FEHR PEERS

MEMORANDUM

Date: January 22, 2019

To: Leslie Dickey, Executive Director of Real Estate, Beach Cities Health District; Ed Almanza, Ed Almanza & Associates

From: Rachel Neumann and Michael Kennedy, Fehr & Peers

Subject: ***Beach Cities Health District Mixed Use Project Trip Generation Estimates***

LA19-3087

This memorandum documents the trip generation estimates developed by Fehr & Peers for the preferred land use mix proposed for the redevelopment of the Beach Cities Health District campus ("the District").

PROJECT DESCRIPTION

The project is located at the site of the existing Beach Cities Health District campus in the City of Redondo Beach, bounded by North Prospect Avenue to the west, Beryl Street to the north, and Diamond Street/Flagler Lane to the east. The proposed project site plan is displayed in Figure 1. The proposed project consists of the construction of 46,966 square feet (sf) of general office space to serve District administrative, educational, and community wellness purposes; a 9,387 sf child care center with an adjacent 7,500 sf of outdoor play area; a 25,467 sf fitness center; and a 420-bed assisted living facility. The proposed project also entails demolition of Buildings 510 and 514, which are currently occupied by 163,674 sf of general and medical office space and an 8,190 sf child care facility. One other existing building on site, Building 520, which contains 47,442 square feet (sf) of medical office space, will be retained with the current tenants and uses intact.

TRIP GENERATION ESTIMATES

Trip Generation, 10th Edition (Institute of Transportation Engineers [ITE], 2017) was used to estimate trips generated by the proposed project. This publication represents the industry standard for estimating trip generation and is based on a compilation of empirical trip generation surveys at locations throughout the country.

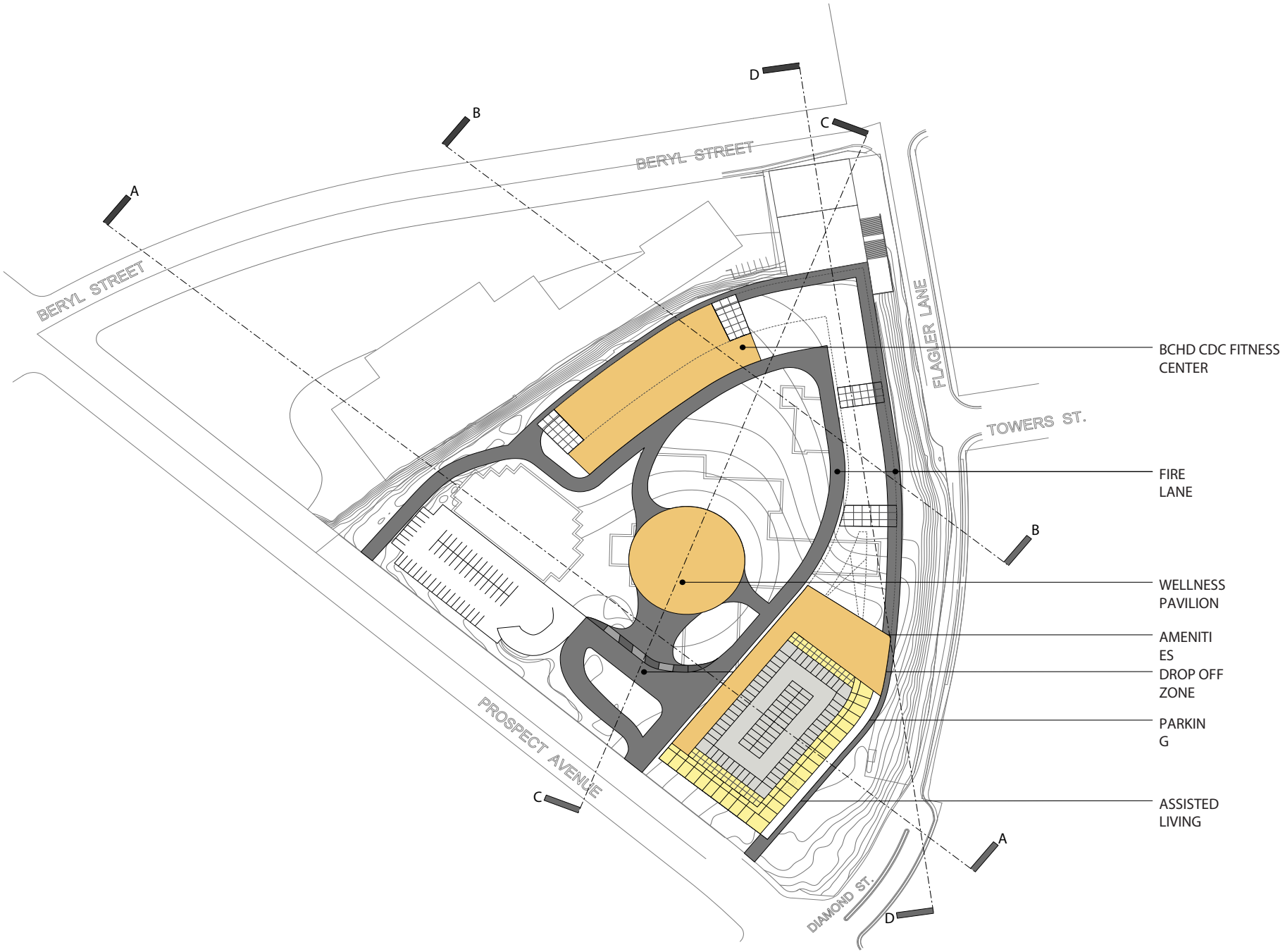

Figure 1

Site Plan

Land uses identified in the *Trip Generation, 10th Edition* (Institute of Transportation Engineers [ITE], 2017) for estimating trips generated by the proposed project are General Office (ITE land use: 710), Medical Office (ITE land use: 720), Child Care Center (ITE land use: 565), Fitness Center (ITE land use: 492), and Assisted Living Facility (ITE land use: 254).

Trip generation estimates are based on the proposed project's number of assisted living facility beds and square footage for general and medical office space and child care and fitness centers. Trip generation estimates are presented on a daily basis and for the morning peak hour (between 7:00 and 9:00 AM) and evening peak hour (between 4:00 and 6:00 PM) on a typical weekday.

Based on the proposed project's location and land use characteristics, it is likely that a proportion of project trips will be "internally captured" – that is, they will both begin and end within the development, they will not require use of the external road system. These types of trips are often completed on foot. Based on the proposed project's specific mix of uses, including office space, child care, and a fitness facility, it is likely that some employees of site tenants may utilize the child care facility and/or the fitness center. For example, a site tenant employee may drive to work with their children in the morning, parking in the parking facility, walk to the child care center to drop off their child, and then head to work for the day. At lunch, they may walk to the fitness center to exercise, and then return to work for the remainder of the day before walking to the child care center to pick up their children ahead of driving home for the evening. If each of these land uses were located on single-use sites, this daily trip pattern would require a total of six vehicle trips, but at the proposed project, it would require just two. An internal trip credit may be applied to the proposed project's estimated trip generation to account for such internal trips. At the current stage of analysis, no credits have yet been applied, pending confirmation of existing trip generation following the completion of driveway traffic counts. However, should it be determined that an internal trip credit is appropriate, it would result in lower project trip generation, but a credit would be applied to existing uses to be removed as well, so it may not make a considerable difference in estimates of net-new trip generation.

As shown in Table 1, the proposed project's new trip generation, resulting from new land uses being constructed, is 2,804 daily trips, 270 morning peak hour trips (168 trips entering, 102 trips exiting), and 355 evening peak hour trips (149 trips entering, 206 trips exiting). Buildings 510 and 514, which are proposed to be demolished, currently generate 4,026 daily trips, 412 morning peak hour trips (307 trips entering, 105 trips exiting), and 468 evening peak hour trips (137 trips entering, 331 trips exiting).

TABLE 1

BEACH CITIES HEALTH DISTRICT

PROPOSED PROJECT TRIP GENERATION ESTIMATES

Trip Generation Estimates																		
			Trip Generation Rates [a]								Estimated Trip Generation						
Land Use	ITE#	Size	Daily Rate	AM Peak Hour			PM Peak Hour			Trip Rate Unit	Weekday Daily	AM Peak Hour			PM Peak Hour		
				Rate	% In	% Out	Rate	% In	% Out			In	Out	Total	In	Out	Total
Proposed Project																		
Office	710	46.966 ksf	9.74	1.16	86%	14%	1.15	16%	84%	per ksf	457	46	8	54	9	45	54
Child Care Center	565	9.387 ksf	47.62	11.00	53%	47%	11.12	47%	53%	per ksf	447	55	48	103	49	55	104
Fitness Center [b]	492	25.467 ksf	31.72	1.31	51%	49%	3.45	57%	43%	per ksf	808	17	16	33	50	38	88
Assisted Living Facility	254	420 beds	2.60	0.19	63%	37%	0.26	38%	62%	per bed	1,092	50	30	80	41	68	109
Subtotal Proposed Uses											*2,804*	*168*	*102*	*270*	*149*	*206*	*355*
Existing Uses Remaining (Building 520)																	
Medical Office	720	47.442 ksf	34.80	2.78	78%	22%	3.46	28%	72%	per ksf	1,651	103	29	132	46	118	164
Subtotal Existing Uses Remaining											*1,651*	*103*	*29*	*132*	*46*	*118*	*164*
Existing Uses to be Removed (Buildings 510 and 514)																	
Child Care Center	565	8.190 ksf	47.62	11.00	53%	47%	11.12	47%	53%	per ksf	390	48	42	90	43	48	91
Office	710	82.199 ksf	9.74	1.16	86%	14%	1.15	16%	84%	per ksf	801	82	13	95	15	80	95
Medical Office	720	81.475 ksf	34.80	2.78	78%	22%	3.46	28%	72%	per ksf	2,835	177	50	227	79	203	282
Subtotal Existing Uses Being Removed											*4,026*	*307*	*105*	*412*	*137*	*331*	*468*
TOTAL ESTIMATED PROJECT TRIPS (EXISTING TO REMAIN + PROPOSED)											**4,455**	**271**	**131**	**402**	**195**	**324**	**519**
TOTAL NET NEW ESTIMATED PROJECT TRIPS (LESS USES BEING REMOVED)											**-1,222**	**-139**	**-3**	**-142**	**12**	**-125**	**-113**

Notes:

[a] Source: ITE Trip Generation Manual, 10th Edition, 2017.

[b] Daily rate is derived from the ITE Trip Generation Manual, 9th Edition (2012) rate for Code 492, updated proportional to the change in rates between the 9th and 10th editions for the peak hour of adjacent street traffic for both the AM and PM periods.

When Buildings 510 and 514 are demolished, the vehicle trips currently generated by those buildings will no longer utilize the roadway system. Therefore, those vehicle trips have been applied as a trip credit to proposed project trip generation. The project's net new trip generation, accounting for the demolition of Buildings 510 and 514, but without accounting for potential internal trips, is estimated at -1,222 daily trips, -142 morning peak hour trips (-139 trips entering, -3 trips exiting), and -113 evening peak hour trips (12 trips entering, -125 trips exiting). Existing Building 520, which is proposed to remain as is and is not included in proposed project trip generation estimates, is estimated to generate 1,651 daily trips, 132 morning peak hour trips (103 trips entering, 29 trips exiting), and 164 evening peak hour trips (46 trips entering, 118 trips exiting).

Elements of the proposed project which have not been included in this trip generation estimate but which may ultimately result in additional trip generation depending on planned programming include on-site restaurants, educational facilities, and outdoor assembly space. For example, it was assumed that the on-site restaurants are internally supportive in nature, such as a sandwich and coffee shop designed to serve site tenant employees. Should the on-site restaurants be designed to draw unique customers from outside the site, trip generation estimates would need to be revised to reflect these additional trips. Similarly, should the educational facilities be intended to regularly host conferences, or should the outdoor assembly space be programmed to provide regular outdoor entertainment (such as a musical performance) during the weekday evening peak hour, trip generation estimates would also need to be revised to reflect the trips generated by these currently unevaluated uses. As further details about programming are provided to us, we can refine the trip generation analysis. These changes would likely increase the net new project trip generation estimates.

CONCLUSION

The proposed project is expected to reduce daily, morning, and evening peak hour trips compared with the existing site. Therefore, the District's redevelopment as proposed is not expected to trigger significant traffic impacts.