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## **FLORENCE AND NORWALK VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION**

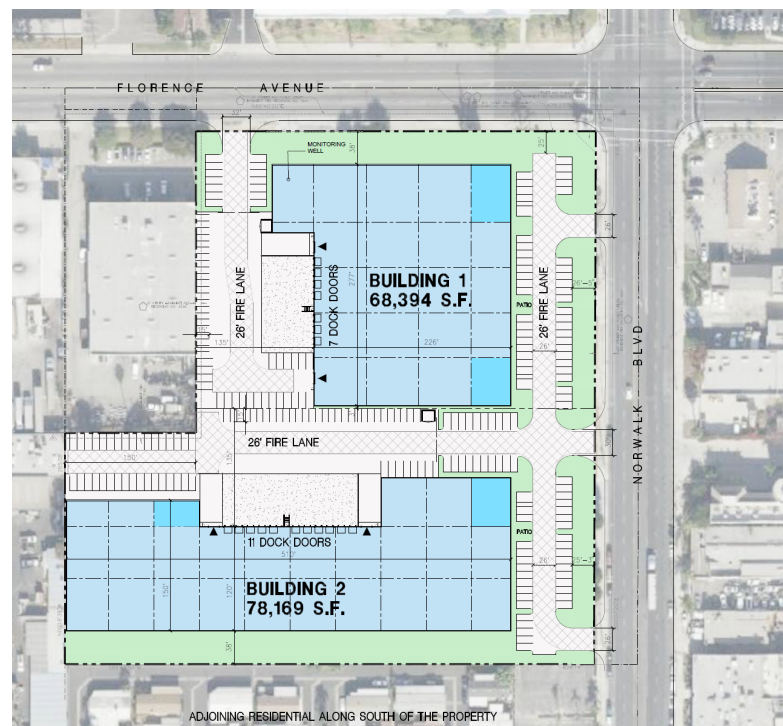
Mr. Ross Gellar,

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Screening Evaluation for the Florence and Norwalk development (**Project**), which is located at the southwest corner of Florence Avenue and Norwalk Boulevard in the City of Santa Fe Springs.

## **PROJECT OVERVIEW**

It is our understanding that the project is to consist of two warehouse buildings totaling 146,563 square feet. Preliminary site plan as shown below in Exhibit 1.

### **EXHIBIT 1: PRELIMINARY SITE PLAN**



## BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which requires all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (**Technical Advisory**) (1). Based on OPR's Technical Advisory, the County of Los Angeles has prepared their Transportation Impact Analysis Guidelines (**County Guidelines**) (2). Based on consultation with the City of Santa Fe Springs, VMT analysis guidelines and thresholds are not yet available. As such, this analysis has utilized the County Guidelines for the review of screening criteria, which is consistent with the OPR's Technical Advisory.

## VMT SCREENING

Consistent with County Guidelines, projects that meet certain screening criteria based on their location and project type may be presumed to result in a less than significant transportation impact. Consistent with the screening criteria identified with the County Guidelines, the following screening criteria may be applicable to the Project:

- Non-Retail Project Trip Generation Screening
- Proximity to Transit Based Screening

A land use project need only to meet one of the above screening thresholds to result in a less than significant impact.

### **NON-RETAIL PROJECT TRIP GENERATION SCREENING**

The County Guidelines identify that small projects anticipated to generate low traffic volumes (i.e., fewer than 110 daily net new trips) are presumed to have a less than significant impact absent substantial evidence to the contrary.

#### **Currently Approved Project**

The Project site was approved in the Santa Fe Springs General Plan as 110,500 square feet of commercial or business park development as part of the Koontz Site. The approved commercial development consists of a neighborhood shopping center with retail, commercial services, and restaurants. Trips generated by the Project's approved land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11<sup>th</sup> Edition, 2021 (3). Table 1 provides a trip generation summary of the currently approved uses.

**TABLE 1: CURRENTLY APPROVED TRIP GENERATION SUMMARY**

Land Use <sup>1</sup>	ITE Code	Units <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Shopping Center	821	TSF	1.073	0.657	1.730	2.543	2.647	5.190	67.520

<sup>1</sup> Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

<sup>2</sup> TSF = Thousand Square Feet

Project	Quantity	Units <sup>1</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Shopping Center	110.5	TSF	119	73	191	281	292	573	7,462
Pass-by Reduction			0	0	0	-112	-112	-224	-2,986
<b>Total</b>			<b>119</b>	<b>73</b>	<b>191</b>	<b>169</b>	<b>180</b>	<b>349</b>	<b>4,476</b>

<sup>1</sup> TSF = Thousand Square Feet

### **Proposed Project**

Trip generation rates for the proposed use is shown on Table 2. The trip generation rates used for this analysis is based upon information collected by the ITE Trip Generation Manual. For purposes of the trip generation assessment, the following ITE land use code and vehicle mixes have been utilized for the proposed Project (see Table 2):

- ITE land use code 110 (General Light Industrial) has been used to derive site specific trip generation estimates of 146,563 square feet for the proposed Project. A light industrial facility is a free-standing facility devoted to a single use that has an emphasis on activities other than manufacturing. Typically, there is minimum office space. The vehicle mix has been obtained from the ITE's latest Trip Generation Manual (11th Edition, 2021). The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

**TABLE 2: PROPOSED PROJECT TRIP GENERATION RATES**

Land Use <sup>1</sup>	Units <sup>2</sup>	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
General Light Industrial <sup>3</sup>	TSF	110	0.651	0.089	0.740	0.091	0.559	0.650	4.870
Passenger Cars			0.645	0.085	0.730	0.086	0.554	0.640	4.620
2-Axle Trucks			0.001	0.001	0.002	0.001	0.001	0.002	0.042
3-Axle Trucks			0.001	0.001	0.002	0.001	0.001	0.002	0.052
4+-Axle Trucks			0.004	0.002	0.006	0.003	0.003	0.006	0.157

<sup>1</sup> Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

<sup>2</sup> TSF = thousand square feet

<sup>3</sup> Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.  
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

As shown in Table 3, the proposed Project is anticipated to generate a total of 714 daily vehicle trips.

**TABLE 3: PROPOSED PROJECT TRIP GENERATION SUMMARY**

Land Use	Quantity Units <sup>1</sup>	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
General Light Industrial	146.563 TSF							
Passenger Cars:		95	12	107	13	81	94	678
2-axle Trucks:		0	0	0	0	0	0	6
3-axle Trucks:		0	0	0	0	0	0	8
4+-axle Trucks:		1	0	1	0	0	0	22
Total Truck Trips (Actual Vehicles):		1	0	1	0	0	0	36
Total Trips (Actual Vehicles) <sup>2</sup>		96	12	108	13	81	94	714

<sup>1</sup> TSF = thousand square feet

<sup>2</sup> Total Trips = Passenger Cars + Truck Trips.

### **Trip Generation Comparison**

Table 4 shows the trip generation comparison between the existing and proposed use. The resulting net new trips are identified on Table 4. As shown, the Project is anticipated to generate 3,762 fewer daily vehicle trips.

**TABLE 4: TRIP GENERATION COMPARISON**

Land Use	Quantity Units <sup>1</sup>	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Currently Adopted: Shopping Center	110.500 TSF							
Passenger Cars:		119	73	191	169	180	349	4,476
Total Truck Trips:		0	0	0	0	0	0	0
Total Trips <sup>2</sup>		119	73	191	169	180	349	4,476
Proposed: General Light Industrial	146.563 TSF							
Passenger Cars:		95	12	107	13	81	94	678
Total Truck Trips:		1	0	1	0	0	0	36
Total Trips <sup>2</sup>		96	12	108	13	81	94	714
<b>Net Change:</b>								
Passenger Cars:		-24	-61	-84	-156	-99	-255	-3,798
Total Truck Trips:		1	0	1	0	0	0	36
<b>Total Trips<sup>2</sup></b>		<b>-23</b>	<b>-61</b>	<b>-83</b>	<b>-156</b>	<b>-99</b>	<b>-255</b>	<b>-3,762</b>

<sup>1</sup> TSF = thousand square feet

<sup>2</sup> Total Trips = Passenger Cars + Truck Trips.

The proposed Project is anticipated to generate a net reduction of 3,762 daily vehicle trips, which does not exceed the 110 daily vehicle trip threshold.

**Non-Retail Project Trip Generation screening criteria is met.**

## **PROXIMITY TO TRANSIT BASED SCREENING**

Consistent with guidance identified in the County Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”<sup>1</sup> or an existing stop along a “high-quality transit corridor”<sup>2</sup>) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Based on the TPA map in Attachment A, the Project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.

**Proximity to Transit Based screening criteria is not met.**

## **CONCLUSION**

Based on our review of applicable VMT screening thresholds, the Project meets the Non-Retail Project Trip Generation Screening and would therefore be presumed to result in a less than significant VMT impact; no additional VMT analysis is required.

If you have any questions, please contact me directly at [aso@urbanxroads.com](mailto:aso@urbanxroads.com).

Respectfully submitted,

URBAN CROSSROADS, INC.



Alexander So  
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<sup>1</sup> 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.”).

<sup>2</sup> 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.”).

## REFERENCES

1. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
2. **County of Los Angeles.** *Transportation Impact Analysis.* County of Los Angeles : s.n., July 2020.
3. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.

**ATTACHMENT A**  
**HQTA/TPA SCREENING MAP**

