

# ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

To: City of Santa Fe Springs  
From: Hashem Basrawi  
Date: 1/3/2023  
Re: Trip Generation and VMT Screening Analysis for 13711 Freeway Drive Warehouse

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This technical memorandum provides an analysis of the proposed 13711 Freeway Drive Warehouse, located at the northeast corner of Freeway Drive and Spring Avenue in the City of Santa Fe Springs. Regional access to the project site is provided by Interstate 5 (I-5) located just south of the site. Local access is via two industrial roadways; Freeway Drive along the south perimeter of the site and Spring Avenue located along the western perimeter of the site.

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 Martinez Trucking Inc., totaling 81,473 SF and replace it with a 105,125 SF warehouse building including 5% 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 40 more 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*, 11<sup>th</sup> 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 59 more daily PCE trips than the existing land use, as well as 6 more PCE trips during the AM peak hour and 6 more 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 net trip generation of the proposed project would yield 59 daily PCE 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 (909) 525-0528 or [hashem@epdsolutions.com](mailto:hashem@epdsolutions.com).

**Table 1: Project Trip Generation**

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<b><u>Trip Rates</u></b>								
Manufacturing <sup>1</sup>	TSF	4.75	0.52	0.16	0.68	0.23	0.51	0.74
Warehouse <sup>2</sup>	TSF	1.71	0.13	0.04	0.17	0.05	0.13	0.18
<b><u>Existing Vehicle Trip Generation</u></b>								
Martinez Trucking, Inc.	81.473 TSF	139	11	3	14	4	11	15
<b><u>Vehicle Mix</u><sup>3</sup></b>		<b><u>Percent</u></b>						
Passenger Vehicles	72.50%	101	8	2	10	3	8	11
2-Axle Trucks	4.60%	6	0	0	1	0	0	1
3-Axle Trucks	5.70%	8	1	0	1	0	1	1
4+-Axle Trucks	17.20%	24	2	1	2	1	2	3
	100%	139	11	3	14	4	11	15
<b><u>PCE Trip Generation</u><sup>4</sup></b>		<b><u>PCE Factor</u></b>						
Passenger Vehicles	1.0	101	8	2	10	3	8	11
2-Axle Trucks	1.5	10	1	0	1	0	1	1
3-Axle Trucks	2.0	16	1	0	2	0	1	2
4+-Axle Trucks	3.0	72	6	2	7	2	5	8
Total Existing PCE Trip Generation		198	15	5	20	6	15	21
<b><u>Proposed Project Trip Generation</u></b>								
13711 Freeway Drive Warehouse	105.125 TSF	180	14	4	17	5	14	19
<b><u>Vehicle Mix (95% Warehousing)</u><sup>3</sup></b>		<b><u>Percent</u></b>						
Passenger Vehicles	72.50%	124	9	3	12	4	9	13
2-Axle Trucks	4.60%	8	1	0	1	0	1	1
3-Axle Trucks	5.70%	10	1	0	1	0	1	1
4+-Axle Trucks	17.20%	29	2	1	3	1	2	3
	100%	171	13	4	17	5	13	18
<b><u>Vehicle Mix (5% Cold Storage)</u><sup>5</sup></b>		<b><u>Percent</u></b>						
Passenger Vehicles	55.30%	5	0	0	0	0	0	1
2-Axle Trucks	15.50%	1	0	0	0	0	0	0
3-Axle Trucks	4.90%	0	0	0	0	0	0	0
4+-Axle Trucks	24.30%	2	0	0	0	0	0	0
	100%	9	1	0	1	0	1	1
<b><u>PCE Trip Generation</u><sup>4</sup></b>		<b><u>PCE Factor</u></b>						
Passenger Vehicles	1.0	129	10	3	12	4	10	14
2-Axle Trucks	1.5	14	1	0	1	0	1	1
3-Axle Trucks	2.0	20	2	0	2	1	2	2
4+-Axle Trucks	3.0	95	7	2	9	3	7	10
Total Project PCE Trip Generation		258	20	6	26	8	20	28
Total Net Trip Generation		40	3	1	4	1	3	4
Total Net PCE Trip Generation		59	5	1	6	2	4	6

TSF = Thousand Square Feet, PCE = Passenger Car Equivalent

<sup>1</sup> Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition, 2021*. Land Use Code 140 - Manufacturing.<sup>2</sup> Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition, 2021*. Land Use Code 150 - Warehousing.<sup>3</sup> Vehicle Mix from the Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. Without Cold Storage<sup>4</sup> PCE factors from San Bernardino County CMP, Appendix B - Guidelines for CMP Traffic Impact Analysis Reports in San Bernardino County, 2016<sup>5</sup> Vehicle Mix from the Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. With Cold Storage

