MEMORANDUM

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To:	Shin Furukawa, City Engineer Jessamine Que, Associate Engineer	Date:	August 6, 2025
Cc:	City of Torrance, Public Works Department		
From:	Richard E. Barretto, P.E., Principal Shane Green, P.E., Senior Transportation Engineer Linscott, Law & Greenspan, Engineers	LLG Ref:	2.19.4123.1
Subject:	***Trip Generation Assessment for 2555 W. 190th Warehouse Development Project***		

Linscott, Law & Greenspan, Engineers (LLG) is pleased to provide the following trip generation assessment in support of responding to Noise Study and/or Air Quality-related comments presented in Comment A-38 of a letter report prepared by Blum, Collins & Ho LLP dated March 18, 2025. The purpose of this assessment is to forecast the trip generation of the Current Project, which includes the development of 262,970 SF consisting of 26,297 SF office, 78,891 SF warehouse, and 157,782 SF manufacturing. The trip generation forecast provided herein follows the approach documented in the *Revised Local Circulation Analysis Report for the 2555 W. 190th Street Warehouse/Manufacturing Project*, dated January 27, 2025. However, per the request of the Project Applicant, the trip generation of the Current Project was forecast without converting truck-related Project trips to passenger car equivalents (PCE).

Table 1, attached to the end of this memorandum, presents a summary of the trip generation of the Current Project, in comparison the development plan as evaluated January 2025 traffic study. A review of *Table 1* indicates that the Current Project, without applying passenger car equivalent (PCE) factors to the warehousing/ manufacturing components, is forecast to generate approximately 1,169 weekday daily Non-PCE trips, with 160 Non-PCE trips (128 inbound, 32 outbound) produced in the AM peak hour and 168 Non-PCE trips (47 inbound, 121 outbound) produced in the PM peak hour.

Of the total trips generated by Current Project, the warehousing component of the Project is forecast total 135 weekday daily Non-PCE trips, with 13 Non-PCE trips produced in the AM peak hour and 14 Non-PCE trips produced in the PM peak hour.

Whereas the manufacturing component of the Project is forecast total 749 weekday daily Non-PCE trips, with 107 Non-PCE trips produced in the AM peak hour and 116 Non-PCE trips produced in the PM peak hour.

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Please let us know if you have any comments or questions regarding this response memorandum.

Attachments

cc: File

TABLE 1

PROJECT TRIP GENERATION FORECAST COMPARISON (NON PCE TRUCK TRAFFIC)[1]

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Current Project (262,970 SF) Trip Generation Forecast[2]:							
▪ 150: Warehousing (78,891 SF)							
❑ Passenger Cars	107	7	2	9	2	7	9
❑ 2 Axle Trucks	5	1	0	1	0	1	1
❑ 3 Axle Trucks	6	1	0	1	0	1	1
❑ 4+ Axle Trucks	17	2	0	2	2	1	3
Warehousing Total	**135**	**11**	**2**	**13**	**4**	**10**	**14**
▪ 140: Manufacturing (157,782 SF)							
❑ Passenger Cars	596	58	19	77	24	52	76
❑ 2 Axle Trucks	25	5	0	5	2	4	6
❑ 3 Axle Trucks	35	5	1	6	3	6	9
❑ 4+ Axle Trucks	93	14	5	19	8	17	25
Manufacturing Total	**749**	**82**	**25**	**107**	**37**	**79**	**116**
▪ 710: Office Space (26,297 SF)	285	35	5	40	6	32	38
Total Passenger Car Traffic	**988**	**100**	**26**	**126**	**32**	**91**	**123**
Total Truck Non-PCE Traffic[1]	**181**	**28**	**6**	**34**	**15**	**30**	**45**
Current Project (262,970 SF) Total Trip Generation [A]	**1,169**	**128**	**32**	**160**	**47**	**121**	**168**
January 2025 Traffic Study (284,130 SF) Total Project Trip Generation[3] [B]	**1,562**	**181**	**50**	**231**	**77**	**181**	**258**
Current Project vs. January 2025 Traffic Study Trip Generation Comparison ([A] – [B])	**-393**	**-53**	**-18**	**-71**	**-30**	**-60**	**-90**

1 Source: *Trip Generation, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021).* Recommended mix of traffic, including mix of 2-axle, 3-axle, and 4+-axle trucks are based on the *Truck Trip Generation Study – City of Fontana, August 2003.* All 2-axle, 3-axle and 4+-axle trucks are converted to passenger car equivalents using a factor of 1.5 vehicles per truck, 2.0 vehicles per truck, and 3.0 vehicles per truck, respectively. However, for this assessment, truck-related traffic was not converted to "passenger car equivalents (PCE)". Hence the trips presented herein are "total truck trips".

2 Refer to Table 5-1 of the *Local Circulation Analysis for the 2555 W. 190th Steet Warehouse/Manufacturing Project*, dated January 27, 2025, for the trip generation rates used for the trip generation forecast.

3 Source: *Local Circulation Analysis for the 2555 W. 190th Steet Warehouse/Manufacturing Project*, dated January 27, 2025, with truck-related project traffic converted to total truck PCE trips.