



June 13, 2023

Ms. Tracy Zinn, Principal
T & B PLANNING, INC.
3200 El Camino Real, Suite 100
Irvine, California 92602

RE: 12352 Whittier Boulevard Industrial Project Trip Generation Memorandum
Project No. 19391

Dear Ms. Zinn:

Ganddini Group, Inc. is pleased to provide this trip generation analysis for the proposed 12352 Whittier Boulevard Industrial Project in the City of Whittier. The purpose of this analysis is to document the trip generation forecast for the proposed project based on the revised site plan and the latest Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) rates compared to the trip generation analysis evaluated in the previously completed traffic impact analysis for the proposed project.

BACKGROUND

The *Whittier Boulevard Business Park Traffic Impact Analysis* (Ganddini Group, January 2022) ["2022 Project TIA"] evaluates Level of Service (LOS) and Vehicle Miles Traveled (VMT) impacts for the proposed project that, at the time, consisted of a new building for industrial and warehousing uses totaling 294,800 square feet of floor area. The project trip generation forecast used in the Project TIA was based on trip generation rates from the 10th Edition of the ITE *Trip Generation Manual*, which has now been superseded by the 11th Edition.

REVISED PROJECT DESCRIPTION

Except for a small increase in proposed floor area (+1,159 square feet), the revised project description is generally the same as the 2022 Project TIA.

The 13.49-acre project site is located at 12352 Whittier Boulevard in the City of Whittier, California. The project site is currently developed with a 213,430 square foot industrial building formerly used for manufacturing. The previous manufacturing use that once occupied the existing building is no longer in operation. The current project site plan is provided in Attachment A.

The proposed project involves demolition of the existing building and construction of a new building for industrial and warehousing uses totaling 295,959 square feet of floor area ["Project"]. Vehicular access is proposed at the Whittier Boulevard frontage road via two project driveways. The north project driveway will be for automobiles only and the south project driveway will service both passenger cars and trucks.

REVISED PROJECT TRIP GENERATION

Table 1 shows the revised project trip generation forecast based on trip generation rates obtained from the current edition of the ITE *Trip Generation Manual* (11th Edition). In accordance with industry practice for land

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uses that generate an appreciable number of truck trips, the Project trip generation was also calculated in terms of Passenger Car Equivalent (PCE) trips. Truck trip rates were also obtained from the current edition of the ITE *Trip Generation Manual* and the breakdown of truck mix by axle type was obtained from the City of Fontana *Truck Trip Generation Study* (August 2003).

As shown in Table 1, the proposed project is forecast to generate approximately 998 daily vehicle trips, including 101 vehicle trips during the AM peak hour and 101 vehicle trips during the PM peak hour. This equates to approximately 1,305 daily PCE trips, including 123 PCE trips during the AM peak hour and 123 PCE trips during the PM peak hour.

Trip Generation for VMT Assessment

While the gross project trip generation in terms of PCE trips is used to evaluate the project's effect on local roadway operations, the net increase relative to the previous use was calculated for VMT assessment purposes.

Table 2 shows the previous use trip generation estimate based on trip generation rates obtained from the current edition of the ITE *Trip Generation Manual* (11th Edition). Trip generation for the proposed use was calculated using the same methodology as for the proposed use except based on trip generation rates for Manufacturing (Land Use Code 140).

As shown in Table 2, the previous use is estimated to generate approximately 1,015 daily vehicle trips, including 918 daily passenger cars.

Table 3 shows the net passenger car trip generation for VMT assessment purposes based on the revised trip generation calculations using the current edition of the ITE *Trip Generation Manual* (11th Edition). As shown in Table 3, the proposed project is forecast to result in a decrease of approximately 89 fewer net passenger car trips per day.

COMPARISON TO 2022 PROJECT TIA

Table 4 shows a comparison between the revised project trip generation (based on increased square footage and 11th Edition ITE rates) and the trip generation evaluated in the 2022 Project TIA (based on 10th Edition ITE rates).

As shown in Table 4, the revised project trip generation results in 21 fewer PCE trips during the AM peak hour and 17 fewer PCE trips during the PM peak hour compared to the trip generation evaluated in the 2022 Project TIA. Gross daily trips are forecast to be marginally higher (+39).

LOS Impacts

Since the intersection LOS analysis evaluated in the 2022 Project TIA are based on peak hour operations, and the revised project trip generation is forecast to generate fewer peak hour trips compared to the 2022 Project TIA, LOS impacts for the revised project would be the same or less as those previously identified in the 2022 Project TIA.

VMT Impacts

Consistent with the 2022 Project TIA, the revised project trip generation would satisfy City-established project size screening criteria for projects that generate fewer than 110 daily trips.

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As noted in the 2022 Project TIA, per the Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) ["OPR Technical Advisory"], "Proposed Section 15064.3, subdivision (a), states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks." Additionally, the City guidelines indicate that the VMT threshold for light industrial projects is based on home-based work VMT per employee. Therefore, it is appropriate to exclude the project-generated truck trips for VMT purposes of assessing the project's employment size.

As shown in Table 3, the proposed project is forecast to result in a decrease of approximately 89 fewer net passenger car trips per day. Therefore, upon exclusion of truck trips per OPR guidance, the proposed Project satisfies the City-established screening criteria for small projects that result in a net increase of 110 or fewer daily passenger car trips and the project may be presumed to result in a less than significant VMT impact.

CONCLUSION

Based on the findings of this trip generation memorandum, LOS and VMT impacts for the revised project with trip generation based on current ITE rates would be the same or less as those previously identified in the 2022 Project TIA.

We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100 x 104.

Sincerely,

GANDDINI GROUP, INC.
Bryan Crawford, Senior Transportation Planner
Giancarlo Ganddini, TE, PTP, Principal



**Table 1
Revised Project Trip Generation**

Land Use: Industrial Park

Size: 295.959 TSF

TRIP GENERATION RATES PER TSF ¹								
Vehicle Type	Source ²	AM Peak Hour			PM Peak Hour			Daily Rate
		In	Out	Rate	In	Out	Rate	
All Vehicles	ITE 130	81%	19%	0.340	22%	78%	0.340	3.370
Trucks Only	ITE 130	45%	55%	0.040	38%	62%	0.040	0.570
Passenger Car (88.2% AM, 88.2% PM, 83.1% Daily)		0.243	0.057	0.300	0.066	0.234	0.300	2.800
Truck (11.8% AM, 11.8% PM, 16.9% Daily)		0.018	0.022	0.040	0.015	0.025	0.040	0.570
Truck Mix:	Fontana							
2-Axle Trucks (7.9%)		0.001	0.002	0.003	0.001	0.002	0.003	0.045
3-Axle Trucks (7.1%)		0.001	0.002	0.003	0.001	0.002	0.003	0.040
4+ Axle Trucks (85.0%)		0.015	0.019	0.034	0.013	0.021	0.034	0.485

VEHICLE TRIPS GENERATED							
Vehicle Type	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Passenger Car	72	17	89	20	69	89	829
Trucks							
2-Axle Trucks	0	1	1	0	1	1	13
3-Axle Trucks	0	1	1	0	1	1	12
4+ Axle Trucks	4	6	10	4	6	10	144
Subtotal	4	8	12	4	8	12	169
Total Vehicle Trips Generated	76	25	101	24	77	101	998

PCE ³ TRIPS GENERATED								
Vehicle Type	PCE Factor	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Passenger Car	1.0	72	17	89	20	69	89	829
Trucks								
2-Axle Trucks	1.5	0	2	2	0	2	2	20
3-Axle Trucks	2.0	0	2	2	0	2	2	24
4+ Axle Trucks	3.0	12	18	30	12	18	30	432
Subtotal		12	22	34	12	22	34	476
Total PCE Trips Generated		84	39	123	32	91	123	1,305

Notes:

(1) TSF = Thousand Square Feet

(2) ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = ITE Land Use Code.

Fontana = City of Fontana *Truck Trip Generation Study* (August 2003); recommended truck mix for Industrial Park classification.

(3) PCE = Passenger Car Equivalent

Table 2
Previous Use Trip Generation (Revised for 11th Edition ITE Rates)

Land Use: Manufacturing

Size: 213,430 TSF

TRIP GENERATION RATES PER TSF ¹								
Vehicle Type	Source ²	AM Peak Hour			PM Peak Hour			Daily Rate
		In	Out	Rate	In	Out	Rate	
All Vehicles	ITE 140	76%	24%	0.680	31%	69%	0.740	4.750
Trucks Only	ITE 140	56%	44%	0.030	41%	59%	0.030	0.450
Passenger Car (95.6% AM, 95.9% PM, 90.5% Daily)		0.494	0.156	0.650	0.220	0.490	0.710	4.300
Truck (4.4% AM, 4.1% PM, 9.5% Daily)		0.017	0.013	0.030	0.012	0.018	0.030	0.450
Truck Mix:	Fontana							
2-Axle Trucks (11.0%)		0.002	0.001	0.003	0.001	0.002	0.003	0.050
3-Axle Trucks (36.0%)		0.006	0.005	0.011	0.004	0.006	0.010	0.162
4+ Axle Trucks (53.0%)		0.009	0.007	0.016	0.007	0.009	0.016	0.239

VEHICLE TRIPS GENERATED							
Vehicle Type	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Passenger Car	105	33	138	47	105	152	918
Trucks							
2-Axle Trucks	0	0	0	0	0	0	11
3-Axle Trucks	1	1	2	1	1	2	35
4+ Axle Trucks	2	1	3	1	2	3	51
Subtotal	3	2	5	2	3	5	97
Total Vehicle Trips Generated	108	35	143	49	108	157	1,015

Notes:

(1) TSF = Thousand Square Feet

(2) ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = ITE Land Use Code.

Fontana = City of Fontana *Truck Trip Generation Study* (August 2003); recommended truck mix for Heavy Industrial classification.

Table 3
Net Passenger Car Trip Generation for
VMT Assessment (Revised for 11th Edition ITE Rates)

Land Use	Passenger Car Trips Generated						
	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Previous Use ¹	105	33	138	47	105	152	918
Proposed Project ²	72	17	89	20	69	89	829
Difference	-33	-16	-49	-27	-36	-63	-89

Notes:

(1) See Table 3.

(2) See Table 2.

Table 4
Revised Project Trip Generation Comparison to 2022 Project TIA

Land Use	Source	PCE Trips Generated						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Revised Project	11th Edition ITE Rates ¹	84	39	123	32	91	123	1,305
2022 Project TIA	10th Edition ITE Rates ²	118	26	144	28	112	140	1,266
Revised Project Relative to 2022 Project TIA		-34	+13	-21	+4	-21	-17	+39

Notes:

1. See Table 1.
2. See Whittier Boulevard Business Park Traffic Impact Analysis (Ganddini Group, January 24, 2022).

ATTACHMENT A
REVISED SITE PLAN

BAI # 19006 Project Directory

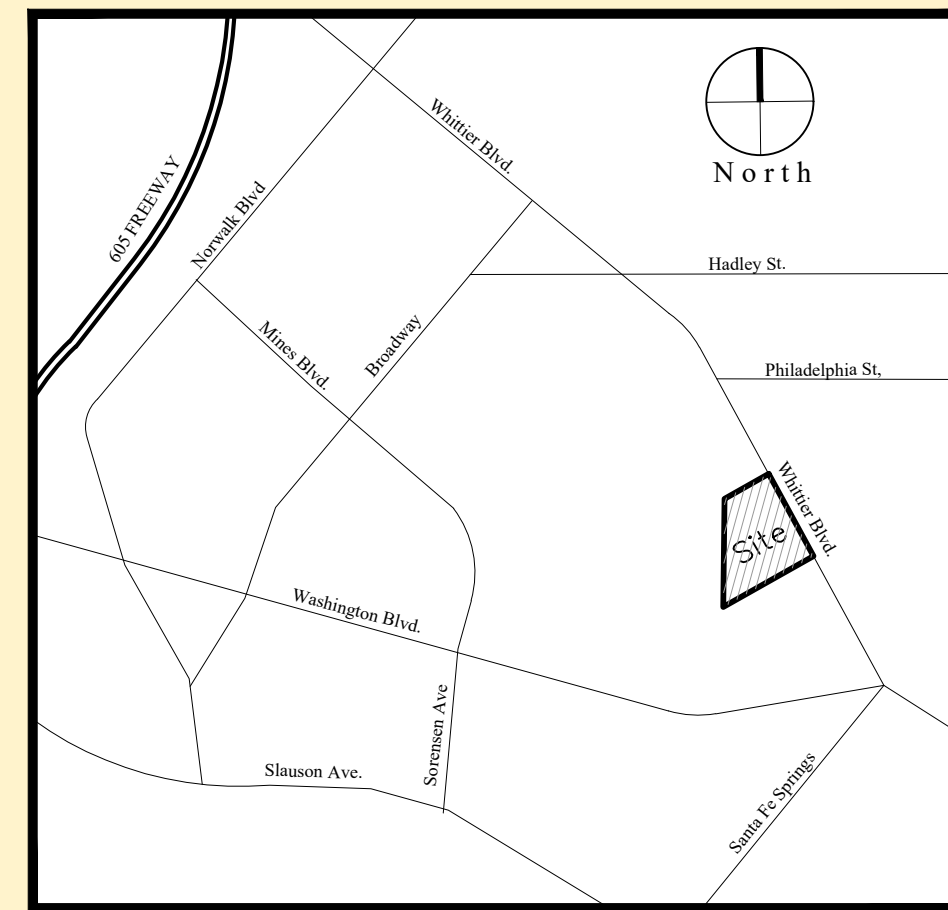
DEVELOPER / APPLICANT:
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Telephone: 949 720 3788
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Telephone: 714 680 0417
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Vicinity Map (N.T.S.)



Legend

- Existing Property Line
- Setback Line
- Potential Interior Wall Location
- Fencing
- E.V. Electric Vehicle Charging Station Stall
- Solid Dark Hatch Represents Landscape Area
- Diagonal Hatch Represents Painted Striping
- Solid Light Hatch Represents On-Site Hardscape
- Dark Hatch Represents Enhanced Hardscape
- ⑩ Parking Stall Count Reference

Scope of Work

- Single New Concrete Tilt Industrial Building
- All new Drives shall be Asphalt or Concrete Paving.
- All new Walks shall be concrete with medium Broom Finish
- Public Improvements as directed by City Staff.
- All new Landscaping Per City Requirements

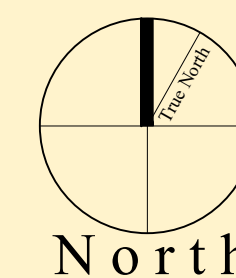
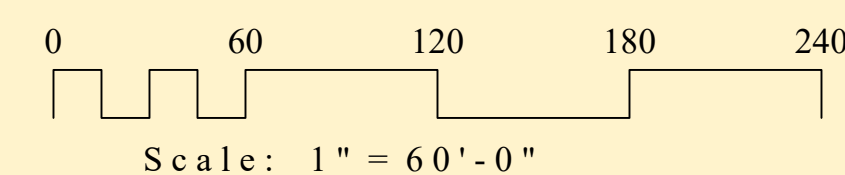
Legal Description

Parcel 2 of Parcel Map no. 60391, in the city of Whittier, county of Los Angeles, state of California, as per map filed in book 326, page 39-43 of parcel maps, in the office of the county recorder of said county.

Parcel Numbers

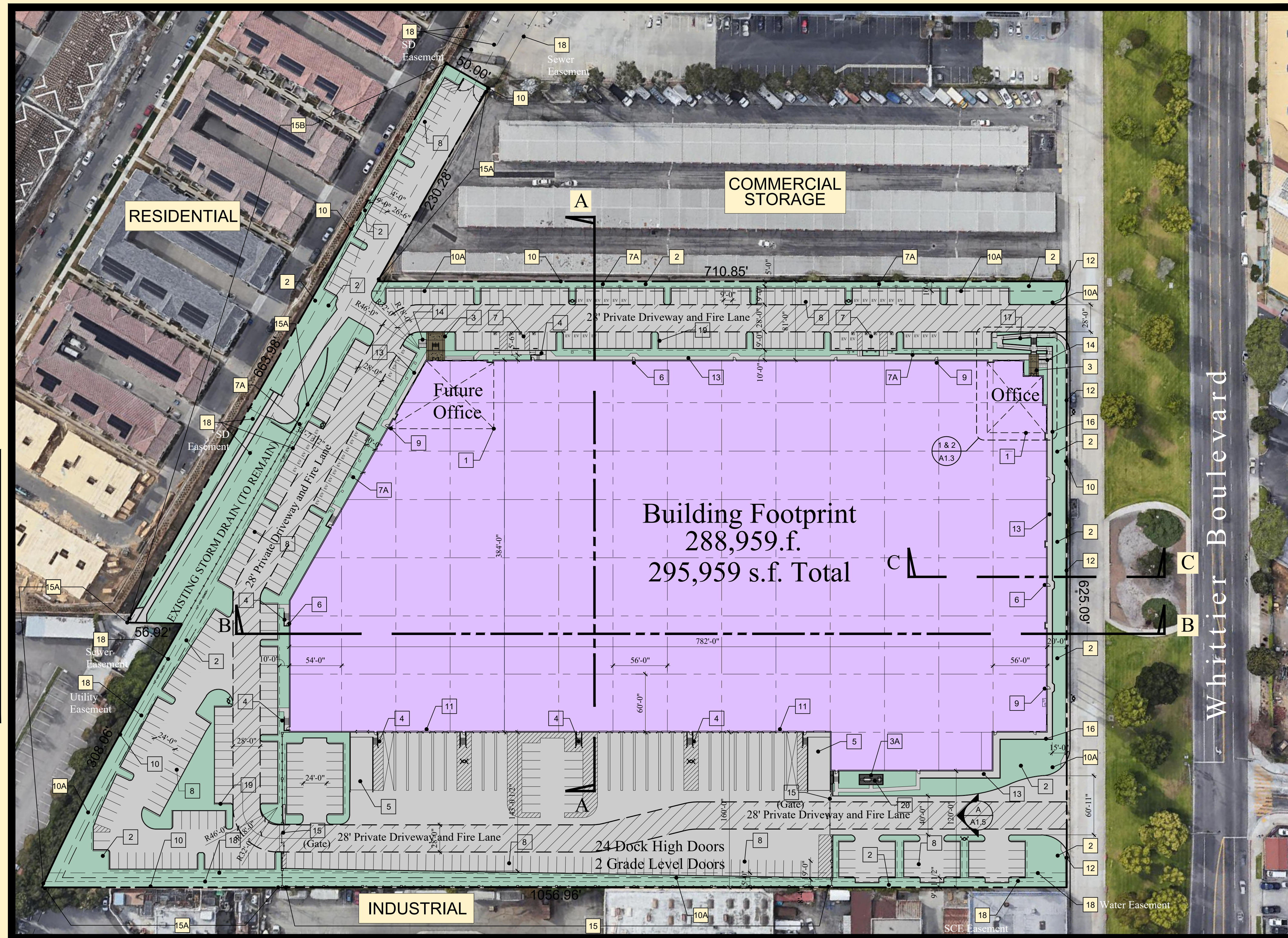
8170-026-011 8170-026-015

CONCEPTUAL SITE PLAN



Planning Information

General Plan Zone: General Plan (GP) - Specific Plan
Specific Plan: Whittier Blvd. Specific Plan (Workplace District)
Bldg. Setbacks: 15' On Whittier Blvd. 'East'
10' On the South property line
10' On the West property line
10' On the North property line



Site Plan Summary

Gross Site Area	13.49 Acres	587,672 s.f.
Total Building Footprint		288,959 s.f.
Total Building Area (Including 7,000 s.f. Mezz)		295,959 s.f.
Gross Site Coverage		49.09%
Gross Floor Area Ratio (Including Mezz)		50.28%
Parking Required		417 Stalls
Office	13,500 s.f. 1/300	45 Stalls
Manufacturing	137,439 s.f. 1/500	275 Stalls
Distribution	145,020 s.f. 1/1,500	97 Stalls
Parking Provided (1.41 Stalls per 1,000 s.f.)		417 Stalls
Electric Vehicle Charging Station Required (10% of Total Actual Stalls for Project w/201 Stalls or more)		42
Electric Vehicle Charging Station Provided		42
Bike Parking (4 Bikes for first 50,000 sf/ 1 Bike for each additional 50,000 sf)		9 Bikes
Landscape Required (10% Min.)		58,767 sf.
Landscape Provided		78,889 sf.

Sheet Index

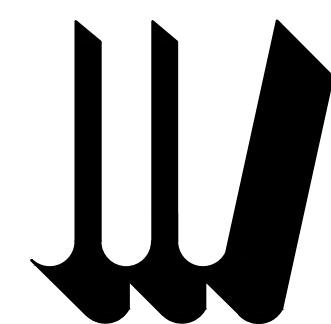
ARCHITECTURAL	
A 0.1 SITE PHOTOGRAPHIC SURVEY	A 1.0.1 SITE DETAILS
A 1.0 CONCEPTUAL SITE PLAN	
A 1.1 OVERALL FLOOR PLAN	
A 1.2 OVERALL ROOF PLAN	
A 1.3 ENLARGED TENANT IMPROVEMENT FLOOR PLAN	
A 1.4 NORTH and EAST CONCEPTUAL ELEVATIONS	
A 1.5 SOUTH and WEST CONCEPTUAL ELEVATIONS	
A 1.6 LIGHTING CUT SHEET & CANOPY SECTION	
A 1.7 MATERIAL and PAINT COLOR BOARD	
A 1.8 FIRE PLAN	A 1.8.1 OVERALL FIRE PLAN
A 1.9 BUILDING SECTIONS	
LANDSCAPE	
L1 TITLE SHEET AND GENERAL NOTES	C1 CONCEPTUAL GRADING PLAN
L2 LANDSCAPE PLAN - AREA 1A	C2 CONCEPTUAL GRADING PLAN
L3 LANDSCAPE PLAN - AREA 1B	C3 CONCEPTUAL GRADING PLAN
L4 LANDSCAPE PLAN - AREA 2	C4 CONCEPTUAL UTILITY PLAN
L5 LANDSCAPE PLAN - AREA 3	C5 CONCEPTUAL UTILITY PLAN
L6 LANDSCAPE IMAGE BOARD	C6 CONCEPTUAL WALL PROFILES

General Notes

1. Site Plan Shall Meet All Engineering and NPDES Requirements.
2. All Lighting Shall Conform with the Municipal Standards
3. All Signage Shall Conform with the Municipal Standards
4. All Hardscape Shown on Plan will be Installed as either Concrete or Asphalt Paving
5. All Parking Spaces are shown as Standard Size Stalls
6. All Mechanical Equipment and Screening Shall Conform with the Municipal Standards
7. All Public Improvements Shall Conform with the Municipal Standards
8. Roof will be able to accommodate the installation of the appropriate number of solar panels.

Key Notes

- 1 Approximate Extent of Office Area - Typ. (Anticipated to be Built with Shell Construction)
- 2 Green Shaded Area Represents Landscaping - Typ. (See Legend)
- 3 Decorative Colored Concrete with Exposed Aggregate at Main Building Entrance. Decorative Concrete Pavers Employee Lunch Area at "3A". See Landscape drawings.
- 4 Concrete Stairs and Painted Metal Railings - Typ
- 5 Ramp Up to Ground Level Service Door - Typ.
- 6 Fire Dept. Access Door at 125'-0" max
- 7 Accessible Parking with Accessible Path to Entry - Typ. Provide Conduit And J-Box For Future Electric Vehicle (EV) Dual Charging Station at "7A"
- 8 Standard Parking Space: 9'-0" x 19'-0" (17'-0" w/ 2' Overhang, where occurs)
- 9 Grade Level Exit Door Connected to Path of Travel
- 10 Property Line - Refer to Civil. Building Setback Line at "10A"
- 11 Vertical Lift, Sectional Door - Painted to Match adjacent Wall - Typ.
- 12 Existing Public Sidewalk - Refer to Civil
- 13 On-Site, Concrete Sidewalk (48" Wide Minimum) Natural Color with Medium Broom Finish - Refer to Civil
- 14 Bike Rack (5 Bikes) by Dero Rack (Hitch style) Color: Green. See A1.0.1 for Details
- 15 8'-0" high Steel Tube Fence w/ 2'-0"x2'-0" Concrete Pilasters at ±40'-0" on center. Existing 6'-0" High Chain link Fence to remain at "15A". Existing CMU wall at "15B". Provide Fire Department Approved Knox Box or Equal at all Gates within Fire Lane.
- 16 Natural Concrete Retaining Wall (Not in Public View) - Refer to Civil
- 17 ADA Compliant Concrete Ramp and Integrated Stair with Painted Metal Handrails for Accessible Path of Travel to Public Way.
- 18 Easement - Refer to Civil
- 19 12" wide concrete "Step-out" - Typ. See sheet A1.3 for typical detail.
- 20 ADA Accessible Table & Seating for Employee Lunch Area, See Detail and Cut Sheet on A1.0.1



WESTERN REALCO

Drawings, specifications and other documents, including those in electronic form, prepared by the Architect and the Architect's consultants are Instruments of Service for use solely with respect to this Project. The Architect and the Architect's consultants shall be deemed the authors and owners of their respective Instruments of Service and shall retain all common law, statutory and other reserved rights, including copyrights.

PLOT DATE: March 29, 2023 9:07 AM N:\19006 WR Whittier Blvd - Whittier\Design\Arch\Drawgs\A1.0_SitePlan.dwg

WHITTIER BOULEVARD BUSINESS CENTER

Whittier, California

A1.0

March 31, 2023



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