

TRAFFIC IMPACT STUDY ALTERNATIVES ASSESSMENT

For the
GLC SANTA FE SPRINGS PROJECT

Located

**WEST OF BLOOMFIELD AVENUE BETWEEN FLORENCE AVENUE &
LAKELAND ROAD IN THE CITY OF SANTA FE SPRINGS, CA**

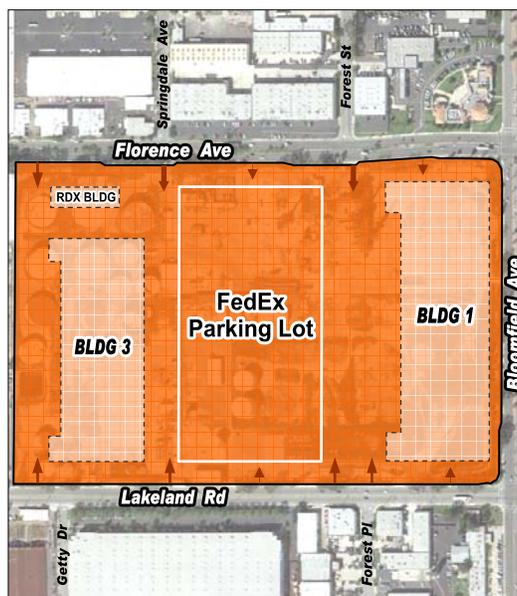
ALTERNATIVE 0

Existing Site Plan w/ 19.8-ksf RDX (B4)



ALTERNATIVE A

B2 Replaced with FedEx Parking Lot



ALTERNATIVE B

B3 Area Increased, B4 Removed from Site Plan



Prepared for:



City of Santa Fe Springs
Public Works Department
11710 Telegraph Road
Santa Fe Springs, CA 90670



Prepared by:



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September 16, 2014



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Mr. Ryan Jones
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RE: Traffic Impact Study Site Plan Alternatives Assessment for the GLC Santa Fe Springs Project located west of Bloomfield Avenue between Florence & Lakeland

Minagar & Associates, Inc. has reviewed the applicant’s latest site plan changes and additional verbal comments regarding possible alternative configurations for the proposed project layout, to determine if there is any need to update the latest traffic impact study submitted to the City of Santa Fe Springs. Alternative “0” represents the site plan as-is, with the 19.8-ksf RDX building proposed at the northwest corner of the site. Alternative A involves replacing the central Building 2 with a surface parking lot for use by Federal Express. Alternative B would completely remove the northwesterly building and RDX tenant, expand Building 3 into this area of the site, and maintain the central warehouse Building 2 as-is.

A comparison of the three alternatives, site uses and proposed building sizes is shown in the table below. From this comparison we have estimated that Alternative A would result in a reduced AM and PM peak hour trip generation for the GLC Project, and Alternative B would result in a slightly increased AM and PM peak hour trip generation.

Proposed Land Use and Size, per Site Plan Alternatives

Building	Building Area, in square feet		
	Alternative 0 ^[1]	Alternative A (FedEx)	Alternative B
B1 (East)	396,800 sf	396,800 sf	396,800 sf
B2 (Central)	506,465 sf	n/a ^[2]	506,465 sf
B3 (West)	300,700 sf	300,700 sf	365,000 sf
B4 (NW)	19,786 sf	19,786 sf	n/a ^[3]
Total Size	1,203,965 sf Warehousing 19,786 sf Light Industrial	697,500 sf Warehousing 19,786 sf Light Industrial	1,268,265 sf Warehousing
Total Trips Generated	453 AM peak hour trips 483 PM peak hour trips	273 AM peak hour trips 290 PM peak hour trips	457 AM peak hour trips 487 PM peak hour trips
	Change	-180 AM peak hour trips -193 PM peak hour trips	+4 AM peak hour trips +4 PM peak hour trips

¹ As submitted in the April 24, 2014 Traffic Impact Study by Minagar & Associates, Inc. to the City of Santa Fe Springs.

² Would be replaced by FedEx surface parking lot.

³ Building 3 would be enlarged to include this area.

Note: Passenger Car Equivalency (PCE) factors and truck splits for heavy vehicles used for all scenarios per ITE/HCM.





With Alternative A, the expected trip reduction is primarily the result of two replacing central building and proposed warehouse use with surface parking facilities which will not in themselves generate new site trips. It is also assumed that regardless of the leasing area allocated to the proposed FedEx tenant, it will have operations similar to the remaining “warehousing” nature of the GLC site and should not require a higher-intensity trip generation rate. Although this depends on the type of facility and services Federal Express would provide—for example, a regional hub or distribution center that receives major freight deliveries from the Ports of Long Beach and Los Angeles, as opposed to a smaller office/warehouse storage facility or fulfillment center—for our purposes we are assuming from its location and size that the 19.8-ksf building would operate closer to that of ITE’s standard “Warehousing” land use.

We do recognize that FedEx is a nationwide shipping company with its own specialized traffic flows and ground/truck operations (they have their own proprietary planning model), and therefore the City of Santa Fe Springs may alternatively seek to request more information on their proposed trip generation schedule for use in the traffic study if they are certain to move in. In this case, any empirical or internal data provide to us would then replace ITE’s rates in the study. However, at this time we do not believe that any such new trip data from FedEx would increase the site’s overall peak hour trip generation or add to the total project traffic impact.

Express mail couriers like FedEx typically have several sorting periods that occur throughout the day, but they generally run during the off-peak hours (for example, noon to 4:00pm, then 6:00pm to 7:00am the next morning). Therefore, we would expect that FedEx traffic coinciding with adjacent street peak hours analyzed in our traffic impact study would be limited to mostly staff who work normal business hours and other package/delivery vans arriving on site, with limited heavy trailer-truck traffic. Furthermore, even with a highly conservative estimate for the FedEx peak-hour trip generation in the traffic study, the result would not be enough to offset the number reduced trips gained from replacing Building 2 as a parking lot.

As for Alternative B, the increased area of Building 1 coinciding with removal of the 19.8-ksf RDX building from the Site Plan is calculated to result in an additional +4 AM peak hour trips, and +4 PM peak hour trips. A sensitivity analysis conducted on the Existing Year and Future Conditions traffic models revealed that these additional peak hour trips would be insignificant and would not adversely impact the results of the traffic impact study as submitted. Given the results of the alternative site plan assessment, it is therefore our opinion that our revised traffic impact study submitted on April 24, 2014 would not require any additional modifications in light of the applicant selecting Alternatives A or B over the current Site Plan. Please contact me with any further questions regarding our alternatives assessment.

Sincerely,
MINAGAR & ASSOCIATES, INC.

Fred Minagar, MS, PE, RCE, FITE
President/Project Manager

