

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

To: Norah Jaffan, EPD Solutions Inc.
From: Meghan Macias, TE
Date: 5/31/2022
Re: Trip Generation and VMT Screening Analysis for 12300 Lakeland Warehouse

This technical memorandum provides an analysis of the proposed 12300 Lakeland Warehouse, located on the southwest corner of Lakeland Drive and Getty Drive in the City of Santa Fe Springs. Regional access to the site is provided by Interstate 5 (I-5) via the Norwalk Boulevard and Imperial Highway exits. Local access to the site is provided by Lakeland Road, Norwalk Boulevard, and Bloomfield Avenue.

The purpose of this analysis is to determine whether a Vehicle Miles Traveled Analysis or Level of Service Analysis would be required for the project. The project proposes to remove the existing Coast Iron & Steel Co., totaling 67,540 square feet (sf). The project proposes a 185,294 sf warehouse building including 10% cold storage. The project site plan is shown in Figure 1.

Vehicle Miles Traveled

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. SB 743 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© states that the provisions of the section shall apply statewide beginning on July 1, 2020.

The City of Santa Fe Springs have not adopted VMT guidelines, so the County of Los Angeles guidelines were used. The County of Los Angeles Public Works adopted the Transportation Impact Analysis Guidelines on July 23, 2020. For non-retail projects, the guidelines state projects that generate fewer than 110 net daily trips are generally exempt from preparing a Transportation Impact Analysis to analyze VMT. The project would generate 3 fewer daily vehicle trips. For this reason, the project is presumed to have a less than significant impact on VMT.

Project Trip Generation

The project trip generation was prepared using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition (2021). Table 1 presents the trip generation estimate for the proposed project in actual trips and passenger car equivalent (PCE) trips.

As shown in Table 1, the project is forecast to generate the same number of daily PCE trips as the existing land use, as well as 21 fewer PCE trips during the AM peak hour and 23 fewer PCE trips during the PM peak hour. According to the Los Angeles County Public Works *Transportation Impact Analysis Guidelines*, projects that are required to submit a Transportation Impact Analysis and involve a discretionary action

would be required to prepare a Site Access Study. As noted in the previous section, the project would not be required to prepare a Transportation Impact Analysis because it would generate fewer than 110 daily vehicle trips. The daily trip generation of the proposed project would be the same as the existing use, and therefore would not generate any increase in vehicle trips. Therefore, the project would not be required to prepare a Transportation Impact Analysis or a Site Access Study.

If you have any questions about this analysis, please contact me at (949) 794-1186 or meghan@epdsolutions.com.

Table 1: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<u>Trip Rates</u>								
Manufacturing ¹	TSF	4.75	0.52	0.16	0.68	0.23	0.51	0.74
Warehouse ²	TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
<u>Existing Vehicle Trip Generation</u>								
Coast Iron & Steel Co.	67.54 TSF	321	35	11	46	15	34	50
<u>Vehicle Mix³</u>		<u>Percent</u>						
Passenger Vehicles	72.50%	233	25	8	33	11	25	36
2-Axle Trucks	4.60%	15	2	1	2	1	2	2
3-Axle Trucks	5.70%	18	2	1	3	1	2	3
4+-Axle Trucks	17.20%	55	6	2	8	3	6	9
	100%	321	35	11	46	15	34	50
<u>PCE Trip Generation⁴</u>		<u>PCE Factor</u>						
Passenger Vehicles	1.0	233	25	8	33	11	25	36
2-Axle Trucks	1.5	22	2	1	3	1	2	3
3-Axle Trucks	2.0	37	4	1	5	2	4	6
4+-Axle Trucks	3.0	166	18	6	24	8	18	26
Total Existing PCE Trip Generation		457	50	16	65	22	49	71
<u>Total Vehicle Trip Generation</u>								
12300 Lakeland Warehouse	185,294 TSF	317	24	7	31	9	24	33
<u>Vehicle Mix (90% Warehousing)⁵</u>		<u>Percent</u>						
Passenger Vehicles	72.50%	207	16	5	20	6	16	22
2-Axle Trucks	4.60%	13	1	0	1	0	1	1
3-Axle Trucks	5.70%	16	1	0	2	0	1	2
4+-Axle Trucks	17.20%	49	4	1	5	1	4	5
	100%	285	22	7	28	8	22	30
<u>Vehicle Mix (10% Cold Storage)⁴</u>		<u>Percent</u>						
Passenger Vehicles	55.30%	18	1	0	2	1	1	2
2-Axle Trucks	15.50%	5	0	0	0	0	0	1
3-Axle Trucks	4.90%	2	0	0	0	0	0	0
4+-Axle Trucks	24.30%	8	1	0	1	0	1	1
	100%	32	2	1	3	1	2	3
<u>PCE Trip Generation⁵</u>		<u>PCE Factor</u>						
Passenger Vehicles	1.0	224	17	5	22	7	17	24
2-Axle Trucks	1.5	27	2	1	3	1	2	3
3-Axle Trucks	2.0	36	3	1	3	1	3	4
4+-Axle Trucks	3.0	170	13	4	17	5	13	18
Total Project PCE Trip Generation		457	35	10	45	13	35	48
Total Net Trip Generation		-4	-11	-4	-15	-6	-10	-17
Total Net PCE Trip Generation		0	-15	-5	-21	-9	-14	-23

TSF = Thousand Square Feet, PCE = Passenger Car Equivalent

¹ Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition, 2021*. Land Use Code 140 - Manufacturing.² Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition, 2021*. Land Use Code 150 - Warehousing.³ Vehicle Mix from the Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. Without Cold Storage⁴ PCE factors from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016⁵ Vehicle Mix from the Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. With Cold Storage

Figure 1: Project Site Plan

