MEMORANDUM

To:	Adam Lentz Madison Capital Group, LLC	Date:	June 3, 2022
From:	Alfred C. Ying, P.E., PTP ACY. Chin S. Taing, PTP, RSP1 CST LLG, Engineers	LLG Ref:	1-2-4479-1
Subject:	Go Store It Paramount Project – Transportation and Parking Assessment City of Paramount, California		

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Linscott, Law & Greenspan, Engineers (LLG) has prepared this memorandum to summarize the findings of the transportation and parking assessment for the proposed Go Store It Paramount project ("proposed project" herein). This memorandum serves as the traffic assessment that was required for the proposed project by the City of Paramount. The project site is located at 15932-15942 Minnesota Avenue in Paramount, California. The proposed project consists of the development of a five-story self-storage facility with a total of 104,630 square feet of building floor area, including a 750 square-foot leasing office to be located on the first floor. This assessment includes a summary of the existing conditions, proposed project description, project site access and circulation scheme, project trip generation, a vehicle miles traveled (VMT) screening assessment, an assessment of the potential traffic effects associated with the proposed project, as well as a parking analysis. Briefly, it is concluded that no significant transportation impacts are expected with the proposed project.

Existing Conditions

The project site is located at 15932-15942 Minnesota Avenue in the City of Paramount, California. The existing site is situated on the east side of Minnesota Avenue, just north of Monroe Street. The project site comprises four lots totaling approximately 0.74 acres (32,022 square feet) and is currently occupied by an existing industrial manufacturing building of 12,580 square feet. The project site and general vicinity are illustrated in ***Figure A***. An aerial photograph of the existing project site is presented in ***Figure B***.

Project Description

The proposed project consists of the development of a five-story self-storage facility with a total of 104,630 square feet of building floor area, including approximately 750 square feet of leasing office space to be located on the first floor. The rentable building area is planned to total approximately 75,334 square feet. The manned hours of storefront operation will be from 8:00 AM to 6:30 PM with the customer access available from 5:00 AM to 10:00 PM, seven days a week. Vehicular access to the project site is planned to be accommodated by two new 28-foot wide driveways on Minnesota Avenue. The conceptual project site plan is shown in ***Figure C***.

Figure C also illustrates the project's primary vehicular access points. Construction and occupancy of the proposed project is expected to occur by the year 2024.

Site Access and Circulation

Direct vehicular access to the project site is planned to be accommodated by two new driveways on Minnesota Avenue along the westerly project boundary. As shown in *Figure C*, the new driveways will be shifted north and south from the location of the existing driveway to be located at the northwest and southwest corners of the site. The proposed southerly project driveway will be restricted to left-/right-turns inbound only (i.e., ingress only movement) and the northerly project driveway will be restricted to left-/right-turns outbound (i.e., egress only movement) only. Within the project site, vehicle circulation will be accommodated by the drive aisle situated in a north-south alignment to provide adequate space for circulation of inbound and outbound vehicles during loading and unloading operations.

Figures D-1 and ***D-2*** illustrate the loading vehicles (i.e., cargo vans) turning maneuvers entering and exiting the planned loading stalls. The vehicles are expected to enter from the southerly driveway and back into the loading spaces upon entry. Once loading activities are completed, the vehicles would pull out of the loading spaces and turn right into the drive aisle before exiting via the site's northerly driveway.

Project Trip Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the proposed project were estimated for the weekday commuter AM and PM peak hours, as well as over a 24-hour daily period, using trip generation rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[1]. The ITE document contains trip rates for a variety of land uses which have been derived based on traffic counts conducted at existing sites throughout California and the United States.

It should be noted that other potential development programs for this site were reviewed in order to compare the trip generation forecasts for these other land uses with those of the proposed project. Descriptions of other potential development uses at this site were determined and provided by the project applicant representatives (i.e., multi-family residential, specialty trade contractor, building materials and lumber store, supermarket). Most of these other potential development uses are permitted in both the City's Heavy Manufacturing (M-2) zone and Central Industrial District land use designation within the General Plan. The traffic volumes expected to be

[1] Institute of Transportation Engineers *Trip Generation Manual*, 11th Edition, 2021.

generated by these comparative uses for the weekday daily, AM peak hour, and PM peak hour are summarized and contained in ***Appendix A*** for informational purposes only.

The trip generation rates and forecast of the vehicular trips anticipated to be generated by the proposed project are presented in ***Table A***. Traffic volumes expected to be generated by the proposed project were based upon rates per thousand square feet of gross floor area. ITE Land Use Code 151 (Mini-Warehouse) trip generation average rates were used to forecast the traffic volumes expected to be generated by the proposed self-storage project. As summarized in *Table A*, the proposed project is expected to generate nominal net new vehicle trips (three fewer inbound trips and three net new outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate eight (8) net new vehicle trips (seven inbound trips and one outbound trip). Over a 24-hour period, the proposed project is forecast to generate 90 net new daily trip ends (45 inbound trips and 45 outbound trips) during a typical weekday.

Vehicle Miles Traveled Assessment

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance was finalized in December 2018 (*OPR Technical Advisory*) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in VMT. The California Natural Resources Agency certified and adopted the CEQA Guidelines in December of 2018, and are now in effect. Accordingly, for the purpose of environmental review under CEQA, the City of Paramount has established criteria for transportation impacts based on VMT for land use projects and plans which is generally consistent with the recommendations provided by OPR in the *Technical Advisory*.

<u>Screening Criteria</u>

Public agencies traditionally have set certain thresholds to determine whether a project requires detailed transportation analysis or if it could be assumed to have less than significant environmental impacts without additional study. Consistent with the OPR's *Technical Advisory*, the City of Paramount has determined the following screening criteria for certain land development projects that may be presumed to result in a less than significant VMT impact:

- Projects that result in a net increase of 110 or less daily vehicle trips

- Projects located in a High-Quality Transit Area (i.e., within half-mile distance of an existing rail transit station or located within half-mile of two or more existing bus routes with a frequency of service interval of 15 minutes or less during morning and evening peak hours)
- Project is locally serving retail (less than 50,000 square feet), including gas stations, banks, restaurants, shopping center.
- Local-serving community colleges, K-12 schools, local parks, daycare centers, etc.
- Residential projects with 100 percent affordable housing
- Community institutions project (public library, fire station, local government)
- Local-serving hotels (e.g., non-destination hotels)
- Local-serving assembly uses (places of worship, community organizations)
- Public parking garages and parking lots
- Assisted living or senior housing projects
- Affordable, supportive, or transitional housing projects

Proposed projects are not required to satisfy all of the screening criteria in order to screen out of further VMT analysis; satisfaction of one criterion is sufficient for screening purposes.

As mentioned in OPR's *Technical Advisory*, new retail development typically redistributes and reroutes existing shopping trips rather than create new trips. By adding retail opportunities into the urban fabric and thereby improving destination proximity, local-serving retail and other local-serving projects tend to shorten trips and reduce VMT. It is also noted that lead agencies may presume such local-serving projects create a less than significant transportation impact. Similarly, the proposed project would improve the proximity of self-storage facilities serving the local community, thereby shortening travel distances and reducing VMT.

As summarized in *Table A*, the proposed project is forecast to generate approximately 1,699 fewer weekday daily vehicle trips, 33 fewer weekday AM peak hour trips, and 154 fewer weekday PM peak hour trips than that expected to be generated by a 50,000 square-foot local serving retail development. Further, the proposed project is expected to generate less than 110 net new weekday daily trips.

Figure E shows a map of existing self-storage facilities in the project vicinity. As shown in *Figure E*, four (4) existing self-storage facilities exist within an approximate 1.0-mile radius from the project site. Two (2) of the existing self-storage facilities are located in the City of Paramount and two are located further south in the City of Long

Beach. The proposed self-storage facility is expected to shorten trip lengths and is expected to exhibit VMT characteristics similar to that of a local-serving retail use.

Although the proposed self-storage project (i.e., with a total of 104,630 square feet of building floor area including approximately 75,334 square feet of rentable floor area) is more than 50,000 square feet, as representative of self-storage facilities, most of the space would be utilized as passive space for storage, and as such, the project is anticipated to generate significantly fewer trips than 50,000 square feet of retail use. Thus, the proposed project can be presumed to result in a less than significant VMT impact based on State guidance because it would reduce VMT by shortening trip lengths, similar to local-serving retail developments and local-serving projects. Therefore, the proposed project satisfies the criteria to be considered a local serving use and is screened out from further VMT analysis as it is presumed to cause less than significant transportation impacts. No further VMT analysis is required for the proposed project.

Project Parking

The City of Paramount Municipal Code does not currently specify off-street parking and loading requirements for self-storage facilities located within the Planned Development with Performance Standards (PD-PS) zone. The Code (*Section 17.44.460, Number of Off-Street Parking Spaces Required*) specifies the following guidance when parking requirements are not specified for a certain use:

> "The parking requirements for a use not specifically named in this section shall be determined by the Planning Commission in the manner set forth in Section 17.44.040 and such determination shall be based upon the requirements for the most comparable use specified herein. (Ord. 1152 § 4, 2021; prior code § 44-130)".

Proposed Project Parking Supply

Based on information displayed in *Figure C*, the proposed project is designed to provide a total of 13 parking spaces, including three (3) loading spaces on-site. The parking spaces will be provided within the surface parking area located near the western portion of the project property. The three (3) loading spaces are planned to be 30-foot long spaces. It should be noted that as part of the parking supply, the project must also provide a minimum of one (1) handicap accessible space in the parking area. This complies with the Americans with Disabilities Act requirement of a minimum of one (1) space of the total on-site parking supply as accessible space (i.e., for parking facilities with one to 25 spaces with one in every six handicap spaces being van accessible).

Peak Parking Demand Ratio Per the Institute of Transportation Engineers

For comparison purposes, a review of the parking demand rates published in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*[2], 5th Edition, was conducted. The *Parking Generation Manual* presents the state-of-the-practice understanding of the relationship between parking demand and various characteristics associated with individual land use developments, based on parking studies conducted at locations throughout North America. The average parking rate for Land Use Code 151 (Mini-Warehouse) on a typical weekday is 1.36 parked vehicles per 100 storage units, while the average parking rate on a typical Saturday is 0.94 parked vehicles per 100 storage units. Application of the Land Use Code 151 average parking demand rates to the proposed project results in a forecast weekday peak parking demand of 11 vehicles (i.e., 1.36 parked vehicles x 802 units/100 units = 10.90 parked vehicles or rounded up to 11 spaces).

Other Agency Parking Requirements

Research was also conducted regarding the parking requirements for the self-storage warehousing land use in other jurisdictions and is summarized below for informational purposes only.

- *City of Alhambra*
  The City of Alhambra Municipal Code (Section 35.52.040, Number of Parking Spaces Required), specifies the parking requirements for self-storage facilities as one (1) space for each employee, plus one (1) space for each 20,000 square feet of gross floor area and one (1) space for each vehicle or boat storage space, as well as two (2) enclosed spaces for a manager or caretaker's dwelling unit. Application of this parking requirement to the proposed project would result in a theoretical off-street parking requirement of 6 parking spaces (i.e., [104,630 square feet x 1 space / 20,000 square feet = 5 spaces] + [1 employee x 1 space per employee = 1 space] = 6 total spaces). The project's proposed parking supply of 13 parking spaces would adequately accommodate the theoretical parking requirement specified by the City of Alhambra Municipal Code.

- *City of Baldwin Park*
  The City of Baldwin Park Code of Ordinances (Section 153.150, Table 153.150.040, Number of Required Parking Spaces), specifies the parking requirements for self-storage facilities as four (4) spaces plus two (2) spaces for management and employees. Application of this parking requirement to the proposed project would result in a theoretical off-street parking requirement of 6 parking spaces (i.e., [4 spaces] + [2 spaces] = 6 total spaces). The project's proposed parking supply of 13 parking spaces would also adequately

[2] Institute of Transportation Engineers *Parking Generation Manual*, 5th Edition, Washington D.C., 2019.

accommodate the theoretical parking requirement specified by the City of Baldwin Park Code of Ordinances.

- *City of Long Beach*
  The City of Long Beach Municipal Code (Section 21.41.216, Table 41-1C, Required Number of Parking Spaces for Commercial, Industrial/Manufacturing and All Other Uses), specifies the parking requirements for mini-warehouse (self-storage) facilities as three (3) spaces plus one (1) space per 100 storage units. Application of this parking requirement to the proposed project would result in a theoretical off-street parking requirement of 11 parking spaces (i.e., [3 spaces] + [1 space/100 storage units x 802 units] = 11 total spaces). The project's proposed parking supply of 13 parking spaces would adequately accommodate the theoretical parking requirement by the City of Long Beach Municipal Code.

Application of any of the above self-storage warehouse land use parking ratios to the proposed project is not necessarily recommended. As stated above, these parking standards are provided for informational purposes only as it is recognized that parking demand is also influenced by a site's proximity to other influences including other comparable sites, employment, adjacent and convenient public transportation services, nearby bicycle route networks, etc.

Empirical Parking Demand Studies of Existing Self-Storage Facilities

This section summarizes other site-specific self-storage parking surveys that have been previously conducted by LLG as well as entry/exit access data provided for other existing A-1 self-storage facilities. Empirical parking demand studies of existing self-storage sites that are similar in nature to the proposed project have been conducted and are included for purposes of this parking analysis. The purpose for these studies was to determine existing parking demand ratios for other self-storage sites that are similar in nature to the proposed project and to develop the forecast parking demand using the derived empirical parking ratios.

Existing A-1 Storage Facilities

In order to determine the expected actual peak parking demand for the proposed project, a site-specific parking demand analysis was conducted for three existing A-1 self-storage facilities. The sites selected for the analysis are as follows:

- A-1 Self Storage, 26390 Forest Ridge Drive, Lake Forest, California (with 58,212 rentable square feet)
- A-1 Self Storage, 20704 Earl Street, Torrance, California (with 79,352 rentable square feet)
- A-1 Self Storage, 420 East Lambert Road, La Habra, California (with 73,278 rentable square feet)

Weekday and Saturday parking demands for each site were determined based on the actual entry/exit access data for each storage unit as provided by the A-1 self-storage

representatives. It was then conservatively assumed that patrons for each unit would occupy one vehicle parking space for the duration when these units were accessed. Brief summaries of the parking demand are presented below:

- A-1 Self Storage, 26390 Forest Ridge Drive, Lake Forest
  - On Saturday, February 8, 2020, the peak parking demand was derived to occur at 11:00 AM, 1:00 PM, 2:00 PM, and 4:00 PM with three (3) vehicles parked at the site.
  - On Tuesday, February 11, 2020, the peak parking demand was derived to occur at 9:00 AM, 1:00 PM to 4:00 PM, and 5:00 PM with two (2) vehicles parked at the site.
- A-1 Self Storage, 20704 Earl Street, Torrance
  - On Saturday, February 8, 2020, the peak parking demand was derived to occur at 10:00 AM with five (5) vehicles parked at the site.
  - On Thursday, February 6, 2020, the peak parking demand was derived to occur at 2:00 PM with four (4) vehicles parked at the site.
- A-1 Self Storage, 420 East Lambert Road, La Habra
  - On Saturday, February 15, 2020, the peak parking demand was derived to occur at 10:00 AM to 2:00 PM with five (5) vehicles parked at the site.
  - On Wednesday, February 12, 2020, the peak parking demand was derived to occur at 1:00 PM, 2:00 PM, and 7:00 PM with two (2) vehicles parked at the site.

Existing Extra Space Storage Facilities

In addition to the access data utilized for the other existing A-1 self-storage facilities, site-specific parking demand analyses were conducted for two existing Extra Space self-storage facilities located within the City of Burbank. The sites selected for the analysis are as follows:

- Extra Space Storage, 2801 Thornton Avenue, Burbank, California (with 50,369 rentable square feet)
- Extra Space Storage, 175 West Verdugo Avenue, Burbank, California (with 103,306 rentable square feet)

Parking accumulation surveys were conducted at each site by a traffic count subconsultant (The Traffic Solution) in hourly time increments on a typical mid-week day (i.e., Tuesday) from 9:30 AM to 5:30 PM, and on a typical weekend day (i.e., Saturday) from 9:00 AM to 5:00 PM in March 2019. Brief summaries of the parking accumulation surveys are presented below:

- Extra Space Storage, 2801 Thornton Avenue
  - On Saturday, March 16, 2019 the peak parking demand occurred at 10:00 AM and 11:00 AM when three (3) vehicles were parked at the site.
  - On Tuesday, March 19, 2019, the peak parking demand occurred at 10:30 AM and 5:30 PM when three (3) vehicles were parked at the site.
- Extra Space Storage, 175 West Verdugo Avenue
  - On Saturday, March 16, 2019, the peak parking demand occurred at 1:00 PM when six (6) vehicles were parked at the site.
  - On Tuesday, March 19, 2019, the peak parking demand occurred at 2:30 PM, 4:30 PM, and 5:30 PM when three (3) vehicles were parked at the site.

Existing Derived Peak Parking Demand Ratio

By comparing the peak parking demand at each site to the number of occupied storage units, the existing peak parking demand ratio can be calculated for each of the existing self-storage facilities. The calculated peak parking demand ratios for each survey location are contained in ***Appendix B*** [refer to ***Appendix Tables B-1*** and ***B-2***]. The aggregate peak parking demand ratio, which blends the peak parking demand and number of occupied units for all sites in order to reduce the variation due to individual characteristics at each site, is also presented in *Appendix B*. It is concluded that the peak parking demand ratio, based on the aggregate of all three existing A-1 Self-Storage sites as well as the aggregate of both existing Extra Space Storage sites, is 0.007 vehicles per occupied storage unit.

Forecast Project Peak Parking Demand

As described above, based on the empirical surveys conducted at the comparable sites, the highest aggregate peak parking demand ratio was determined to be 0.007 spaces per occupied storage unit. Application of this peak parking demand ratio is appropriate as it is based on the empirical site-specific survey data. Application of this peak parking demand ratio to the proposed 802-unit self-storage project yields a forecast peak parking demand of 6 parking spaces (i.e., 0.007 spaces/occupied storage unit x 802 storage units = rounded to 6 spaces). In comparison, this empirically derived peak parking demand (i.e., 6 spaces) represents roughly half of the parking demand forecast (i.e., 11 spaces) using the ITE parking rates.

As previously noted, the project is planned to provide 13 total parking spaces. Therefore, it is concluded that the proposed parking supply for the project is sufficient to accommodate the empirically derived peak parking demand of six (6) vehicles. During other time periods of the day and other days of the week, a greater parking surplus could be expected for the proposed project.

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Summary and Conclusions

- ***Project Description*** – This transportation and parking assessment has been conducted to identify and evaluate the potential impacts of traffic generated by the proposed self-storage project to be located at 15932-15942 Minnesota Avenue. The proposed project consists of the development of a five-story self-storage facility with a total of 104,630 square feet of building floor area, including approximately 750 square feet of leasing office space to be located on the first floor. The rentable building area is planned to total approximately 75,334 square feet of floor area. Vehicular access to the project site is planned to be accommodated by two driveways: one inbound only and one outbound only driveway on Minnesota Avenue. Construction and occupancy of the proposed project is expected to occur by the first quarter of year 2024.
- ***Project Trip Generation*** – The proposed project is forecast to generate nominal net new vehicle trips (three fewer inbound trips and three net new outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate eight (8) net new vehicle trips (seven inbound trips and one outbound trip). Over a 24-hour period, the proposed project is forecast to generate 90 net new daily trip ends (45 inbound trips and 45 outbound trips) during a typical weekday.
- ***Vehicle Miles Traveled Assessment –*** Based on the City of Paramount screening criteria for certain land development projects, it is presumed that the proposed project will result in a less than significant VMT impact. The proposed project is expected to generate less than 110 net new weekday daily trips and it would reduce VMT by shortening trip lengths, similar to local-serving retail developments and local-serving projects. No further VMT analysis is required for the proposed project.
- ***Project Parking –*** The proposed project is designed to provide a total of 13 parking spaces on-site, including one (1) handicap accessible space and three (3) loading spaces. The three (3) loading spaces would be 30 feet long. Based on the empirical surveys conducted at the comparable sites, the highest aggregate peak parking demand ratio was determined to be 0.007 spaces per occupied storage unit. Application of this peak parking demand ratio to the proposed project yields a forecast peak parking demand of six (6) parking spaces. The proposed parking supply for the project is sufficient to accommodate the empirically-derived peak parking demand. During other time periods of the day and other days of the week, a greater parking surplus could be expected for the proposed project.

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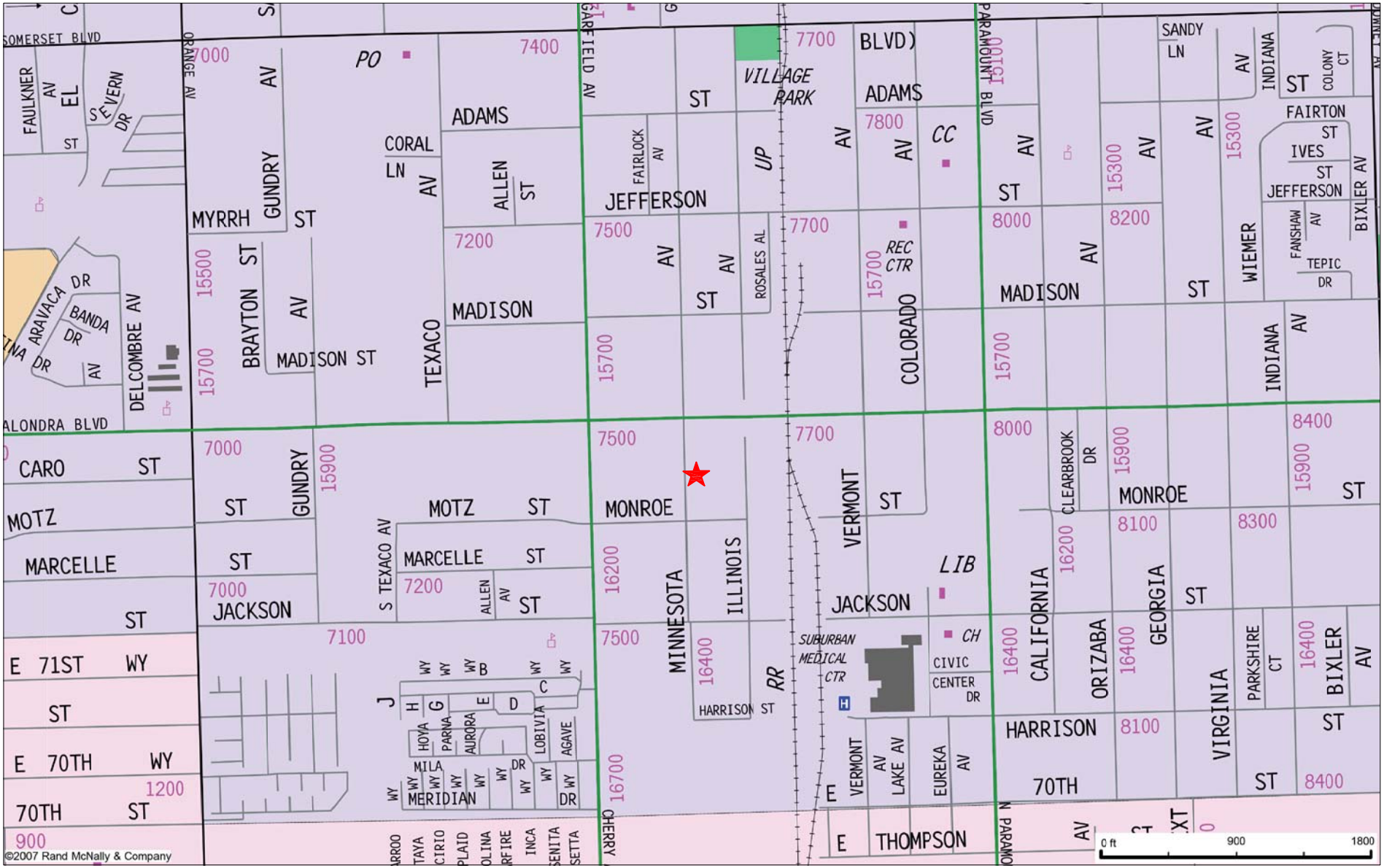

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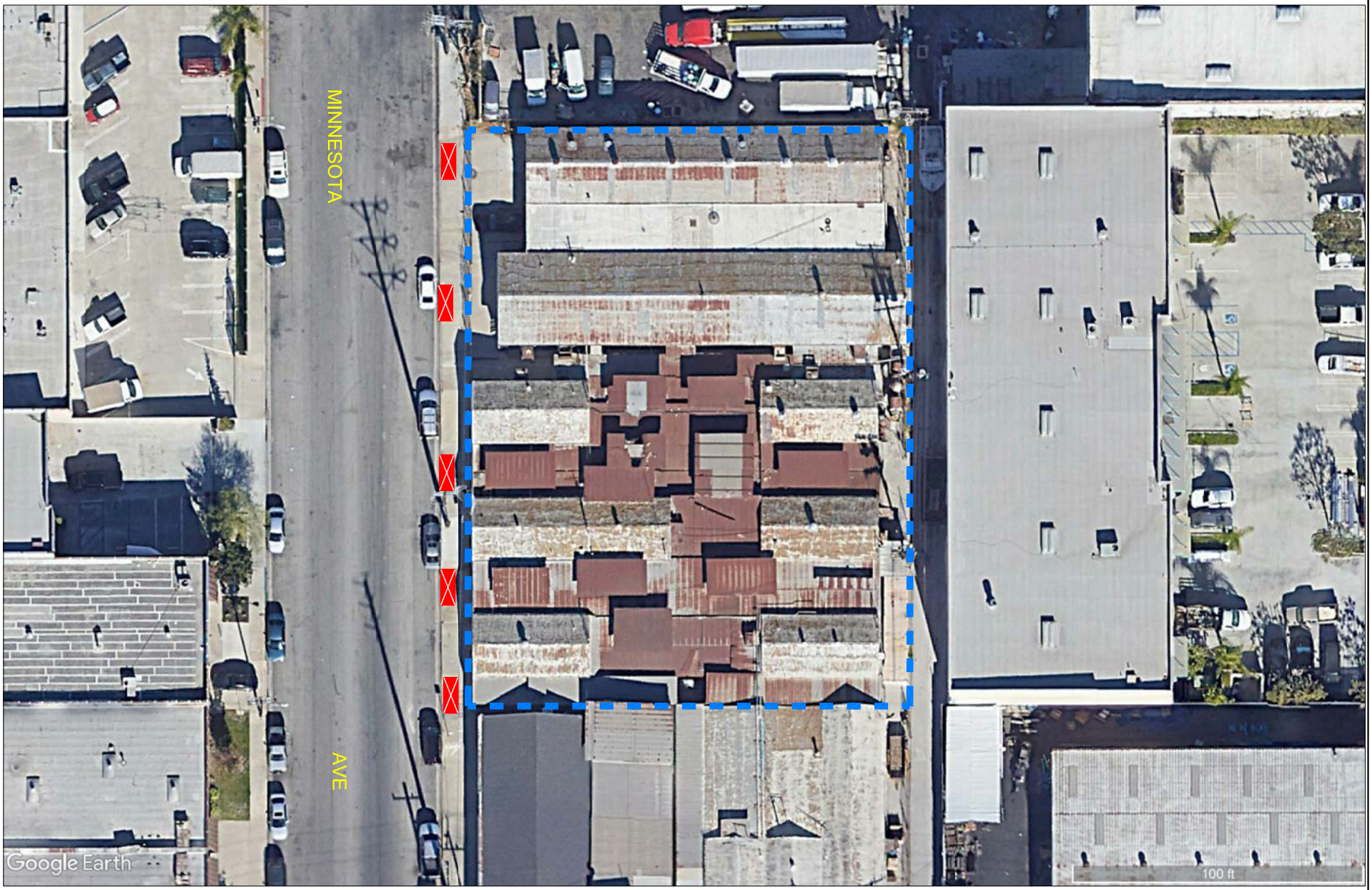
★ Project Site

Figure A
Vicinity Map

Go Store It Paramount Project



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MAP SOURCE: GOOGLE EARTH PRO

Project Site

Existing Driveway

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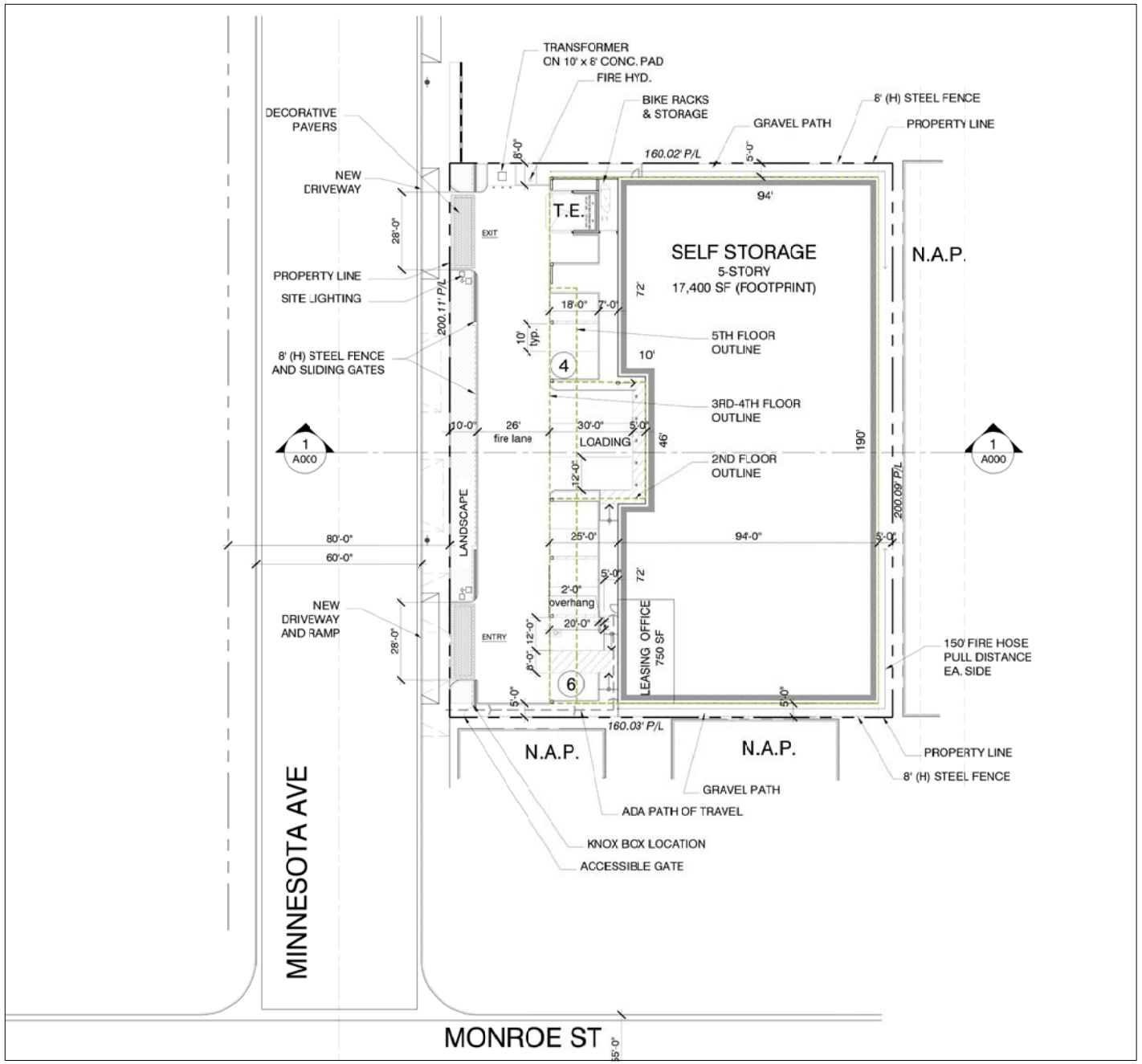
Figure B
Aerial Photograph of Existing Site

Go Store It Paramount Project



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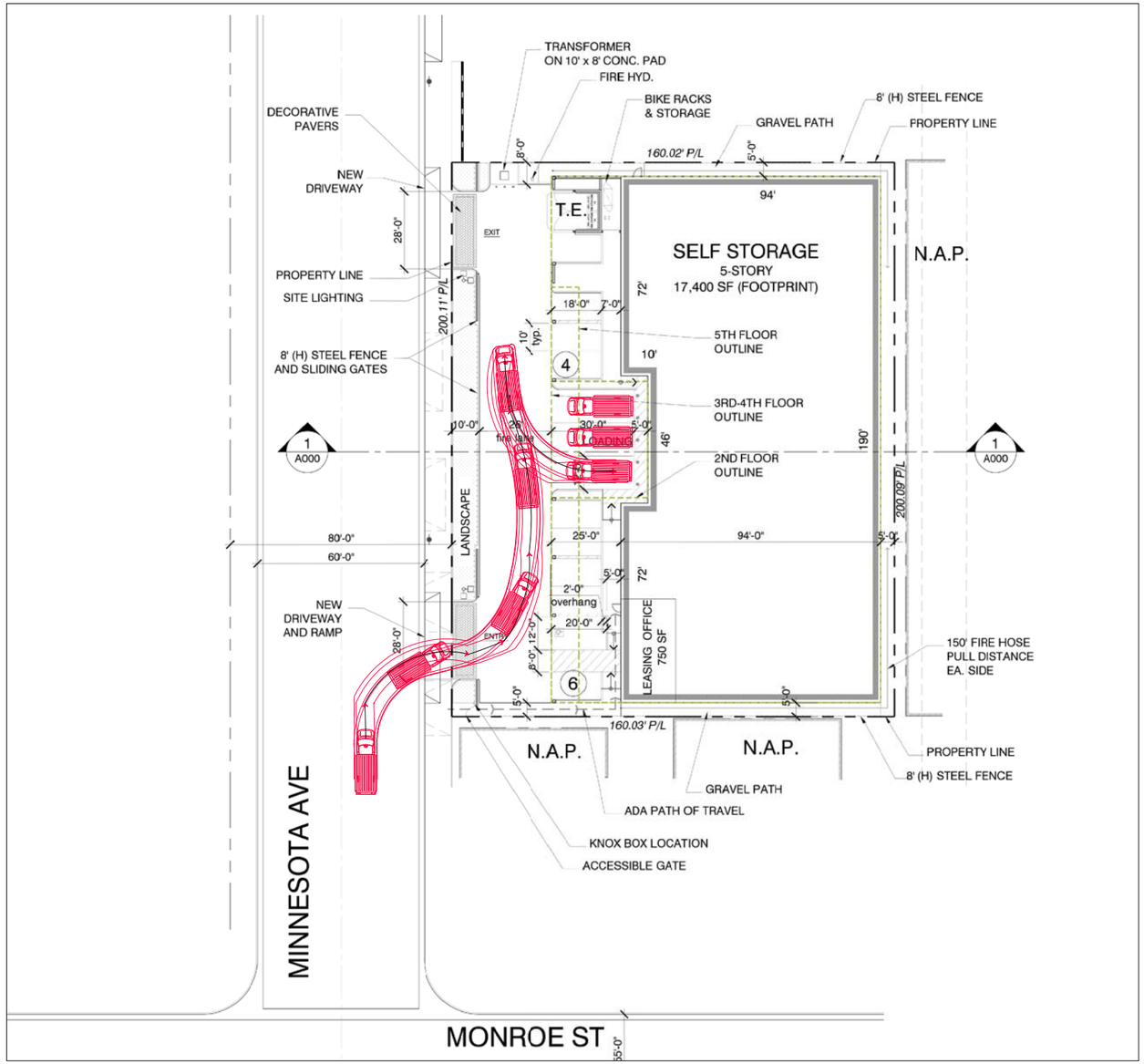
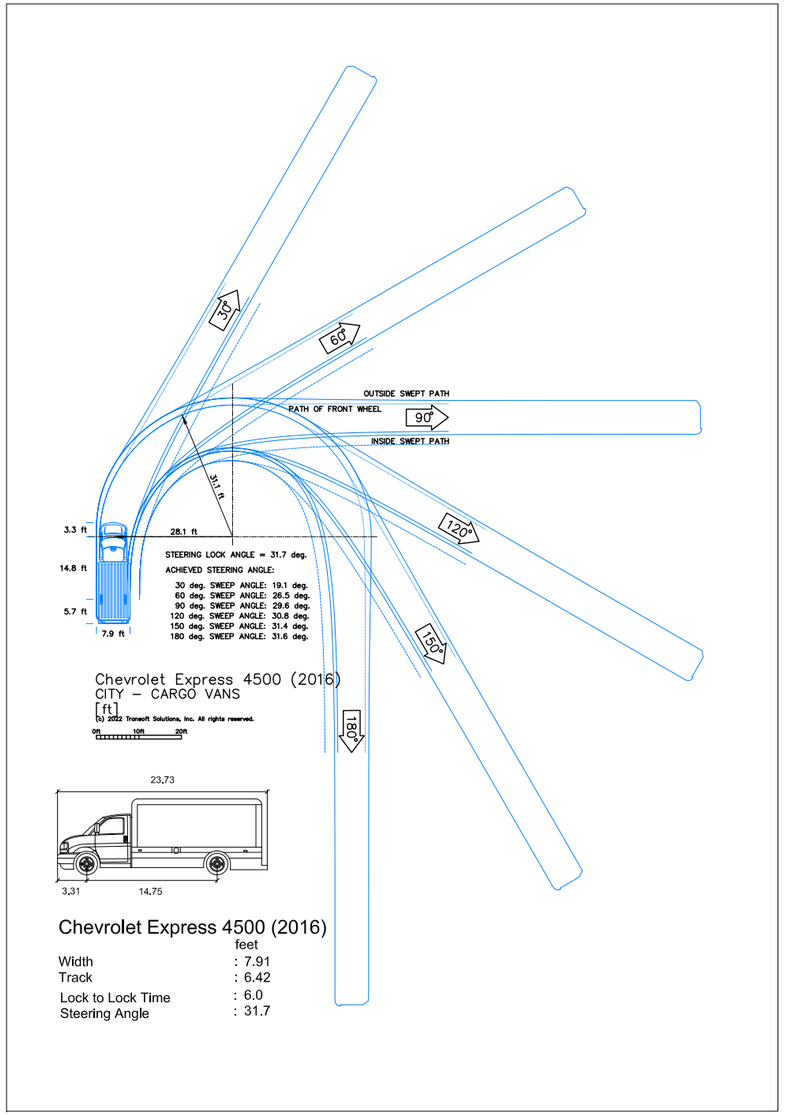
SOURCE: MCG ARCHITECTURE

Figure C
Site Plan

Go Store It Paramount Project





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MAP SOURCE: MCG ARCHITECTURE

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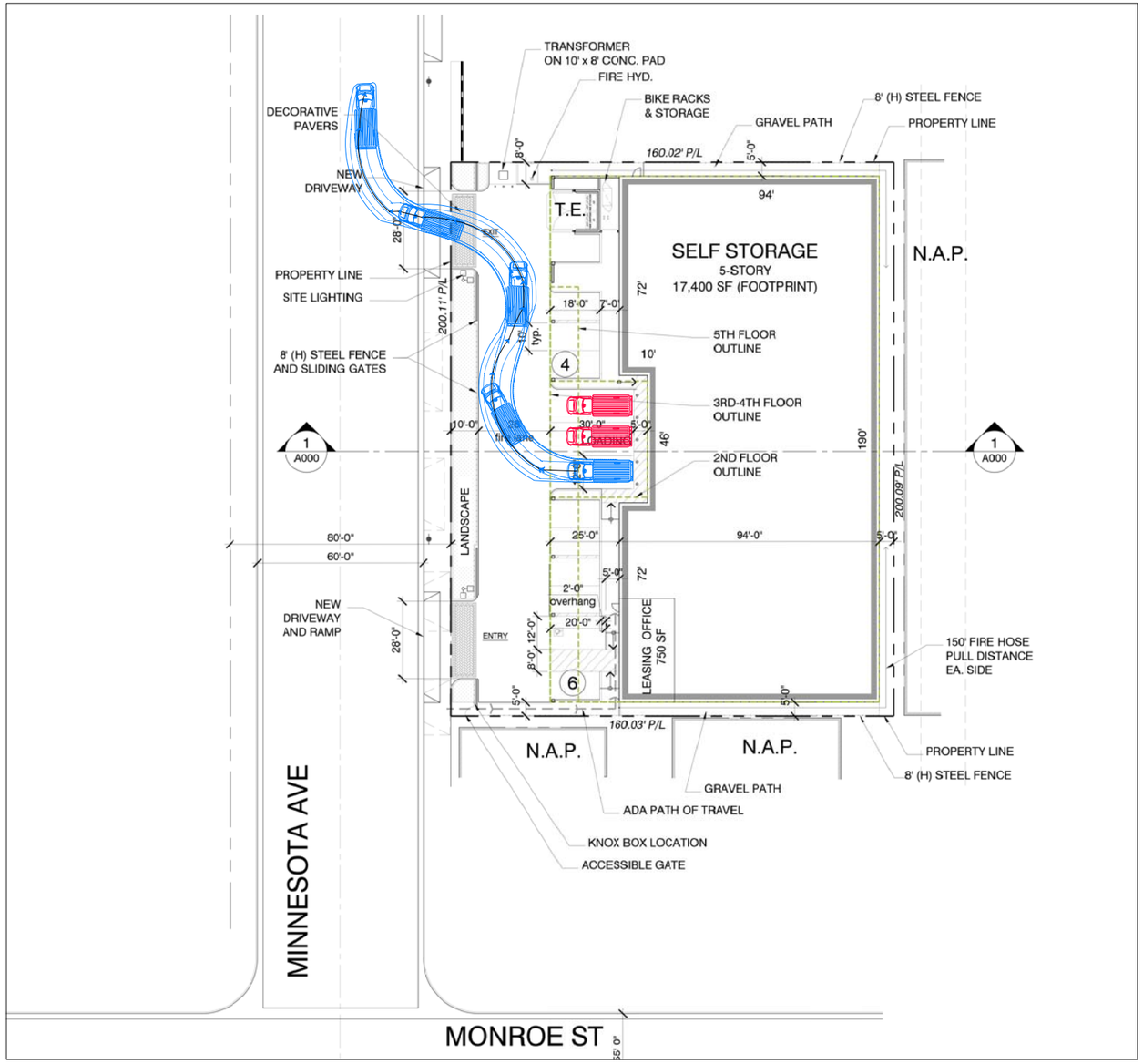
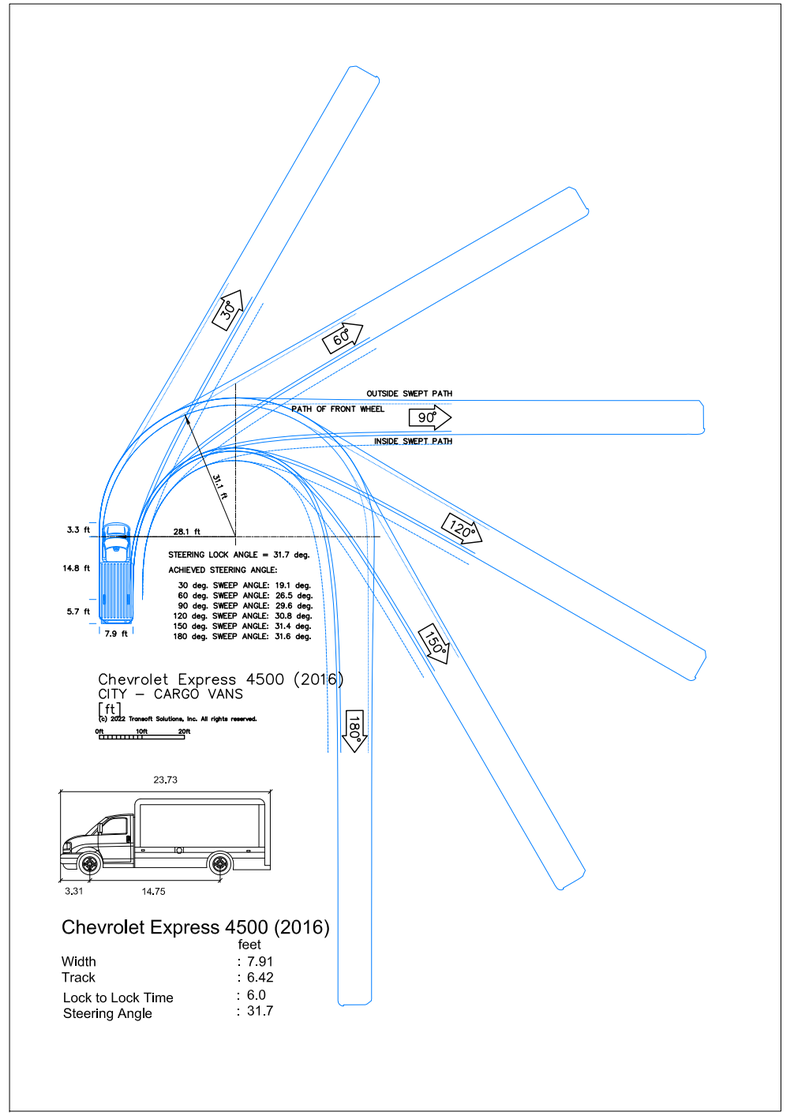
Figure D-1

Truck Maneuvering Analysis - Inbound

Chevrolet Cargo Van

Go Store It Paramount Project





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MAP SOURCE: MCG ARCHITECTURE

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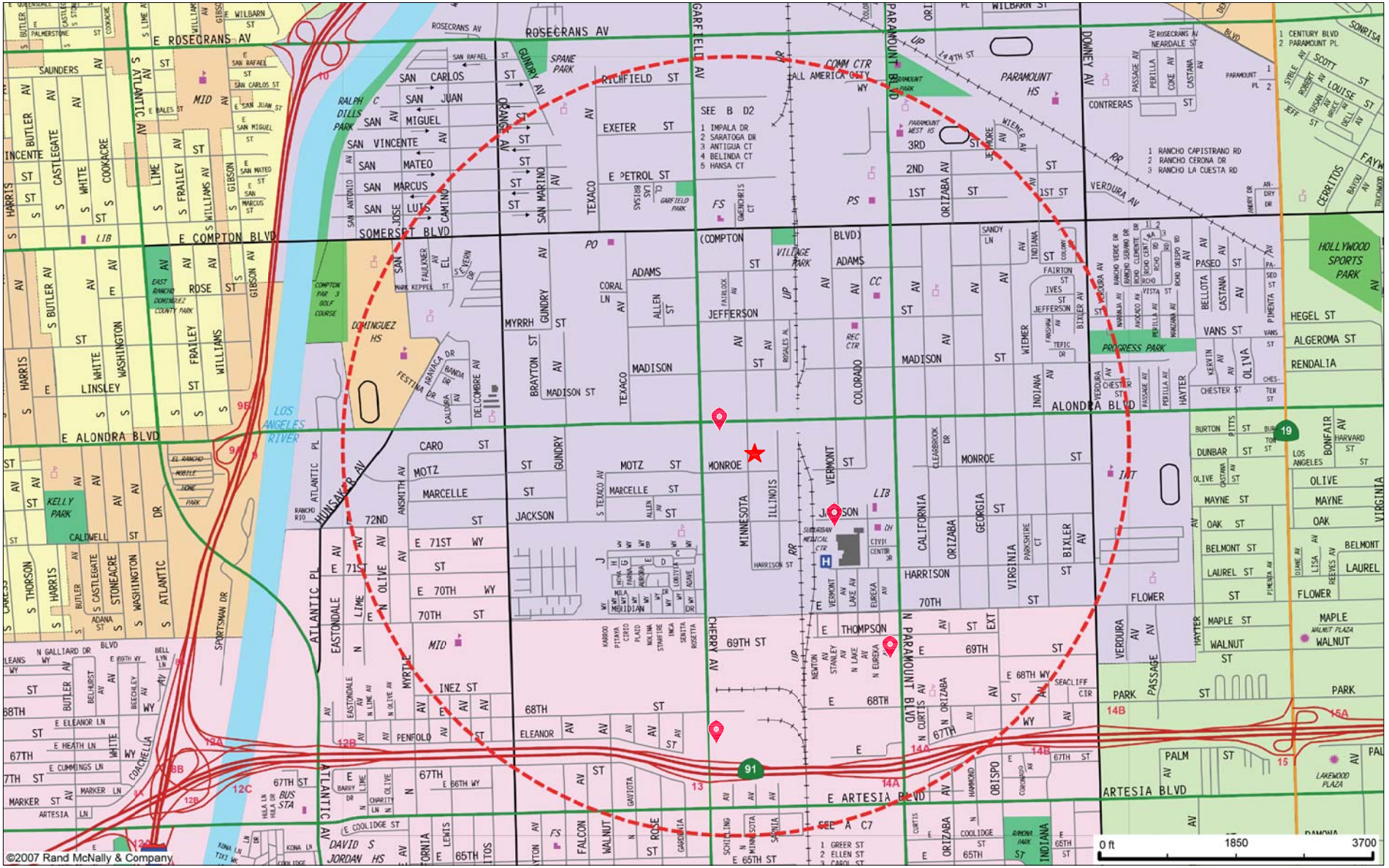
Figure D-2

Truck Maneuvering Analysis - Outbound

Chevrolet Cargo Van

Go Store It Paramount Project



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Project Site

Existing Self-Storage Facility

Figure E
Locations of Existing Self-Storage Facilities

Go Store It Paramount Project

Table A
PROJECT TRIP GENERATION AND COMPARISON WITH VMT SCREENING CRITERIA [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Use								
Mini-Warehouse [3]	104,630 GSF	152	5	4	9	8	8	16
Less Existing Use								
Light Industrial [4]	(12,580) GSF	(62)	(8)	(1)	(9)	(1)	(7)	(8)
Total Net Project Trips [a]		**90**	**(3)**	**3**	**0**	**7**	**1**	**8**
Screening Land Use [b]								
Retail [5]	50,000 GLSF	1,851	26	16	42	82	88	170
Less Existing Use								
Light Industrial [4]	(12,580) GSF	(62)	(8)	(1)	(9)	(1)	(7)	(8)
Total Net Screening Land Use Trips [b]		**1,789**	**18**	**15**	**33**	**81**	**81**	**162**
Difference in Trip Generation ([a]-[b])		(1,699)	(21)	(12)	(33)	(74)	(80)	(154)

[1] Source: ITE "Trip Generation Manual", 11th Edition, 2021.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 151 (Mini-Warehouse) trip generation average rates.
- Weekday Daily Trip Rate: 1.45 trips/1,000 SF of floor area; 50% inbound/50% outbound
- Weekday AM Peak Hour Trip Rate: 0.09 trips/1,000 SF of floor area; 59% inbound/41% outbound
- Weekday PM Peak Hour Trip Rate: 0.15 trips/1,000 SF of floor area; 47% inbound/53% outbound

[4] ITE Land Use Code 110 (General Light Industrial) trip generation average rates.
- Daily Trip Rate: 4.87 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.74 trips/1,000 SF of floor area; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: 0.65 trips/1,000 SF of floor area; 14% inbound/86% outbound

[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 37.01 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.84 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.40 trips/1,000 SF of floor area; 48% inbound/52% outbound

ATTACHMENT A

TRIP GENERATION FORECASTS FOR COMPARABLE USES

Appendix Table A-1
COMPARATIVE USE TRIP GENERATION FORECASTS [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Use								
Mini-Warehouse [3]	104,630 GSF	152	5	4	9	8	8	16
Alternative A								
Multi-Family Residential [4]	30 DU	136	3	8	11	7	5	12
Alternative B								
Specialty Trade Contractor [5]	32,000 GSF	314	39	14	53	20	42	62
Alternative C								
Building Materials and Lumber Store [6]	20,000 GSF	341	20	12	32	21	24	45
Alternative D								
Supermarket [7]	25,000 GSF	2,346	42	30	72	112	112	224

[1] Source: ITE "Trip Generation Manual", 11th Edition, 2021.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 151 (Mini-Warehouse) trip generation average rates.
- Weekday Daily Trip Rate: 1.45 trips/1,000 SF of floor area; 50% inbound/50% outbound
- Weekday AM Peak Hour Trip Rate: 0.09 trips/1,000 SF of floor area; 59% inbound/41% outbound
- Weekday PM Peak Hour Trip Rate: 0.15 trips/1,000 SF of floor area; 47% inbound/53% outbound

[4] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates.
- Daily Trip Rate: 4.54 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.37 trips/dwelling unit; 23% inbound/77% outbound
- PM Peak Hour Trip Rate: 0.39 trips/dwelling unit; 61% inbound/39% outbound

[5] ITE Land Use Code 180 (Specialty Trade Contractor) trip generation average rates.
- Daily Trip Rate: 9.82 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.66 trips/1,000 SF of floor area; 74% inbound/26% outbound
- PM Peak Hour Trip Rate: 1.93 trips/1,000 SF of floor area; 32% inbound/68% outbound

[6] ITE Land Use Code 812 (Building Materials and Lumber Store) trip generation average rates.
- Daily Trip Rate: 17.05 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.59 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 2.25 trips/1,000 SF of floor area; 46% inbound/54% outbound

[7] ITE Land Use Code 850 (Supermarket) trip generation average rates.
- Weekday Daily Trip Rate: 93.84 trips/1,000 SF of floor area; 50% inbound/50% outbound
- Weekday AM Peak Hour Trip Rate: 2.86 trips/1,000 SF of floor area; 59% inbound/41% outbound
- Weekday PM Peak Hour Trip Rate: 8.95 trips/1,000 SF of floor area; 50% inbound/50% outbound

ATTACHMENT B

EMPIRICAL PARKING DATA – PEAK PARKING RATIOS

Appendix Table B-1
SUMMARY OF PEAK PARKING RATIOS [1]
Existing A-1 Self-Storage Facilities

Date	PEAK PARKING DEMAND SPACES	TOTAL UNITS UNITS	TOTAL OCCUPIED UNITS OCC. UNITS	PEAK PARKING RATIOS (PER OCC. UNIT) SPS/OCC. UNIT	PEAK PARKING RATIOS RATIOS APPLIED TO PROPOSED PROJECT OCC. UNITS	SPACES
A-1 Self Storage, 26390 Forest Ridge Drive, Lake Forest						
Saturday, February 8, 2020	3 [2]	624	592	0.005	680	4
Tuesday, February 11, 2020	2 [3]	624	592	0.003	680	3
A-1 Self Storage, 20704 Earl Street, Torrance						
Saturday, February 8, 2020	5 [4]	572	557	0.009	680	7
Thursday, February 6, 2020	4 [5]	572	557	0.007	680	5
A-1 Self Storage, 420 E. Lambert Road, La Habra						
Saturday, February 15, 2020	5 [6]	779	726	0.007	680	5
Wednesday, February 12, 2020	2 [7]	779	726	0.003	680	3
Aggregate of All Three Sites						
Saturdays	13	1,975	1,875	0.007	680	5
Weekdays	8	1,975	1,875	0.004	680	3

[1] Based on entry/exit data provided by the A-1 self-storage representatives for other existing A-1 self-storage facilities located in the Cities of Lake Forest, Torrance, and La Habra.
[2] The peak parking demand was forecast to occur at 11:00 AM, 1:00 PM, 2:00 PM, and 4:00 PM on Saturday, February 8, 2020.
[3] The peak parking demand was forecast to occur at 9:00 AM, 1:00 PM to 4:00 PM, and 5:00 PM, on Tuesday, February 11, 2020.
[4] The peak parking demand was forecast to occur at 10:00 AM on Saturday, February 8, 2020.
[5] The peak parking demand was forecast to occur at 2:00 PM on Thursday, February 6, 2020.
[6] The peak parking demand was forecast to occur at 10:00 AM to 2:00 PM, on Saturday, February 15, 2020.
[7] The peak parking demand was forecast to occur at 1:00 PM, 2:00 PM, and 7:00 PM on Wednesday, February 12, 2020.

Appendix Table B-2
SUMMARY OF PEAK PARKING RATIOS [1]
Existing Extra Space Self-Storage Facilities

Date	OBSERVED PEAK PARKING DEMAND SPACES	TOTAL UNITS UNITS	TOTAL OCCUPIED UNITS OCC. UNITS	PEAK PARKING RATIOS (PER OCC. UNIT) SPS/OCC. UNIT	PEAK PARKING RATIOS RATIOS APPLIED TO PROPOSED PROJECT OCC. UNITS	SPACES
Extra Space Storage, 2801 Thornton Avenue						
Saturday, March 16, 2019	3 [2]	468	452	0.007	680	5
Tuesday, March 19, 2019	3 [3]	468	452	0.007	680	5
Extra Space Storage, 175 W. Verdugo Avenue						
Saturday, March 16, 2019	6 [4]	973	916	0.007	680	5
Tuesday, March 19, 2019	3 [5]	973	916	0.003	680	3
Aggregate of Both Sites						
Saturday, March 16, 2019	9	1,441	1,368	0.007	680	5
Tuesday, March 19, 2019	6	1,441	1,368	0.004	680	3

[1] Based on parking accumulation surveys conducted by The Traffic Solution on Saturday, March 16 and Tuesday, March 19, 2019 at existing Extra Space Self-Storage facilities in the City of Burbank.
[2] The peak parking demand occurred at 10:00 AM and 11:00 AM on Saturday, March 16, 2019.
[3] The peak parking demand occurred at 10:30 AM and 5:30 PM on Tuesday, March 19, 2019.
[4] The peak parking demand occurred at 1:00 PM on Saturday, March 16, 2019.
[5] The peak parking demand occurred at 2:30 PM, 4:30 PM, and 5:30 PM on Tuesday, March 19, 2019.