MEMORANDUM

To: Christopher Koontz, AICP
From: Darlene Danehy, T.E, PTOE, RSP
Date: April 27, 2020
Subject: 3701 Pacific Place Project
Trip Generation: Project Component A

INTRODUCTION
This memorandum is part of an Initial Study (IS) and Mitigated Negative Declaration (MND) for the 3701 Pacific Place Project (Project) in the City of Long Beach. The Project site, located on five separate parcels at 3916-4201 Ambeco Road/Pacific Place in the City of Long Beach, was historically used as a driving range, but has been abandoned and vacant for several years. The Project involves two separate components on a 13-acre site: Component A, which includes a 77,000 square-foot warehouse, and Component B, which proposes the construction of a 48,000 square-foot self-storage facility with RV parking. The proposed warehouse (Component A) is the Project component discussed in this memorandum.

Project Component A is not expected to meet the threshold for a traffic study in the Los Angeles Congestion Management Program (2010 CMP). This memorandum provides a trip generation analysis of Component A to support the conclusion that a full traffic study is not needed. Further, although the City does not have published Vehicle Miles Travel (VMT) threshold criteria, it is not expected that Component A will have a significant impact due to the project size and location. However, a qualitative discussion of VMT is included in this memorandum.

PROJECT DESCRIPTION
Project Component A includes a 77,000 square-foot warehouse that will accommodate 10 dock doors, 1 grade door, and 18 trailer stalls. The warehouse site is located in an area designed as “Restricted Industry” in the General Plan and zoned as “Light Industrial”. The project site plan is included as an attachment to this memorandum.

The warehouse will be located on existing vacant land on 3701 Pacific Place. As shown in Figure 1, the proposed warehouse is located near Interstate 405 and Interstate 710, which are expected to be the main roads used to access the Project site. There are on-and off-ramps to each of these freeways less than 0.5-mi from the Project site access on Ambeco Road/Pacific Place.

1 2010 Congestion Management Program. Los Angeles County Metropolitan Transportation Authority, 2010.
Figure 1. Project Component A Location
TRIP GENERATION

The 2010 CMP requires a Traffic Impact Analysis (TIA) for a proposed project that meets any of the following criteria:

- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- All CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours.

The new trips to be generated by Project Component A were estimated using the 10th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual and are shown in Table 1. The ITE land use code that has a similar description as the proposed Project Component A development is ITE LU-150 – Warehousing. As shown in the table, the proposed warehouse is expected to generate 134 trips per day, including 13 trips in the AM peak hour and 15 trips in the PM peak hour.

As shown in Table 1, the Project Component A does not meet the 2010 CMP thresholds to require a full TIA because it is not expected to add 50 or more trips during the peak hours. Therefore, no further analysis is needed.

VEHICLE MILES TRAVELED (VMT)

Per the 2019 CEQA Statute and Guidelines, vehicle miles traveled (VMT) is “the most appropriate measure of transportation impacts.” According to the State of California’s Technical Advisory on Evaluating Transportation Impacts in CEQA, roadway projects which would likely lead to a substantial increase in VMT generally include “addition of through lanes on existing or new highways, including general purpose lanes, HOV lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges.” Because the SB 743 is not going into effect until July 1, 2020 and the City does not have published VMT threshold criteria, this section is only included for informational purposes.

As previously discussed, the proposed Project Component A will generate few trips. Although it cannot be quantified at this time, the proposed warehouse is not likely to lead to a substantial increase in VMT.

Table 1. Project Component A Trip Generation

<table>
<thead>
<tr>
<th>Period</th>
<th>Trips/Unit</th>
<th>Trips</th>
<th>% In</th>
<th>% Out</th>
<th>Trips In</th>
<th>Trips Out</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak</td>
<td>0.17</td>
<td>13</td>
<td>77%</td>
<td>23%</td>
<td>10</td>
<td>3</td>
</tr>
<tr>
<td>PM Peak</td>
<td>0.19</td>
<td>15</td>
<td>27%</td>
<td>73%</td>
<td>4</td>
<td>11</td>
</tr>
<tr>
<td>Daily</td>
<td>1.74</td>
<td>134</td>
<td>50%</td>
<td>50%</td>
<td>67</td>
<td>67</td>
</tr>
</tbody>
</table>

As previously discussed, the proposed Project Component A will generate few trips. Although it cannot be quantified at this time, the proposed warehouse is not likely to lead to a substantial increase in VMT.

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Further, because of the proximity of the project site to Interstate 405 and Interstate 710, project trips on local roadways are anticipated to be minimal. Therefore, the proposed warehouse would not be expected to have a significant impact if the evaluation were completed based on VMT.

CONCLUSIONS
This memorandum is part of an Initial Study (IS) and Mitigated Negative Declaration (MND) for the 3701 Pacific Place Project (Project) in the City of Long Beach. The Project involves two separate components: Component A, which includes a 77,000 square-foot warehouse, and Component B, which proposes the construction of a 48,000 square-foot self-storage facility with RV parking. This memorandum evaluated the potential traffic impacts of the proposed warehouse (Component A).

The proposed warehouse is expected to generate 134 trips per day, including 13 trips in the AM peak hour and 15 trips in the PM peak hour and, therefore, it does not meet the 2010 CMP thresholds to require a full TIA. Further, because of the few generated trips, the proposed warehouse is not likely to lead to a substantial increase in VMT. Also, because of the proximity of the project site to Interstate 405 and Interstate 710, project trips on local roadways are anticipated to be minimal.
Attachment
Site Plan
1. VERTICAL ENTRY DRIVE TREE PER LEGEND.
2. TUBE STEEL FENCE PER ARCHITECTURAL DWGS.
3. TYP. SHRUB HEDGE.
4. PARKING LOT CANOPY TREE BEYOND.
5. PARKING LOT.

SECTION 'A-A' KEY NOTES:
6. SIDEWALK TO BE CONFIRMED WITH CIVIL.
7. VERTICAL TREES AGAINST BUILDING PER LEGEND.
8. TYP. PARKING LOT CANOPY TREE PER LEGEND.
9. TYP. SCREEN SHRUBS ALONG P.L.
10. TYP. FOUNDATION SHRUB PLANTING PER LEGEND.
11. ACCESS STEPS PER ARCHITECTURAL DWGS.
12. OPEN LANDSCAPE AREA PLANTED WITH EROSION CONTROL GROUNDCOVER.

PLANTING LEGEND

TREES
SYMBOL
TREE NAME QTY. WUCOLS
LARGER CANOPY TREE KOELREUTERIA BIPINNATA, CHINESE FLAME TREE 36" BOX SIZE. LOW BRANCHING. 4M
PARKING LOT CANOPY TREE ULMUS PARVIFOLIA, CHINESE EVERGREEN ELM 24" BOX SIZE. 9M
VERTICAL TREE TRISTANIA CONFERTA, BRISBANE BOX 15 GAL. MIN. SIZE. 36M
VERTICAL TREE AGAINST BUILDING PODOCARPUS GRACILIOR, FERN PINE 24" BOX SIZE. 13M
VERTICAL PINE TREE PINUS ELDARICA, MONDELL PINE 24" BOX SIZE. 9VL

SHRUBS
SHRUB NAME QTY. WUCOLS
DODONAEA VISCOSA 'PURPUREA', HOPSEED BUSH 5 GAL. SIZE L
LEUCOPHYLLUM FRUTESCENS, TEXAS RANGER 5 GAL. SIZE L
WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE L
ROSMARINUS 'TUSCAN BLUE', ROSEMARY SHRUB 5 GAL. SIZE L
CALLISTEMON 'LITTLE JOHN', DWARF BOTTLE BRUSH 5 GAL. SIZE L
LIGUSTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE M

GROUND COVER AND SHRUB MASSES
SYMBOL
GROUND COVER/SHRUB MASS NAME QTY. WUCOLS
ROSBURNARD D. PIONIIFLORA, CREEPING ROSEMARY 1 GAL. SUB @ 36" O.C. L
LANTANA SP. YELLOW, YELLOW LANTANA 1 GAL. SUB @ 36" O.C. L
SOLANO CHAMISA, AUTUMN SAND 1 GAL. SUB @ 36" O.C. L
ESCHSCHOLZIA CALIFORNICA, CALIF. LARKSPUR 1 GAL. SUB @ 36" O.C. L
LIMONIUM J. HALIFAX, HAL'S HONEYSUCKLE 1 GAL. SUB @ 36" O.C. L
SALISBURY S. CLEARENCE, CLEARENCE SAGE 1 GAL. SUB @ 36" O.C. VL
BACCHARIS PILLULARIS, COYOTE BUSH 1 GAL. SUB @ 36" O.C. L

DESIGN KEY NOTES:
- ADDITIONAL COSTS TO BE COMPARED WITH CIVIL.
- VERTICAL TREES MUST BE PLANTED PER LEGEND.
- TYP. PARKING LOT CANOPY TREE PER LEGEND.
- VERTICAL ENTRY DRIVE TREE PER LEGEND.
- TYP. SCREEN SHRUBS BUILDING WALL.
- TYP. FOUNDATION SHRUBS PLANTING PER LEGEND.
- ACCESS STEPS PER ARCHITECTURAL DWGS.
- OPEN LANDSCAPE AREA PLANTED WITH EROSION CONTROL GROUNDCOVER.

GENERAL NOTES:
- ROOF TRAP MATTING SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO IMPREGNATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS TRANSFORMERS, BACKFLOW UNITS, FIRE DETECTION DEVICES AND FIRE CHECK VALVES WILL BE SCREENED WITH ARCHITECTURAL DWGS.
- ALL WATER MATTING MATERIAL MUST BE STEELYD AND INSTALLED PER LEGEND.
- EXCEPT AS STATED, EQUIPMENT AND MATTING MATERIAL POSITIONED MUST BE EXCLUDED OR AS REQUIRED.

CONCEPTUAL PLAN NOTE:
- THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

IRRIGATION NOTE:
- THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLERS, LOW FLOW ROTORS, BUBBLER AND OR DRIP SYSTEMS INSTALLED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT WATER EFFICIENCY ORDINANCE.

WUCOLS PLANT FACTOR
- THIS PROJECT IS LOCATED IN 'WUCOLS' REGION '4-SOUTH INLAND VALLEY'.
- H = HIGH WATER NEEDS
- M = MODERATE WATER NEEDS
- L = LOW WATER NEEDS
- VL = VERY LOW WATER NEEDS
- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL GROUNDCOVER PER LEGEND, AND MULCH MATERIAL WITH 'BINDER' MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO IMPREGNATION AREAS.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS TRANSFORMERS, BACKFLOW UNITS, FIRE DETECTION DEVICES AND FIRE CHECK VALVES WILL BE SCREENED WITH ARCHITECTURAL DWGS.
- ALL WATER MATTING MATERIAL MUST BE STEELYD AND INSTALLED PER LEGEND.
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CONCEPTUAL LANDSCAPE PLAN

DESIGN KEY NOTES:
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