Errata

100 E. Ocean Environmental Impact Report

On May 13, 2020, the Final Environmental Impact Report (EIR) was published for the 100 E. Ocean Project (State Clearinghouse No. 2018121006). Following publication of the Final EIR, the Project’s Transportation Demand Management (TDM) Plan, included as Appendix E.3 to the Draft EIR, was updated to correct minor typographical errors and add additional measures to conform to the City’s TDM Ordinance. In addition, a memorandum addressing the Project’s transportation impacts utilizing the City’s adopted Vehicle Miles Traveled (VMT) guidelines was prepared for informational purposes by Fehr & Peers in January 2021 and is added to the EIR as Appendix E.4. These updates are addressed below.

a. Revisions to the Draft EIR

(1) Executive Summary

Section I, Executive Summary, of the Draft EIR, page I-4, amend the listing for Appendix E—Transportation/Traffic Appendix as follows:

- Appendix E—Transportation/Traffic Appendix
  - Appendix E.1—Traffic Study
  - Appendix E.2—Parking Memorandum
  - Revised Appendix E.3—TDM Plan
  - Appendix E.4—VMT Memorandum

Section I, Executive Summary, of the Draft EIR, page I-76, after subsection (g) Parking, add the following discussion:

(h) VMT Analysis

A VMT Memorandum was prepared for informational purposes and is provided in Appendix E.4. As discussed therein, the Project Site is located in a Transit Priority Area (TPA), as defined in Public Resources Code (PRC) Section 21099, given its location within 0.5 mile of the Downtown Long Beach
Blue Line Station and within 0.5 mile of a high-quality transit corridor, as shown in Figure 2 of the VMT Memorandum. Per the guidelines for VMT impact assessment adopted by the City of Long Beach in June 2020, the Project may be screened from project-level VMT impact assessment based on its location in a TPA, under the presumption that a less-than-significant impact would result. The Project meets additional screening criteria set forth in the City’s VMT impact assessment guidelines, including a proposed floor area ratio (FAR) of greater than 0.75:1 and a proposed parking supply that would not exceed Code requirements, as detailed in Table 1 of the VMT Memorandum. Accordingly, the Project’s VMT impact is presumed to be less than significant based on the City’s screening criteria under its adopted VMT guidelines.


Section I, Executive Summary, of the Draft EIR, page I-80, amend the last sentence of Project Design Feature TRA-2 as follows:

Details of the proposed TDM Plan are set forth in 100 E. Ocean Boulevard Transportation Demand Management Plan prepared by Fehr & Peers, provided in Revised Appendix E.3 of the Draft EIR.

(2) Transportation/Traffic

Section IV.E, Transportation/Traffic, of the Draft EIR, page IV.E-1, amend the last two sentences of the first paragraph as follows:

This section is based in part on the 100 E. Ocean Boulevard Transportation Impact Study (Traffic Study) prepared for the Project by Fehr & Peers in July 2019, the Shared Parking Study for 100 E. Ocean Boulevard Memorandum (Parking Memo) prepared for the Project by Fehr & Peers in December 2018, and the 100 E. Ocean Boulevard Transportation Demand Management Plan (Revised TDM Plan) prepared for the Project by Fehr & Peers in August 2018 June 2020. Additionally, Fehr & Peers prepared the 100 E. Ocean Boulevard VMT Analysis Memorandum (VMT Memorandum) for the Project in January 2021 for informational purposes. These reports are included as Appendices Appendix E.1, Appendix E.2, and Revised Appendix E.3, and Appendix E.4 of this Draft EIR, respectively.
Section IV.E, Transportation/Traffic, of the Draft EIR, page IV.E-26, amend the final sentence of Project Design Feature TRA-2 as follows:

Details of the proposed TDM Plan are set forth in 100 E. Ocean Boulevard Transportation Demand Management Plan prepared by Fehr & Peers, provided in Revised Appendix E.3 of the Draft EIR.

Section IV.E, Transportation/Traffic, of the Draft EIR, top of page IV.E-3, amend the end of the paragraph continued from page IV.E-2 as follows:

Similarly, based on the Project’s location within a Transit Priority Area (TPA) and the City’s Vehicle Miles Traveled (VMT) impact assessment guidelines, the Project may be screened from project-level VMT impact assessment under the presumption that a less-than-significant impact would result. Notwithstanding the mandate imposed by SB 743, this Draft EIR includes a discussion of parking in terms of code requirements, as well as a discussion of VMT impacts for informational purposes.

Section IV.E, Transportation/Traffic, of the Draft EIR, page IV.E-38, after subsection (g) Parking, add the following discussion:

(h) VMT Analysis

A VMT Memorandum was prepared for informational purposes and is provided in Appendix E.4. As discussed therein, the Project Site is located in a TPA, as defined in PRC Section 21099, given its location within 0.5 mile of the Downtown Long Beach Blue Line Station and within 0.5 mile of a high-quality transit corridor, as shown in Figure 2 of the VMT Memorandum. Per the guidelines for VMT impact assessment adopted by the City of Long Beach in June 2020, the Project may be screened from project-level VMT impact assessment based on its location in a TPA, under the presumption that a less-than-significant impact would result.10 The Project meets additional screening criteria set forth in the City’s VMT impact assessment guidelines, including a proposed floor area ratio (FAR) of greater than 0.75:1 and a proposed parking supply that would not exceed Code requirements, as detailed in Table 1 of the VMT Memorandum. Accordingly, the Project’s VMT impact is presumed to be less than significant based on the City’s screening criteria under its adopted VMT guidelines.

(3) Appendices

b. Revisions to the Final EIR

(1) Revisions, Clarifications, and Corrections to the Draft EIR

Section II, Revisions, Clarifications, and Corrections to the Draft EIR, page II-14, amend the second to last sentence of Project Design Feature TRA-2 as follows:

Details of the proposed TDM Plan are set forth in 100 E. Ocean Boulevard Transportation Demand Management Plan prepared by Fehr & Peers, provided in Revised Appendix E.3 of the Draft EIR.

(2) Mitigation Monitoring and Reporting Program

Section IV, Mitigation Monitoring and Reporting Program, page IV-20, amend the second to last sentence of Project Design Feature TRA-2 as follows:

Details of the proposed TDM Plan are set forth in 100 E. Ocean Boulevard Transportation Demand Management Plan prepared by Fehr & Peers, provided in Revised Appendix E.3 of the Draft EIR.

c. Conclusion

Based on the above, the information contained in this Errata largely clarifies, amplifies, or makes insignificant changes to the information that has already been presented in the EIR. The revised TDM Plan included as Revised Appendix E.3 of the Draft EIR corrects minor typographical errors and conforms to the City’s TDM Ordinance. These changes include additional TDM measures (e.g., carpool/vanpool parking and a transportation information board) which will further reduce the Project’s less than significant transportation impacts. Furthermore, the VMT Memorandum provides an evaluation of the Project’s VMT impacts for informational purposes, based on guidelines that were adopted by the City following publication of the Final EIR.

The modifications to the EIR are not significant because the EIR is not changed in a way the deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect associated with the Project. These changes are minor and do not add significant new information that affects the analysis or conclusions presented in the EIR. CEQA Guidelines Section 15088.5(a) specifically states:
New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance.

- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.

- The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

CEQA Guidelines Section 15088.5(b) provides that “[r]ecirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

Based on the above, the clarifications to the EIR would not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the EIR. In addition, the corrections and additions to the EIR merely clarify, amplify, or make insignificant refinements to the information that has already been presented in the EIR. Thus, none of the conditions in CEQA Guidelines Section 15088.5 are met, and recirculation is not required.
Revised Appendix E.3

TDM Plan
100 E. Ocean Boulevard
Transportation Demand Management
(TDM) Plan

Prepared for:
GBD Architects Incorporated

June 2020

FEHR Peers

OC16-0475
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1. Introduction

The proposed 100 E. Ocean Hotel development is located to the east of Pine Avenue, to the south of East Ocean Boulevard, and to the north of East Seaside Way in downtown Long Beach. As proposed, this hotel will contain 429 rooms and various amenities such as banquet/meeting space and restaurants.

The purpose of this Transportation Demand Management (TDM) Plan is to reduce the amount of vehicle traffic generated by the proposed Hotel. Identified measures, strategies, and incentives will shift employees and visitors from driving alone to using other travel modes, including transit, carpooling, cycling, and walking. The TDM Plan accounts for attributes of the site's location, physical improvements at the site, and programmatic measures that will be provided by the property management and ownership team.

Site Description

The proposed Hotel has been designed to serve two primary purposes. First, it provides over 400 hotel rooms within walking distance of both the Long Beach Convention Center and the beach itself. Second, it contains several large banquet and meeting spaces that will likely support Convention Center related functions, as well as other Long Beach based events. In addition, the hotel provides new restaurants at both the lobby and rooftop level.

The hotel is connected by a network of pedestrian paths, paseos, and sidewalks to facilitate pedestrian circulation. An on-site circular driveway provides access to Ocean Boulevard for both bicycles and vehicles. Parking access is provided off both Pine Avenue and East Seaside Way and will be valet only.

Amenities planned for the hotel include a rooftop bar/restaurant, a pool, gym, meeting space, ballroom, passive green space, lobby bar, and a lobby restaurant. Bicycle storage/protected lockers and the existing bike share station will remain. The hotel is located in the commercial area of downtown Long Beach, which provides a variety of shopping, dining, and entertainment options for hotel visitors. These amenities will provide opportunities for visitors and employees to meet daily needs on-site or nearby, thereby reducing the need to make a vehicle trip offsite.
2. Nearby Transportation Services

The transportation system serving the site includes roadway facilities, transit service, and pedestrian and bicycle facilities. The existing transit, pedestrian, and bicycle facilities and services that will support travel to the site by modes of transportation other than driving alone are described below.

**Transit Service**

Long Beach Transit provides bus service in the City of Long Beach. The Los Angeles Metropolitan Transportation Authority (Metro) provides light rail service and bus service to the City of Long Beach. Three bus routes directly serve the proposed Hotel site, with a bus stop located on East Ocean Boulevard near Pine Avenue at the northern entrance of the hotel. Other bus stops can be found across Ocean Boulevard and at Pine Avenue & East Seaside Way. The nearest light rail stop, the Downtown Long Beach station, is approximately 450 feet from the hotel (one block away).

**Table 1** describes the transit routes that serve the site. The hours of operation are rounded to the nearest 15 minutes.

<table>
<thead>
<tr>
<th>Route</th>
<th>Origin</th>
<th>Destination</th>
<th>Via</th>
<th>Frequency (weekdays)</th>
<th>Hours of Operation (weekdays)</th>
</tr>
</thead>
<tbody>
<tr>
<td>71</td>
<td>Transit Galley D</td>
<td>Garfield at Petrol</td>
<td>Orange Avenue</td>
<td>60 minutes</td>
<td>5:00 am - 8:30 pm</td>
</tr>
<tr>
<td>72</td>
<td>Transit Galley D</td>
<td>Garfield at Petrol</td>
<td>Orange Avenue</td>
<td>60 minutes</td>
<td>4:30 am – 8:00 pm</td>
</tr>
<tr>
<td>Passport/37</td>
<td>Downtown Los Angeles</td>
<td>Queen Mary</td>
<td>via Ocean Boulevard/Shoreline Drive</td>
<td>30 minutes</td>
<td>5:00 am – 12:00 am</td>
</tr>
<tr>
<td>Metro Blue Line</td>
<td>Downtown Los Angeles</td>
<td>Downtown Long Beach</td>
<td>Via South LA</td>
<td>6 minutes</td>
<td>4:45 am – 2:00 am</td>
</tr>
</tbody>
</table>


**Pedestrian Facilities**

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals. Sidewalks are provided on Ocean Boulevard, Pine Avenue, and Seaside Way surrounding the entire hotel site. These sidewalks will be widened and landscaping will be added as a result of the hotel development. There are existing sidewalks and marked crossings down Pine Avenue towards Shoreline Park and the beach. Sidewalks and marked
crossings can also be found from the project site to the Downtown Long Beach transit station. A pedestrian-only tunnel connects the north and south side of Ocean Boulevard. The Convention Center Walkway, which is a partially elevated pedestrian-only promenade, connects the hotel and the Convention Center directly.

Pedestrian crosswalks are provided on at least one leg at all of the signalized study intersections. Pedestrian signals are provided at each crosswalk location.

**Bicycle Facilities**

The corner of Pine Avenue & Seaside Way is the starting point of a Class II bike lane that travels west along Seaside Way to Golden Shore. While no other bicycle facilities connect directly to the hotel site, a Long Beach Bike Share station is located at the project site and it is planned to remain in place once the hotel is in operation. There are also bicycle facilities within the vicinity of the proposed development, such as: a Class IV separated bikeway along Broadway and 3rd Street, a Class II bike lane on Chestnut Avenue, and a Class III bike boulevard on Pacific Avenue. Access to the Class I Beach Bike Path can be found less than 1,200 feet from the hotel site.

The *Bicycle Master Plan*, adopted in 2017, contains several proposed bicycle facilities that will enhance bicycle access to the site. These proposed facilities include:

- Class I or Class IV facility on Ocean Boulevard, extending between Alamitos Avenue and SR-47
- Class I or Class IV facility on Pine Avenue between Willow Street and Shoreline Drive
3. TDM Measures

Many measures can be used to encourage employees and visitors to use modes of transportation other than driving alone and therefore reduce the number of vehicle trips generated by a development. Some measures can be incorporated into a development’s design, others are policies and programs that are provided by building/property managers and owners. These measures can also be targeted to different groups at the project site, including staff and visitors. TDM measures most appropriate and effective for the proposed Hotel have been identified below.

TDM Measures Overview

The TDM measures for the proposed Hotel are summarized in Table 2. The measures that are incorporated into the site design are presented first, followed by policies and programs that would be implemented by the property manager and/or Transportation Coordinator. These policies/programs have been grouped into measures directly targeting employees, visitors, or both.

Table 2: TDM Measures for 100 E. Ocean Hotel

<table>
<thead>
<tr>
<th>TDM Measure</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Parking</td>
<td>Bike racks will be provided throughout the site outside the hotel. Based on the size of the hotel, at least 14 bike parking stalls will be provided. Secured bicycle parking will also be provided in the hotel garage. Bicycle parking facilities support bicycling as a mode choice.</td>
</tr>
<tr>
<td>Bicycles for Rent</td>
<td>The existing Long Beach Bike Share Station at the southeast corner of Pine Avenue &amp; Ocean Boulevard will remain in place and encourage bicycling.</td>
</tr>
<tr>
<td>Active Transportation-oriented Ground Floor</td>
<td>Pedestrian paseos and sidewalks will be provided to accommodate pedestrians. Wider sidewalks, trees, furnishings, lighting, curb extensions, and specialized crosswalk markings are used to enhance pedestrian safety and appeal. Accommodations for bicycle facilities should be made for Ocean Boulevard and Pine Avenue. These facilities will improve bicycle access to the site.</td>
</tr>
<tr>
<td>Wayfinding Signage</td>
<td>Wayfinding signage will be provided within and around the site to direct pedestrians and bicyclists to the surrounding destinations such as the beach and convention center, bus stops, on-site amenities, bike share, and the Downtown Long Beach Metro station.</td>
</tr>
<tr>
<td>Car Share Parking</td>
<td>An on-site parking stall will be reserved for a car share vehicle, or be placed within walking distance of the hotel.</td>
</tr>
<tr>
<td>Carpool/Vanpool Parking</td>
<td>Two on-site parking stalls will be reserved for a carpool/vanpool vehicle, or be placed within walking distance of the hotel. A safe and convenient zone in which carpool/vanpool vehicles may deliver or board their passengers will also be provided.</td>
</tr>
</tbody>
</table>
Table 2: TDM Measures for 100 E. Ocean Hotel

<table>
<thead>
<tr>
<th>TDM Measure</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Measures Targeted to Employees</strong></td>
<td></td>
</tr>
<tr>
<td>End-of-trip Bicycle Facilities</td>
<td>Free and secured bike storage, showers, lockers, and a maintenance station will be provided for employees who bike to work.</td>
</tr>
<tr>
<td>Car Share Membership</td>
<td>A shared annual car share membership will be provided to employees (free of cost by the employer) who do not drive to work, for use while on the job. The car share vehicle could be used for meetings and work trips. Drivers would be responsible for paying for personal trips such as errands.</td>
</tr>
<tr>
<td>Guaranteed Ride Home</td>
<td>A guaranteed ride home program will provide backup transportation to employees who need to travel suddenly for an emergency.</td>
</tr>
<tr>
<td><strong>Measures Targeted to Guests</strong></td>
<td></td>
</tr>
<tr>
<td>Pre-loaded TAP cards/Bike Share Passes</td>
<td>Pre-loaded transit/bike share passes will be made available for purchase at the hotel. This reduces the barrier of having to go to a different location to obtain passes and also confusion around purchasing the correct type/amount.</td>
</tr>
<tr>
<td>Unbundled Parking</td>
<td>Hotel parking will not be included in the nightly room rate. Parking will be priced to discourage single-occupancy vehicles.</td>
</tr>
<tr>
<td>Hotel Confirmation with Multi-modal Information</td>
<td>Information will be provided in the hotel confirmation email about reaching the hotel via all available transportation options, with emphasis on modes other than single-occupancy vehicles.</td>
</tr>
<tr>
<td>In-room Information about Transportation Options</td>
<td>An overview of Long Beach transportation options will be provided in each guest room on a screensaver on the room television. Information on the free Passport bus that connects all of Long Beach’s most popular attractions and destinations will be emphasized.</td>
</tr>
<tr>
<td><strong>Measures Targeted to Entire Hotel Site</strong></td>
<td></td>
</tr>
<tr>
<td>Transportation Coordinator</td>
<td>A member (or several members) of the hotel management team will be designated as the Transportation Coordinator and will be responsible for marketing and implementing the TDM Plan in addition to their normal job responsibilities. They will oversee the following TDM promotional activities.</td>
</tr>
</tbody>
</table>

*TDM Promotional Activities:*
Table 2: TDM Measures for 100 E. Ocean Hotel

<table>
<thead>
<tr>
<th>TDM Measure</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>New staff orientation:</td>
<td>Each new employee will be provided with an overview and packet of information regarding transit service, bicycle facilities, and ridesharing services. The materials will include a link to the hotel’s transportation resources. The purpose of the orientation and packet is to introduce new staff to these resources to establish commute alternatives early.</td>
</tr>
<tr>
<td>TDM Survey:</td>
<td>The Transportation Coordinator will conduct an annual TDM survey with employees and select guests to develop a flexible and dynamic TDM program for the upcoming year. The Transportation Coordinator shall provide the Planning Bureau with the results of the survey and report any changes to the TDM program.</td>
</tr>
<tr>
<td>Coordination with other TDM Programs:</td>
<td>The Transportation Coordinator will contact coordinators of other TDM programs and similar hotels in the region to maximize the benefits of the TDM Plan.</td>
</tr>
<tr>
<td>Transportation Information Board:</td>
<td>The Transportation Coordinator will be responsible for maintaining and updating a bulletin board, display case, or kiosk displaying transportation information located where the greatest number of employees are likely to see it. The transportation information board shall include, but not be limited to, the following:</td>
</tr>
<tr>
<td></td>
<td>• Current maps, routes and schedules for public transit routes serving the site</td>
</tr>
<tr>
<td></td>
<td>• Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators</td>
</tr>
<tr>
<td></td>
<td>• Ridesharing promotional material supplied by commuter-oriented organizations</td>
</tr>
<tr>
<td></td>
<td>• Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information</td>
</tr>
<tr>
<td></td>
<td>• A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site</td>
</tr>
<tr>
<td>Hotel Website</td>
<td>A page on the hotel website will include transit and commute alternatives information and links. It will be updated and maintained by the Transportation Coordinator.</td>
</tr>
<tr>
<td>Ride Matching Assistance</td>
<td>Rideshare matching programs help carpools to form by matching drivers and passengers. Information about other ridesharing apps will be disseminated to employees in their orientation packages and on the hotel website for guests. The Transportation Coordinator will also facilitate carpool matching for employees with common residence locations.</td>
</tr>
<tr>
<td>Real-time Transportation Information Display</td>
<td>A real-time transportation information display will be provided in the lobby, at the front desk on a digital tablet, and/or on an app available for download. This agglomeration of transportation data will have up-to-date information on the nearby transit options and schedules. It can also provide information on bike share and TNC availability.</td>
</tr>
</tbody>
</table>

4. Program Management

The TDM Plan will be overseen by a Transportation Coordinator. The role and responsibility of the Transportation Coordinator is to manage and promote the TDM Plan. They also help to monitor and implement the measures that were proposed above.

Monitoring

The Hotel owners, along with the Transportation Coordinator, will monitor the efficacy of the TDM Plan. A monitoring framework will provide data to help determine success and effectiveness of the TDM measures proposed in the plan. The following data collection technique can be used:

Surveys

The Transportation Coordinator will maintain a list of TDM measures in place and administer an annual survey to employees and select guests. The survey will measure current alternative mode usage, which will be compared to prior years’ results. It should also measure use of and familiarity with provided TDM programs. These surveys will determine the effectiveness of the TDM program and identify transportation patterns of employees and guests. Understanding the commute modes and the level to which each of the TDM services are being utilized will help focus the improvements to the program. The Transportation Coordinator shall provide the Planning Bureau with the results of the survey and report any changes made to the TDM program based on the survey results.

Measures of Effectiveness

The hotel team, or City of Long Beach, can establish goals and measures of effectiveness to determine how successful the proposed TDM measures are at the project site. Some sample measures of effectiveness that are appropriate for the proposed Hotel include:

Mode Split

- Setting a goal percentage of employee trips by mode (i.e., 20% transit, 10% bike, etc.)
- Setting a goal percentage of guest trips by mode

Resource use

- Setting a goal for number of TDM webpage visits on Hotel website
- Setting a goal for number of people who buy pre-loaded transit/bicycle passes
- Setting a goal for number of people who utilize Ride Matching Assistance
Parking

- Setting a goal percentage of people who pay for parking per year versus elect not to purchase parking (visitors)

Much of the data needed to measure these goals will come from the annual TDM survey.

**Implementation**

The TDM Coordinator will be tasked with implementing and promoting the TDM measures described in the plan. They will help put the measures in place that are targeted to employees and guests. They will also be responsible for actively marketing alternative mode usage and be on-hand for answering any daily transportation questions that arise.

If a Transportation Management Association (TMA) forms in the Downtown Long Beach Area, the Hotel may choose to join. A TMA is an organization formed to implement TDM programs and services within a community or member area. A TMA will have a board consisting of representatives from participating employers, owners, and homeowner associations. The Hotel and its owners would join as a supporting organization and be represented by the TDM Coordinator at meetings. A TMA could be formed to implement larger TDM programs within the Long Beach area. Several regional TMAs in the greater Los Angeles area, such as those in South Bay, Anaheim, Burbank, or Glendale, could serve as good examples.
5. Conclusion

The TDM programs described in this plan have been identified to reduce the number of single-occupancy vehicle trips that are generated by hotel employees and guests at 100 E. Ocean Boulevard. Through TDM measures that influence the site plan and physical infrastructure and those that target employee and guest travel patterns, the 100 E. Ocean Hotel will see increased usage of multi-modal transportation options. Applying these TDM programs, through the help of a Transportation Coordinator, will result in fewer trips generated by single-occupancy vehicles.
Fehr & Peers completed a transportation impact assessment for the 100 E. Ocean Boulevard Hotel Development (Project) in the City of Long Beach, California. This memorandum presents an assessment of Vehicle Miles Traveled (VMT) for the Project. The Project is presumed to result in a less-than-significant transportation impact due to its location within a Transit Priority Area (TPA).

**Project Description**

The location of the Project is provided in Figure 1. The proposed 100 E. Ocean Boulevard Hotel Development consists of the following mix of land uses:

- 429 Hotel Rooms
- 23.512 KSF Restaurant (consisting of 4.236 KSF Kitchen, 14.282 Indoor Seating, 4.994 Outdoor Patio)
- 26.847 KSF Banquet Space (consisting of 10.670 KSF Ballroom, 10.123 KSF Pre-Function Space, and 6.054 KSF Meeting Rooms)

The proposed Project is consistent with the relevant land use designation for the property under the Long Beach General Plan. The General Plan land use designation applicable to the property is the “WF” waterfront designation and Land Use District (LUD) No. 7, Mixed Use District, for the tower portion of the Project and “OS” open space and LUD No. 11, open space and park, for the portions of the Project that include improvements and access through Victory Park (See General Plan Land Use Map.) Under the General Plan Land Use Element, the WF/LUD No. 7 designation includes regional center-scaled mixed-use buildings and anticipates visitor serving commercial use within towers with height limits of 425 feet, which would include the proposed hotel and restaurant uses provided by the Project and promote key policies of the General Plan including managed growth, economic development, downtown revitalization, and financial stability, among others. The proposed uses are thus consistent with existing General Plan land use policies and designations, and no amendment to the General Plan is sought or required for the Project.
VMT Assessment

Background

SB 743, signed by the Governor in 2013, has directed the Office of Planning and Research (OPR) to look at different metrics for identifying transportation impacts under California Environmental Quality Act (CEQA). The Final OPR Technical Advisory was released in December 2018 and identified VMT as the preferred metric for transportation impact analysis for CEQA assessments. The City of Long Beach adopted local guidelines for VMT impact assessment in June 2020, following publication of the Final EIR for the Project.

Project VMT Screening

The City guidelines include a list of screening criteria that can be used to screen projects from project-level VMT impact assessment under the presumption that those projects will result in a less-than-significant impact. Projects located within a TPA may be screened from a full VMT impact assessment under the presumption that they will result in a less-than-significant transportation impact. A TPA is defined as a half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor. The Project site is located within a half mile of the Downtown Long Beach Blue Line Station (rail station) and within a half mile from a high-quality transit corridor. The Project’s location relative to the Long Beach TPAs and high-quality transit corridors is included as Figure 2.

A project can be presumed less-than-significant and screened from further VMT analysis when it meets the requirements outlined in the City’s guidelines for TPA screening. The Project’s ability to be screened from VMT impact assessment is summarized below in Table 1.

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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.

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.
TABLE 1 - VMT Transit Priority Area Screening Criteria

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Project Eligibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project is located within a half mile of high-quality transit</td>
<td>As shown in Figure 2, the project is located within a half mile of high-quality transit</td>
</tr>
<tr>
<td>Project has a minimum FAR of 0.75</td>
<td>Project has a Floor Area Ratio (FAR) of greater than 0.75. FAR was calculated by the following formula: (Total usable square footage of the proposed building/Total land area of project parcels). The project site is approximately 37 KSF and proposes a building with 537 KSF of area. This results in a FAR of 14.3</td>
</tr>
<tr>
<td>Project shall not supply more parking than is required by the City code</td>
<td>Project proposes parking supply below what is required by the City Code</td>
</tr>
<tr>
<td>Project is consistent with the RTP/SCS land use assumptions</td>
<td>The project is consistent with the City General Plan land use and growth assumed in the RTP/SCS</td>
</tr>
<tr>
<td>Project does not replace affordable housing with market-rate housing units</td>
<td>The existing project site is vacant, there are no existing affordable housing units on the Project site which would be replaced</td>
</tr>
</tbody>
</table>

Source: Fehr & Peers, 2020

Conclusion

Given that the Project is located in a TPA and meets additional screening eligibility, this Project should be screened from a VMT impact assessment under the presumption that it will result in a **less-than-significant** impact.

Attachments

- Figure 1 – Project Location
- Figure 2 – Long Beach Transit Priority Areas
Figure 1
Project Location
Figure 2
Long Beach Transit Priority Areas

LEGEND
- Half mile from High Quality Transit Corridor or Major Transit Stop
- Half mile from Major Transit Stop
- Project Location