



MEMORANDUM

DATE: June 5, 2023
To: Clint Kleppe, Extra Space Storage
FROM: Ken Wilhelm, LSA
SUBJECT: Transportation Analysis for 1761 West Katella Avenue, Anaheim, California

This memorandum analyzes the potential for the project, located at 1761 West Katella Avenue, to result in significant transportation impacts according to thresholds established by the City of Anaheim (City). The City's *Criteria for Preparation of Traffic Impact Studies* states that a Traffic Impact Analysis (TIA) would be needed for a project that would generate 100 or more a.m. or p.m. peak-hour trips, would contribute 51 or more peak-hour trips to any Congestion Management Program (CMP) monitored intersection, would generate 1,600 daily trips if located on the CMP highway system, or would generate 2,400 daily trips if adjacent to the CMP highway system. The Orange County CMP includes Katella Avenue.

The potential for transportation impacts also considers a project's vehicle miles traveled (VMT). This memorandum presents a VMT screening assessment according to the *City of Anaheim Traffic Impact Analysis Guidelines for California Environmental Quality Act (CEQA) Analysis* (June 2020) (City's Guidelines).

PROJECT DESCRIPTION

The proposed project is the addition of a 2 story self-storage building within the existing Extra Space facility, located at 1761 West Katella Avenue, Anaheim, California. The existing facility includes 62,235 square feet (sf), including a 58,956 sf self-storage building (to remain) and a separate 3,279 sf one-story self-storage building (to be demolished) on site. As part of the project, approximately 57 RV/Boat/Vehicle storage spaces (surface parking) and the 3,279 sf existing self-storage building will be removed, and a 52,661 sf self-storage building will be constructed on site. The total self-storage sf on-site (including the existing 58,956 sf to remain) will be 111,617 sf. Access to the site will continue to be provided via Humor Drive. The project (both existing and proposed) will provide 21 parking spaces on-site.

TRIP GENERATION

LSA examined the trip generation potential of the proposed project by referencing trip generation rates found in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (2021). ITE Land Use 151 (Mini-Warehouse) identifies trip generation rates for the existing and proposed uses. In addition, the proposed project would demolish 57 RV/Boat/vehicle storage spaces

on site. The project’s trip generation for the RV/Boat/vehicle storage spaces was forecast by employing site-specific trips surveyed for existing similar RV/Boat/Vehicle storage facilities in Chino and Ontario, California. Trip generation surveys for these facilities are provided as an attachment. Trips for the RV/Boat/Vehicle storage spaces were calculated using average trip rates derived from the collected trip generation surveys at both facilities. Table A presents the anticipated trip generation for the proposed project.

Table A: Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates¹									
Mini-Warehouse (151)	–	TSF	1.45	0.05	0.04	0.09	0.07	0.08	0.15
RV/Boat/Vehicle Storage ²	–	Space	0.48	0.02	0.01	0.03	0.02	0.02	0.04
Trip Generation									
<i>Existing Uses to be Demolished</i>									
Mini-Warehouse	3,279	TSF	5	0	0	0	0	0	0
RV/Boat Storage	57	Spaces	27	1	1	2	1	1	2
Subtotal			32	1	1	2	1	1	2
<i>Proposed Project</i>									
Mini-Warehouse	52,661	TSF	76	3	2	5	4	4	8
New Trip Generation			44	2	1	3	3	3	6

¹ Trip rates are referenced from the Institute of Transportation Engineers Trip Generation Manual, 11th Edition (2021).

² The daily, total a.m., and p.m. peak-hour trips are based on survey data collected at the existing similar facilities in Chino and Ontario (2021). 50% inbound and 50% outbound is assumed for the peak hours of RV/Boat storage.

ADT = average daily trips

DU = dwelling unit

TSF = thousand square feet

As shown in Table A, the anticipated net trip generation for the project is 44 daily trips, of which 3 trips would occur in the a.m. peak hour and 6 trips would occur in the p.m. peak hour.

Because the project is anticipated to generate fewer than 100 peak-hour trips and contribute fewer than 51 trips to any CMP intersection, the project trip generation is below the threshold established for analysis by the City’s Guidelines.

VEHICLE MILES TRAVELED

The State revised its *State CEQA Guidelines* in January 2019. Among the revisions, vehicle delay and level of service (LOS) analysis have been removed from consideration under CEQA. The current *State CEQA Guidelines* prescribe the evaluation of transportation impacts on a project’s effect on VMT. Simultaneous with clearance of the revised *State CEQA Guidelines*, the Governor’s Office of Planning and Research released the *Technical Advisory for Evaluating Transportation Impacts under CEQA* (2018).

On June 23, 2020, the City’s Guidelines, which are consistent with the State’s Technical Advisory, were adopted. These adopted guidelines include screening criteria for various project types that can be screened from project-level assessment because they are presumed to have a less than

significant impact. The examples of projects that could be screened include projects in transit priority areas, projects in low VMT areas, and certain project types that are local-serving or generate a small number of trips.

According to Attachment A in the City's Guidelines, the project, located at 1761 West Katella Avenue, would be within a transit-priority area (i.e., high quality transit bus stops within 0.5 mile of the project site). The project Floor Area Ratio (FAR), parking supply, and Sustainable Community Strategies (SCS) consistency also support the ability for this project to qualify for Type 1 project screening.

According to Attachment B in the City's Guidelines, the project would also be within a low-VMT area that generates less than 85 percent of the regional average VMT. This would qualify for Type 2 project screening for the proposed project.

As shown in Table A (above), the project is expected to generate a small number of daily trips (44 ADT). Because the project would generate fewer than 110 daily vehicle trips, the project meets the criteria for a less than significant VMT impact under Type 3 project screening in the City's Guidelines. Therefore, the proposed project would result in a less than significant impact, and a project-level VMT quantified analysis is not required under the City's Guidelines.

CONCLUSION

Because the proposed project would not generate 100 or more a.m. or p.m. peak-hour trips and would not have the potential to add 51 or more peak-hour trips to any CMP monitored intersection or to add 1,600 daily trips to the CMP system, the proposed project does not meet the criteria for requiring a TIA. In addition, the proposed project would be assumed to have a less than significant impact on transportation according to the City's Guidelines and State guidance on evaluating transportation impacts under CEQA. Therefore, no additional transportation analysis is necessary for the proposed project.

Attachment: RV/Boat storage trip generation surveys

RV Storage Trip Generation Surveys

1 Chino Location: 292 spaces

Date	AM Peak Hour	PM Peak Hour	Daily
15-Jun	13	11	134
16-Jun	10	16	115
17-Jun	4	15	121
Average	9	14	123

Rate (trips per parking space)	0.03	0.05	0.42
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2 Ontario Location: 815 spaces

Date	AM Peak Hour	PM Peak Hour	Daily
15-Jun	23	33	435
16-Jun	22	35	438
17-Jun	24	31	432
Average	23	33	435

Rate (trips per parking space)	0.03	0.04	0.53
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Average Rate between both sites			
Location	AM Peak Hour	PM Peak Hour	Daily
Chino	0.03	0.05	0.42
Ontario	0.03	0.04	0.53
Average Rate (Trips per Space)	0.03	0.04	0.48