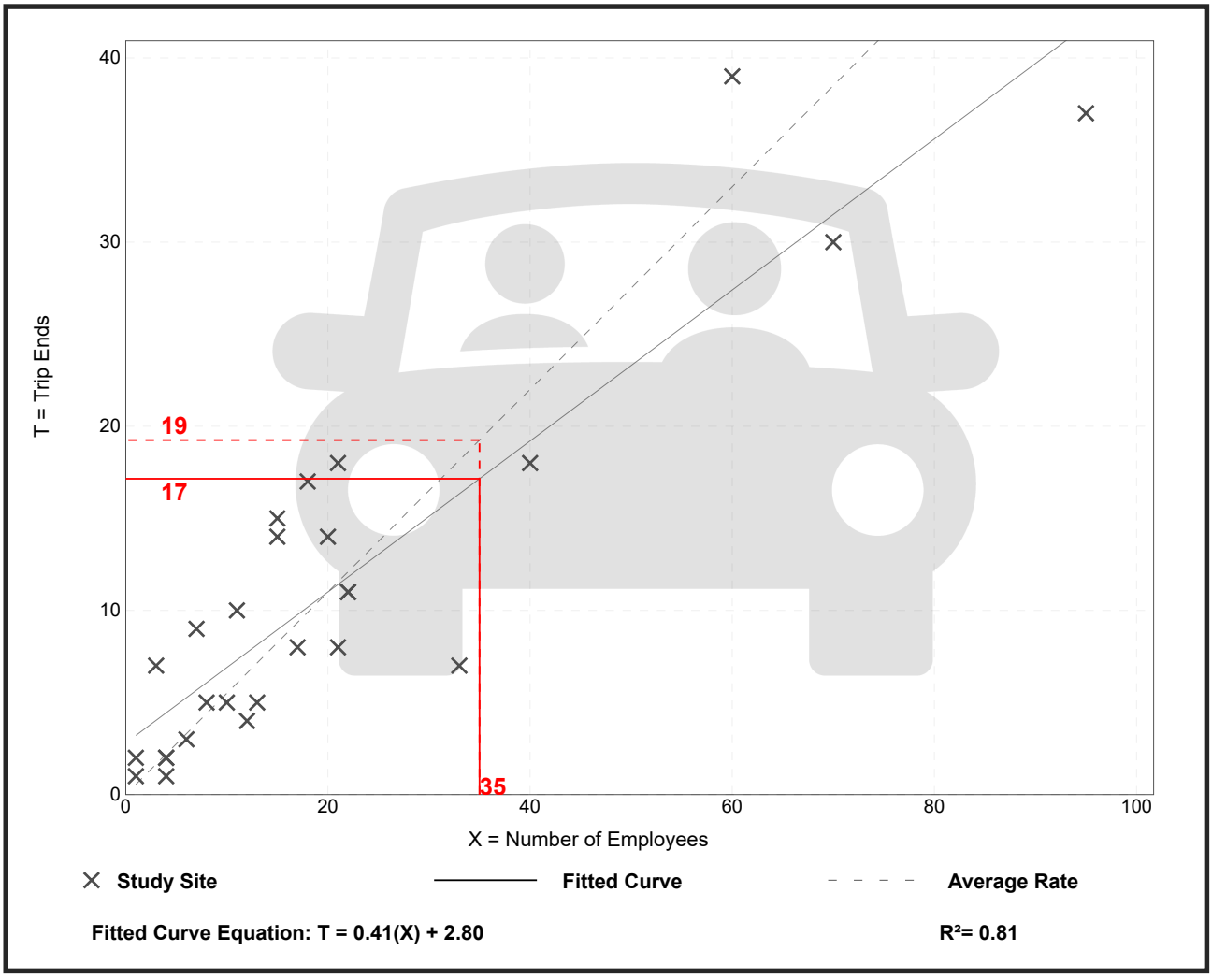
General Light Industrial
(110)

Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. Num. of Employees: 20
Directional Distribution: 27% entering, 73% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.55	0.21 - 2.33	0.27

Data Plot and Equation



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General Office Building
(710)

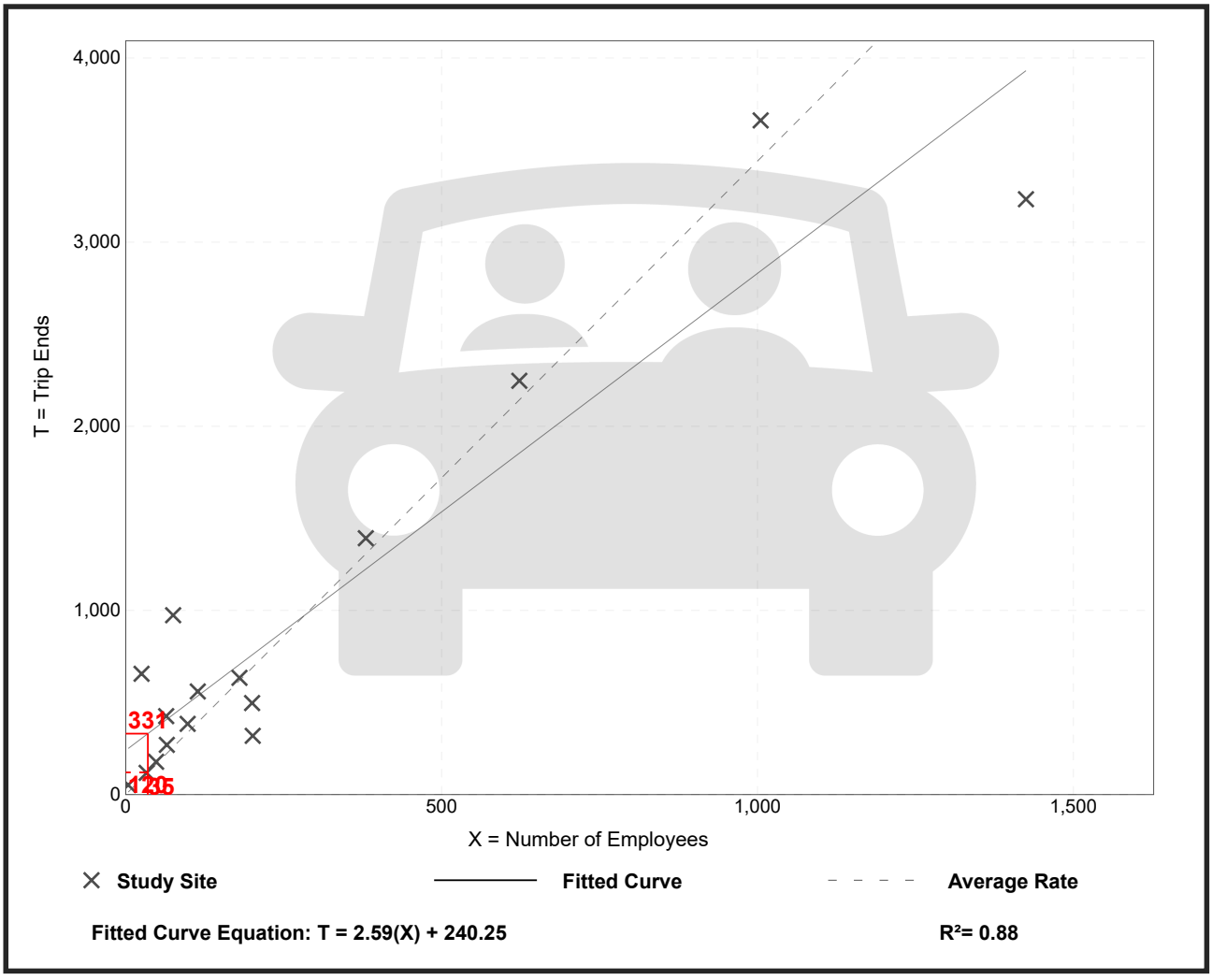
Vehicle Trip Ends vs: **Employees**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 16
Avg. Num. of Employees: 284
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.44	1.59 - 26.24	2.38

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

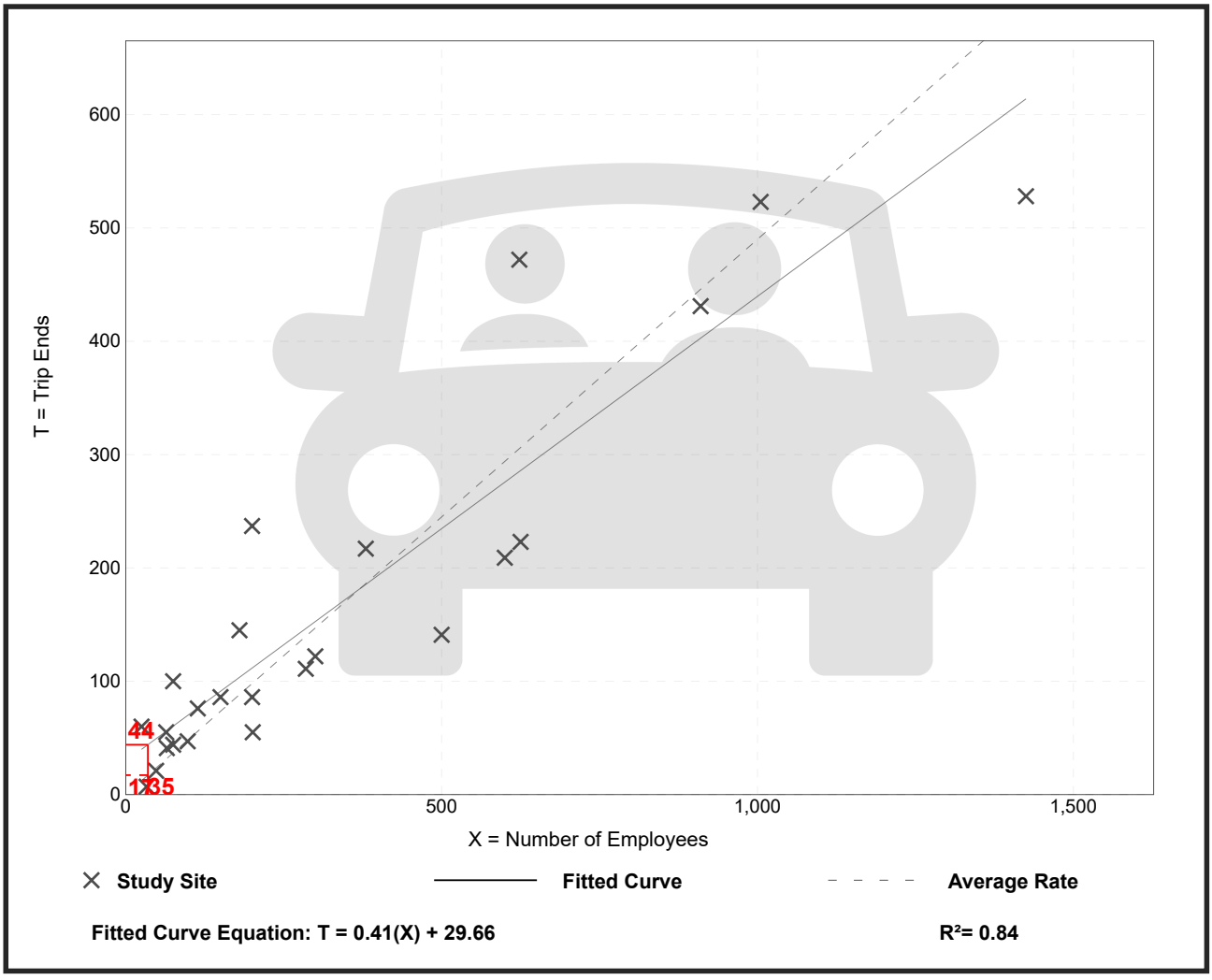
General Office Building
(710)

Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 24
Avg. Num. of Employees: 341
Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.49	0.21 - 2.40	0.23

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

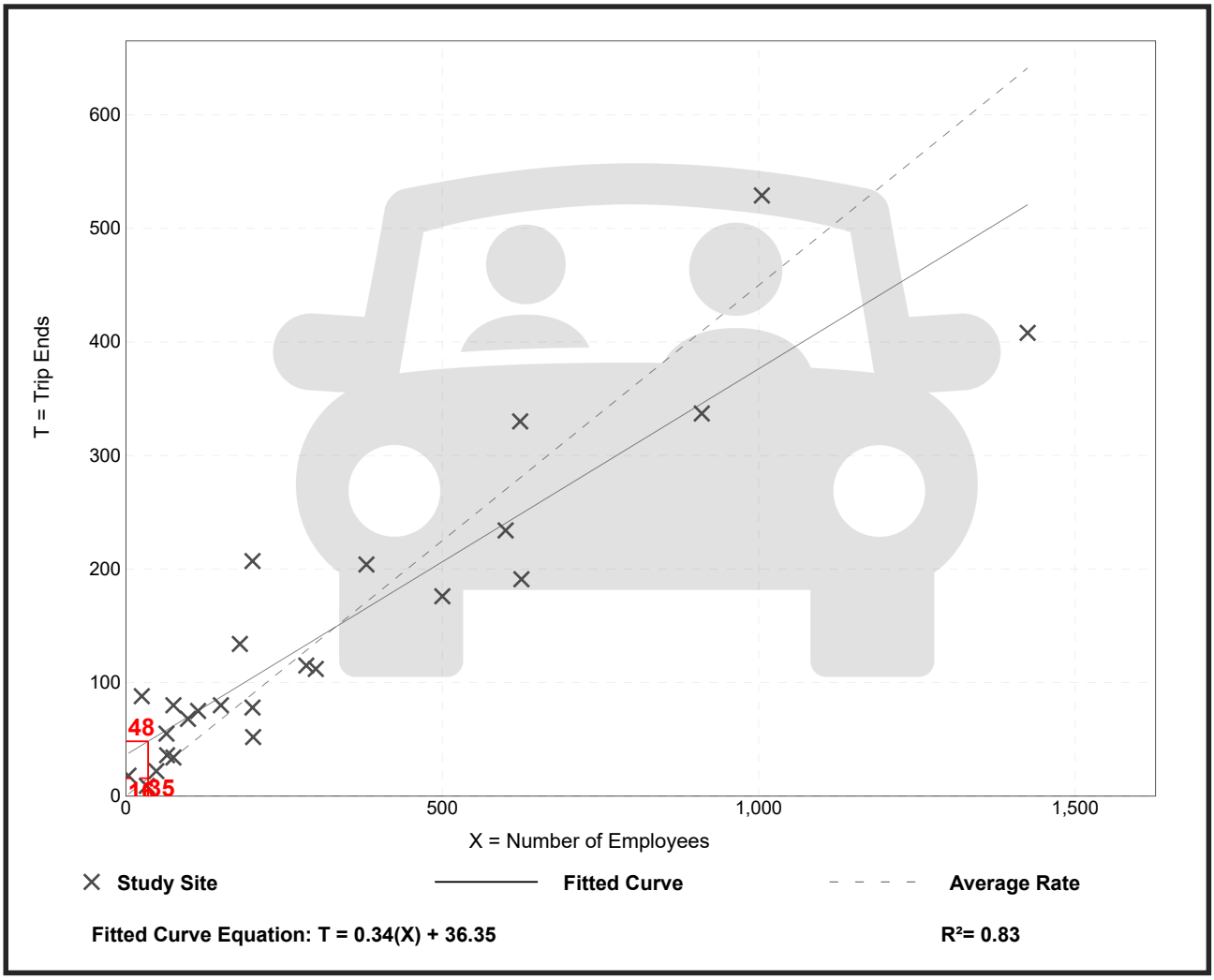
General Office Building
(710)

Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 25
Avg. Num. of Employees: 327
Directional Distribution: 18% entering, 82% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.45	0.26 - 4.50	0.26

Data Plot and Equation



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Kimley»Horn

Attachment C – US Census Data

Means of Transportation to Work

United States Census Bureau

Note: The table shown may have been modified by user selections. Some information may be missing.

DATA NOTES	
TABLE ID:	B08301
SURVEY/PROGRAM:	American Community Survey
VINTAGE:	2022
DATASET:	ACSDT1Y2022
PRODUCT:	ACS 1-Year Estimates Detailed Tables
UNIVERSE:	Workers 16 years and over
MLA:	U.S. Census Bureau. "Means of Transportation to Work." American Community Survey, ACS 1-Year Estimates Detailed Tables, Table B08301, . Accessed on 9 Feb 2026.
FTP URL:	None
API URL:	https://api.census.gov/data/2022/acs/acs1
USER SELECTIONS	
GEOS	Los Angeles County, California
EXCLUDED COLUMNS	None
APPLIED FILTERS	None
APPLIED SORTS	None
PIVOT & GROUPING	
PIVOT COLUMNS	None
PIVOT MODE	Off
ROW GROUPS	None
VALUE COLUMNS	None

WEB ADDRESS	https://data.census.gov/table/ACSDT1Y2022.B08301?g=050XX00US06037
TABLE NOTES	
	Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.
	Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website. Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.
	Source: U.S. Census Bureau, 2022 American Community Survey 1-Year Estimates
	Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.
	Workers include members of the Armed Forces and civilians who were at work last week.
	The 2022 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineations due to differences in the effective dates of the geographic entities.

	Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.
	Explanation of Symbols:- The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.N The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area. (X) The estimate or margin of error is not applicable or not available.median- The median falls in the lowest interval of an open-ended distribution (for example "2,500-")median+ The median falls in the highest interval of an open-ended distribution (for example "250,000+").** The margin of error could not be computed because there were an insufficient number of sample observations.*** The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.***** A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.
COLUMN NOTES	None

Table: ACSDT1Y2022.B08301

	Los Angeles County, California	
Label	Estimate	Margin of Error
Total:	4,761,686	±22,159
Car, truck, or van:	3,527,562	±24,200
Drove alone	3,055,959	±24,296
Carpooled:	471,603	±14,338
In 2-person carpool	339,018	±11,612
In 3-person carpool	75,445	±5,882
In 4-person carpool	33,247	±4,753
In 5- or 6-person carpool	16,459	±3,088
In 7-or-more-person carpool	7,434	±1,620
Public transportation (excluding taxicab):	181,582	±8,786
Bus	158,187	±8,115
Subway or elevated rail	15,069	±2,264
Long-distance train or commuter rail	3,932	±1,104
Light rail, streetcar or trolley (carro público in Puerto Rico)	2,983	±1,032
Ferryboat	1,411	±678
Taxicab	14,652	±2,137
Motorcycle	11,134	±1,820
Bicycle	27,698	±3,287
Walked	120,238	±6,728
Other means	68,377	±4,942
Worked from home	810,443	±15,093