APPENDIX F:

TRANSPORTATION STUDY

Linscott, Law & Greenspan, Engineers,
Traffic Impact Assessement for the
Go Store It Self-Storage Project,
Whittier, California
March 18, 2025.

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March 18, 2025

Ms. Jennifer Rocci
Madison Capital/Go Store It
450 Newport Center Drive, Suite 250
Newport Beach, CA 92660

LLG Reference: 1.25.4676.1

Subject: **Traffic Impact Assessment for the Go Store It Self Storage Project**
Whittier, California

Dear Ms. Rocci:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Traffic Impact Assessment for the proposed Go Store It Self Storage Project (herein referred to as "Project"), located at 12090 Whittier Boulevard in the City of Whittier, California. The 1.56 acre project site is currently occupied by the existing M&S Auto Salvage. ***Figure 1***, located at the rear of this letter report, presents an aerial Vicinity Map, which illustrates the general location of the project site and depicts the surrounding street system.

This letter report will outline the traffic generation forecast potential for the proposed Project and assess whether the proposed Project will create any potential traffic impacts on the surrounding transportation system based on the *City of Whittier Vehicle Miles Traveled (VMT) Transportation Study Guidelines*, dated October 2021. The letter report will also evaluate Vehicle Miles Traveled (VMT) screening options per the City's guidelines.

Our method of analysis, findings, and recommendations are detailed in the following sections of this letter report.

PROJECT DESCRIPTION

Figure 2 presents the proposed site plan for the proposed Project, prepared by MCG Architecture. As shown in *Figure 2,* the proposed Project will consist of a five-story, 152,625 square-foot (SF) self-storage facility. Access to the project site will be provided via one right-turn in/right-turn out only driveway located along Whittier Boulevard and via one driveway located along the Whittier

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Boulevard frontage road. The proposed Project is providing 17 parking spaces, consistent with City code requirements.

PROJECT TRAFFIC GENERATION FORECAST

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the 11th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2021].

Table 1, located at the rear of this letter report following the figures, summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project and the existing entitled land use and presents the forecast daily and peak hour project traffic volumes for a "typical" weekday. As shown in the upper portion of *Table 1,* the trip generation potential of the proposed Project has been estimated using ITE Land Use 151: Mini Warehouse trip rates, whereas the trip generation potential of the existing entitled land use is based on a 24-hour traffic count conducted at the existing M&S Auto Salvage driveway by Transportation Studies, Inc. (TSI) on February 27, 2025. ***Appendix A*** contains the 24-hour traffic count for the existing M&S Auto Salvage driveway.

A review of the middle portion of *Table 1* indicates that the proposed Project is forecast to generate approximately 221 daily trips, with 14 trips (8 inbound, 6 outbound) produced in the AM peak hour and 23 trips (11 inbound, 12 outbound) produced in the PM peak hour on a "typical" weekday. A review of the lower portion of *Table 1* indicates that the existing entitled land use generates approximately 50 daily trips, with 5 trips (2 inbound, 3 outbound) produced in the AM peak hour and 2 trips (1 inbound, 1 outbound) produced in the PM peak hour on a "typical" weekday.

It should be noted that based on common traffic engineering practices, the traffic generated by the existing entitled land use may be considered to represent a "trip credit" for the project site, against which the impact of the proposed Project might be compared. As shown in the last row of *Table 1,* comparison of the trips generated by the existing entitled land use to the trips generated by the proposed Project shows that the proposed Project will generate 171 net greater daily trips, 9 net greater AM peak hour trips and 21 net greater PM peak hour trips.

TRAFFIC IMPACT ASSESSMENT

Trip Generation Analysis

According to the *City of Whittier Vehicle Miles Traveled (VMT) Transportation Study Guidelines*, dated October 2021, a Localized Transportation Assessment is generally needed if a project generates over 100 peak hour trips. Based on the aforementioned City of Whittier criteria, the trips associated with the proposed Project are below the thresholds requiring the preparation of a Localized Transportation Assessment. Therefore, we conclude that the proposed Project will not require the preparation of a Localized Transportation Assessment and that the trips associated with the proposed Project will not significantly impact the existing surrounding roadway network.

Vehicle Miles Travelled (VMT) Assessment

On December 28, 2018, the California Natural Resources Agency adopted revised CEQA Guidelines. Among the changes to the guidelines was the removal of vehicle delay and LOS from consideration for transportation impacts under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled. Lead agencies are allowed to continue using their current impact criteria, or to opt into the revised transportation guidelines. However, the new guidelines must be used starting July 1, 2020, as required in CEQA section 15064.3. The City of Whittier recently adopted new transportation impact criteria in October 2021 to be consistent with the CEQA revisions. These new guidelines are contained within the *City of Whittier Vehicle Miles Traveled (VMT) Transportation Study Guidelines*, dated October 2021 and provide screening criteria and methodology for VMT analysis.

Per *Table 1: VMT Screening Guidance* of the *City of Whittier Vehicle Miles Traveled (VMT) Transportation Study Guidelines*, there are six (6) types of screening to screen projects from project-level VMT assessments. The six (6) screening types are listed below. The results of each screening type applied to the proposed Project is also discussed. It should be noted that the project only needs to satisfy one of the six (6) screening types.

Project Size

- The proposed Project is forecast to generate 171 net daily trips, which is greater than the 110 daily trip threshold. Therefore the Project Size Screening is not satisfied.

Locally Serving Retail

- The proposed self-storage Project, by nature, is a locally serving development, in which customers typically choose the most proximate facility to their home and will serve the local community. Therefore the Locally Serving Retail Screening is satisfied. The proposed Project is screened from a VMT analysis, and can be presumed to have a less than significant impact on VMT per the City's guidelines.

Project Located in a Low VMT Area

- Based on review of Figure 3 – Daily VMT Per Service Population (2020) of the City's guidelines, the proposed Project is located in a Traffic Analysis Zone (TAZ) that has a VMT per service population higher than the City average. Therefore the Project Located in a Low VMT Area Screening is not satisfied.

Transit Proximity

- Based on review of Figure 1 – Transit Priority Areas In Whittier (2019) of the City's guidelines, the proposed Project is located in a Transit Priority Area (TPA). The proposed Project will have a Floor Area Ratio (FAR) of 2.25, which is greater than the required 0.75 FAR. The proposed Project is consistent with the applicable SCAG Sustainable Community Strategy (SCS) and does not replace affordable housing units. The proposed Project also does not provide more parking than required by the City. Although the proposed Project will provide some additional parking on site beyond City code requirements, these additional parking spaces are being provided as requested by the City of Whittier for public use by the future neighboring uses. Therefore the Transit Proximity Screening is satisfied. The proposed Project is screened from a VMT analysis, and can be presumed to have a less than significant impact on VMT per the City's guidelines.

Affordable Housing

- The proposed Project is not an affordable housing project. Therefore the Affordable Housing Screening is not satisfied.

Transportation Facilities

- The proposed Project is not a transportation facilities project. Therefore the Transportation Facilities Screening is not satisfied.

Based on the City's guidelines, the proposed Project satisfies the Locally Serving Retail Screening criteria and the Transit Proximity Screening criteria. As a result, this project is screened from a VMT analysis, and can be presumed to have a less than significant impact on VMT per the City's guidelines.

CONCLUSION

- Comparison of the trips generated by the existing entitled land use to the trips generated by the proposed Project shows that the proposed Project will generate 171 net greater daily trips, 9 net greater AM peak hour trips and 21 net greater PM peak hour trips. Based on the City of Whittier criteria, the trips associated with the proposed Project are below the thresholds requiring the preparation of a Localized Transportation Assessment (i.e. <100 peak hour trips). Therefore, we conclude that the proposed Project will not require the preparation of a Localized Transportation Assessment and that the trips associated with the proposed Project will not significantly impact the existing surrounding roadway network.

- Based on the City's guidelines, the proposed Project satisfies the Locally Serving Retail Screening criteria and the Transit Proximity Screening criteria. As a result, this project is screened from a VMT analysis, and can be presumed to have a less than significant impact on VMT per the City's guidelines.

We appreciate the opportunity to provide this Traffic Impact Assessment letter. Should you have any questions, please call me at (626) 796-2322.

Sincerely,
Linscott, Law & Greenspan, Engineers

Daniel A. Kloos, P.E.
Principal
California Registration: TR 2200

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SOURCE: GOOGLE

KEY

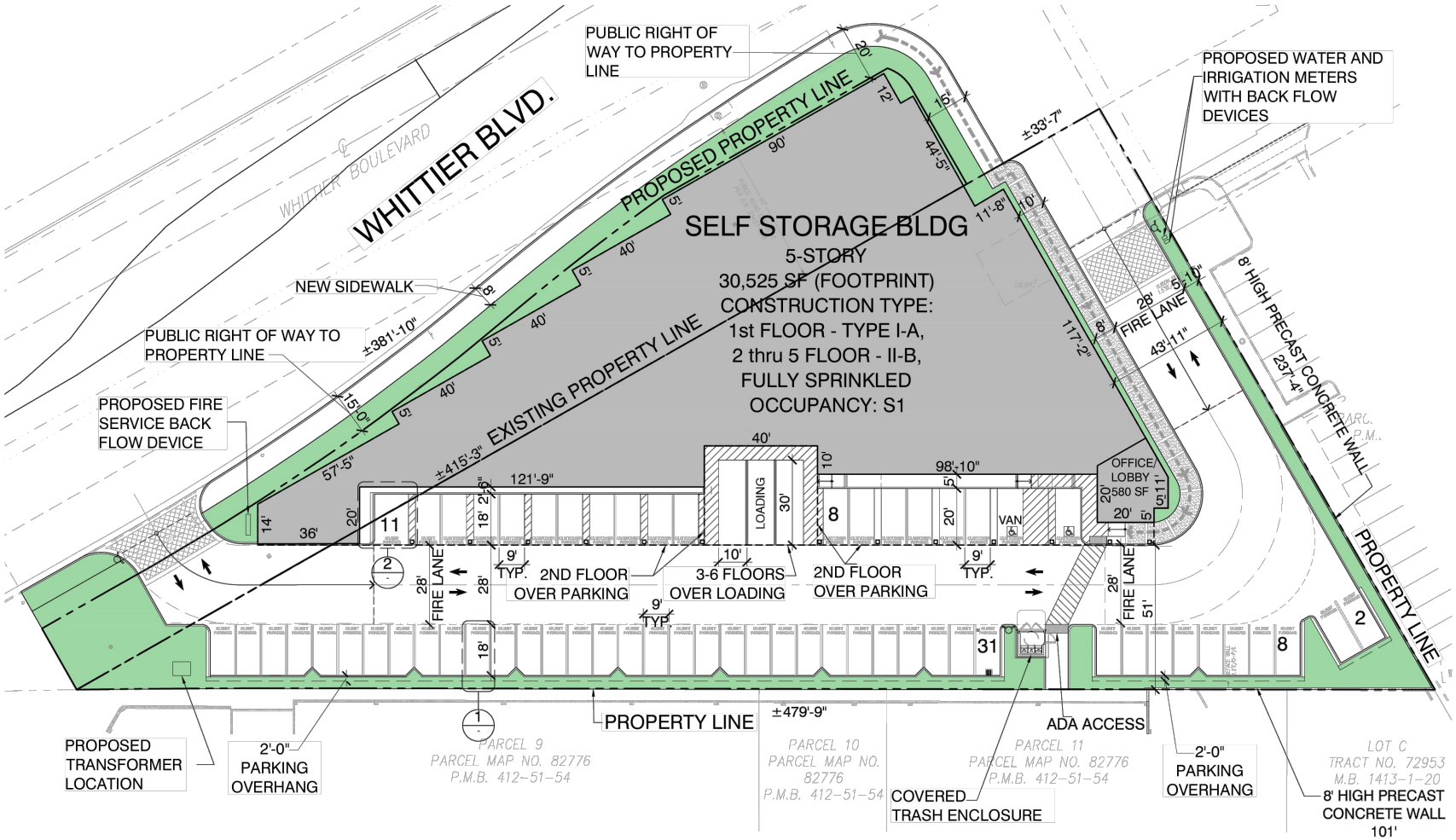
= PROJECT SITE

NO SCALE

FIGURE 1

VICINITY MAP

GO STORE IT SELF STORAGE PROJECT, WHITTIER



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SOURCE: MCG ARCHITECTURE

LLG

NO SCALE

FIGURE 2

PROPOSED SITE PLAN

GO STORE IT SELF STORAGE PROJECT, WHITTIER

TABLE 1
PROJECT TRAFFIC GENERATION FORECAST[1]
GO STORE IT SELF STORAGE PROJECT, WHITTIER

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Generation Rates:							
▪ 151: Mini Warehouse (TE/TSF)	1.45	59%	41%	0.09	47%	53%	0.15
Proposed Project Generation Forecast:							
[A] - Go Store It Self Storage Project (152.625 TSF)	221	8	6	14	11	12	23
Existing Entitled Land Use Generation Forecast:							
[B] – M&S Auto Salvage[2]	50	2	3	5	1	1	2
Total Net Trip Generation Forecast [A] – [B]	**171**	**6**	**3**	**9**	**10**	**11**	**21**

Note:
- TE/TSF = Trip end per thousand square feet

1 Source*: Trip Generation Manual, 11th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2021)].

2 Source: 24-hour daily traffic count conducted by Transportation Studies, Inc. (TSI) on February 27, 2025 at the existing site driveway.

APPENDIX A

EXISTING TRAFFIC COUNT DATA

TRANSPORTATION STUDIES, INC.

File D2502065
Location 12090 Whittier blvd-Driveway
Date 02-27-2025
City: Whittier

	ENTER	EXIT
12:00 AM	0	0
12:15 AM	0	0
12:30 AM	0	0
12:45 AM	0	0
1:00 AM	0	0
1:15 AM	0	0
1:30 AM	0	0
1:45 AM	0	0
2:00 AM	0	0
2:15 AM	0	0
2:30 AM	0	0
2:45 AM	0	0
3:00 AM	0	0
3:15 AM	0	0
3:30 AM	0	0
3:45 AM	0	0
4:00 AM	0	0
4:15 AM	0	0
4:30 AM	0	0
4:45 AM	0	0
5:00 AM	0	0
5:15 AM	0	0
5:30 AM	0	0
5:45 AM	0	0
6:00 AM	0	0
6:15 AM	0	0
6:30 AM	0	0
6:45 AM	0	0
7:00 AM	0	0
7:15 AM	1	0
7:30 AM	0	0
7:45 AM	1	0
8:00 AM	0	1
8:15 AM	1	1
8:30 AM	0	0
8:45 AM	1	1
9:00 AM	0	0
9:15 AM	0	0
9:30 AM	0	0
9:45 AM	1	0
10:00 AM	1	1
10:15 AM	1	1
10:30 AM	0	0
10:45 AM	0	0
11:00 AM	1	1
11:15 AM	2	2
11:30 AM	0	0
11:45 AM	0	0

12:00 PM	0	0
12:15 PM	1	1
12:30 PM	2	2
12:45 PM	0	0
1:00 PM	0	0
1:15 PM	1	0
1:30 PM	1	2
1:45 PM	2	1
2:00 PM	0	1
2:15 PM	2	1
2:30 PM	0	0
2:45 PM	0	1
3:00 PM	3	4
3:15 PM	0	1
3:30 PM	0	0
3:45 PM	1	1
4:00 PM	1	0
4:15 PM	0	1
4:30 PM	0	0
4:45 PM	0	0
5:00 PM	0	0
5:15 PM	0	0
5:30 PM	0	0
5:45 PM	0	0
6:00 PM	0	0
6:15 PM	0	0
6:30 PM	0	0
6:45 PM	0	0
7:00 PM	0	0
7:15 PM	1	0
7:30 PM	0	1
7:45 PM	0	0
8:00 PM	0	0
8:15 PM	0	0
8:30 PM	0	0
8:45 PM	0	0
9:00 PM	0	0
9:15 PM	0	0
9:30 PM	0	0
9:45 PM	0	0
10:00 PM	0	0
10:15 PM	0	0
10:30 PM	0	0
10:45 PM	0	0
11:00 PM	0	0
11:15 PM	0	0
11:30 PM	0	0
11:45 PM	0	0
Total	**25**	**25**