Darnell & ASSOCIATES
TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

August 11, 2021

Travis Cochran-Kilman
U-Haul Company of Oceanside
27941 Jefferson Avenue
Temecula, CA. 92590-6605

D&A Project No: 200207

Subject: Traffic Scoping Agreement Trip Generation Analysis and Vehicle Miles Travelled (VMT) Analysis for the proposed 11,608 square foot U-Haul Warehouse Building located at 41458 Los Alamos Road in the City of Murrieta. APN # 949-220-013.

Dear Mr. Cochran-Kilman:

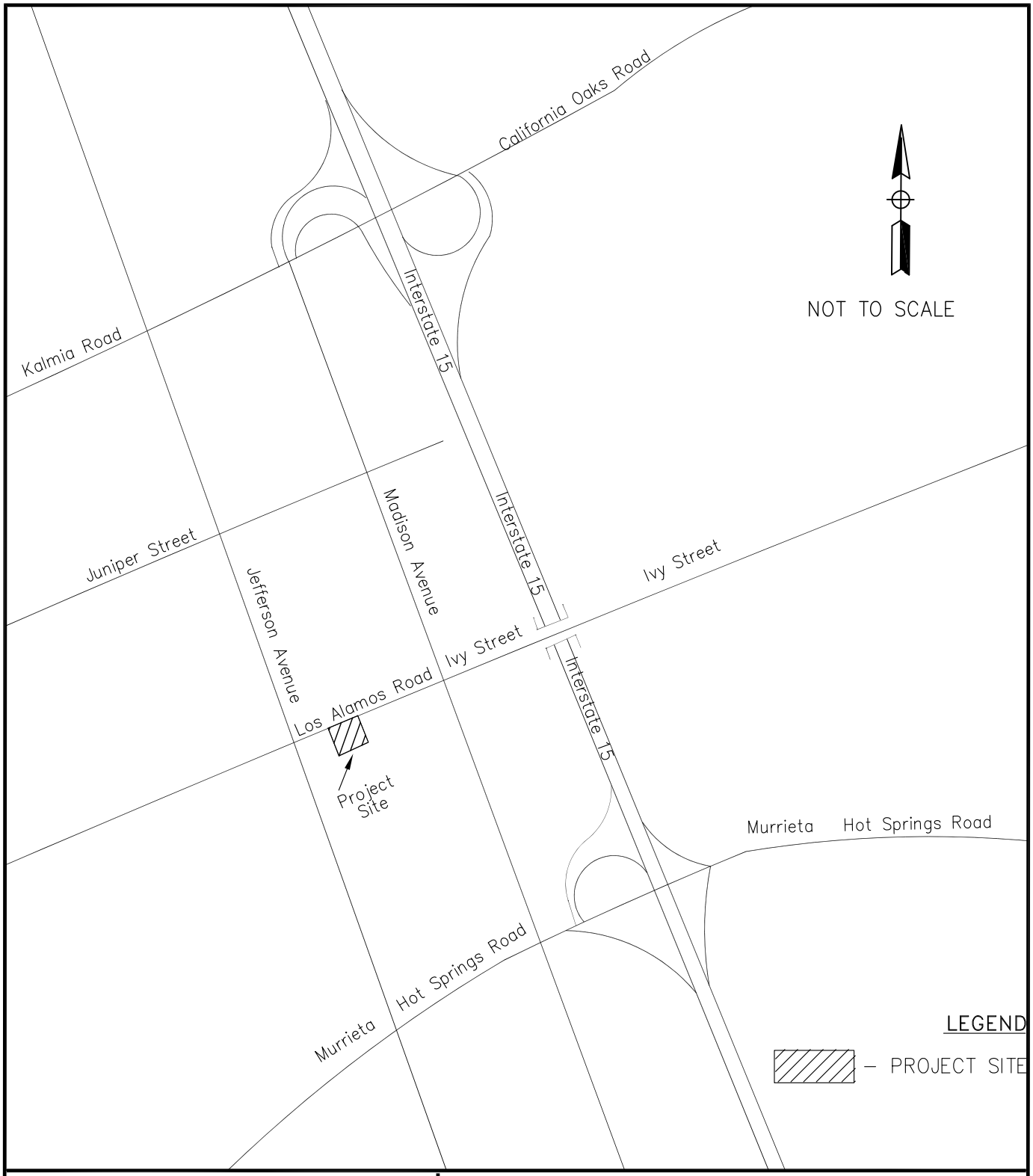
In accordance with your authorization, we have prepared the attached Scoping Agreement and compared the Project Trip Generation and Vehicle Miles Travelled to the City of Murrieta's May 2020 Traffic Study Guidelines to determine if additional is required. **Figure 1** is a vicinity map showing the location of your project and **Figure 2** presents a copy of the proposed project site plan. Your project proposes the development of a 11,608 square foot warehouse building to accommodate the storage of U-Box containers for moving and storage. (See attached U-Haul data.) The project is proposed to enhance the existing U-Haul operation. The project sites primary access is a single driveway on Los Alamos Road. The proposed site is located adjacent to the existing U-Haul site operation. **Figure 3** presents the surrounding existing U-Haul site plan.

The first step requires the estimation of project trip generation and comparison of project traffic to the City of Murrieta Traffic Impact Analysis Preparation Guidelines. It is my understanding the project is a 24-hour operation with two (2) employees at each of the three (3) shifts. The storage warehouse will accommodate the delivery and pick up of U-Haul Box containers for storage and/or shipping.

Trip Generation

We have estimated project trip generation using the Institute of Transportation Engineers Trip Generation Manual, 10th Edition. Table 1 summarizes the Trip Generation Rates, Land Use and Density, and Daily, AM and PM pear hour trips generated by the project. Copies of the ITE Trip Generation Rates are presented in Attachment A and include ITE Code 151 for Mini Warehouse for reference.

Review of Table 1 identifies the project will generate 21 daily, 2 AM peak hour trips and 2 PM peak hour trips. Comparison to estimate trips by employee finds the two (2) estimates are similar.



Darnell & ASSOCIATES

200207–AA.dwg 3–25–20 JAM

FIGURE 1
VICINITY MAP

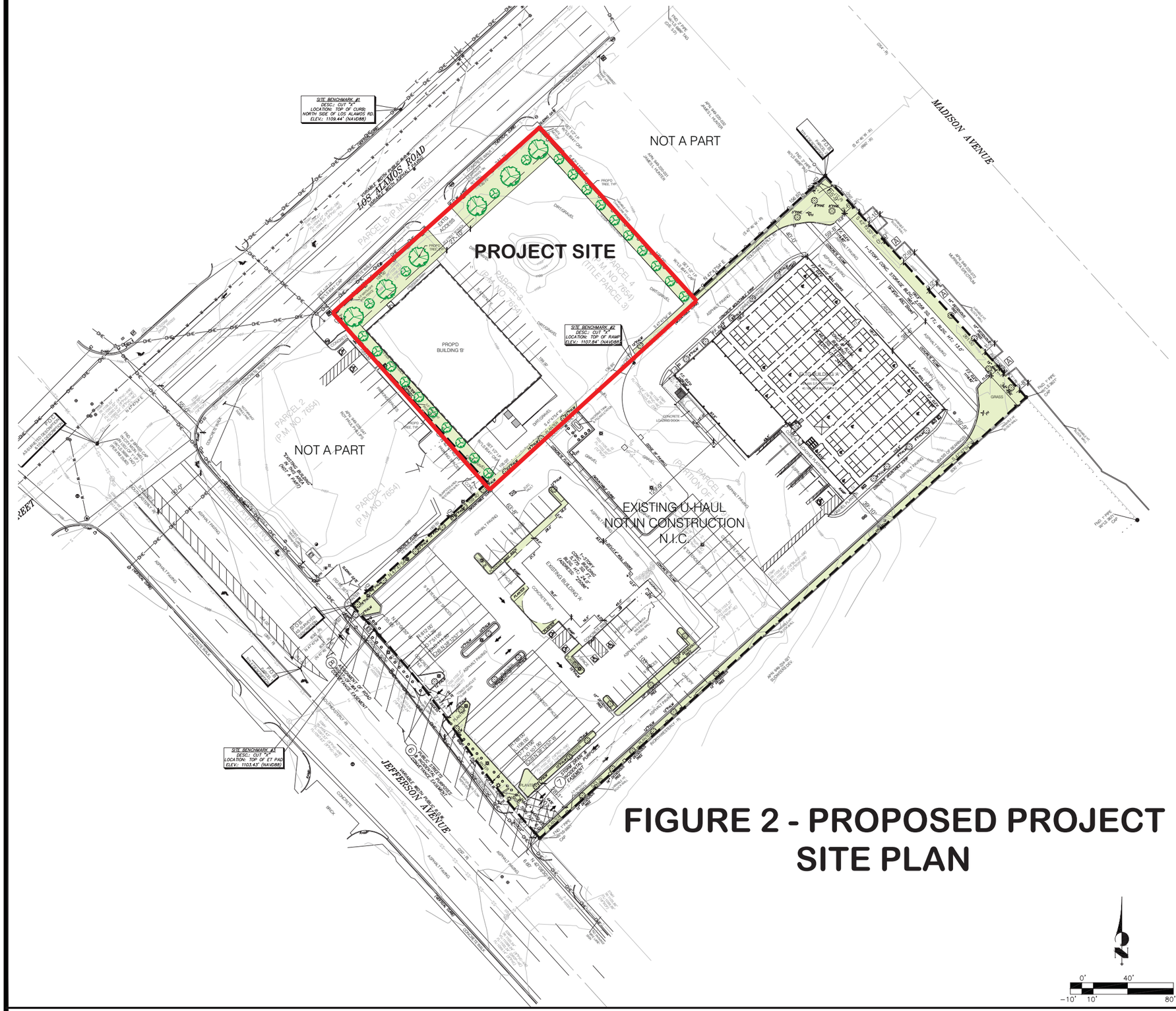


FIGURE 2 - PROPOSED PROJECT SITE PLAN

SCALE: 1" = 40' - 0"

SITE AERIAL

SCALE: N.T.S.

ZONING INFORMATION

PROJECT NAME: U-Haul of Murrieta, Abutting 732035

MUNICIPALITY: City of Murrieta

PROJECT ADDRESS: 25086 Jefferson Ave, Murrieta, CA 92562

APN /ACRE / AREA: .4797 acres & .6518 acres

ZONE: CC - Community Commercial

ADJACENT ZONING:
N: CC - Community Commercial
E: CC - Community Commercial
S: MF-3 - Residential
W: MF-3 / CC - Residential / Community Commercial

PERMITTED USES:
Retail
Self-Storage facilities - CUP
Automobile & Truck Rental - CUP

SETBACKS:
FRONT YARD / STREET: 20 ft. per overlay
SIDE YARD / INTERIOR: 0 ft. or 10 ft. to commercial

HEIGHT LIMIT: 50 ft.

OPEN SPACE: 0%

MAX IMPERVIOUS: 0%

PARKING:

Retail = 1 sp./ 200 sf of GFA, plus 1 sp/ 1,000 sf of outdoor display

Self-Storage = 1 sp./ 1,000 sf. GFA for first 20,000 sf, then 1 sp./ 2,000 sf. GFA = 11 spaces req'd/ 11 spaces provided

LANDSCAPE:

20% minimum on-site landscaping
One tree per 30 linear ft. of structure. Other areas, one tree for each 300 sq. ft. of landscape area. Clustering of trees is encouraged.

890 ft. of structure = 30 trees min. required / provided

SITE DATA

SHEET NOTES:

REVISIONS:

NO.	DATE	INITIALS	NOTES
1	08/19/19	BDC	PROPOSED U-BOX BUILDING
2	09/10/19	BDC	U-BOX REV'S; MOVED DOCK
3	09/26/19	BDC	ENLARGED PROP'D U-BOX BUILDING
4	-	-	
5	-	-	
6	-	-	
7	-	-	
8	-	-	

PROFESSIONAL SEAL:

PRELIMINARY DOCUMENTS,
NOT FOR CONSTRUCTION.
FOR INFORMATION ONLY

ARCHITECT LOGO:

AMERCO
REAL ESTATE COMPANY

CONSTRUCTION DEPARTMENT
2727 NORTH CENTRAL AVENUE
PHOENIX, ARIZONA 85004

P: (602) 263-6502

SITE ADDRESS:

U-Haul of Murrieta, CA
25086 Jefferson Ave
Murrieta, CA 92562

SHEET CONTENTS:

Proposed
Site Plan

732035

DRAWN:	BDC	SP1
CHECKED:	NH	
DATE:	03/01/2019	

732035A1F

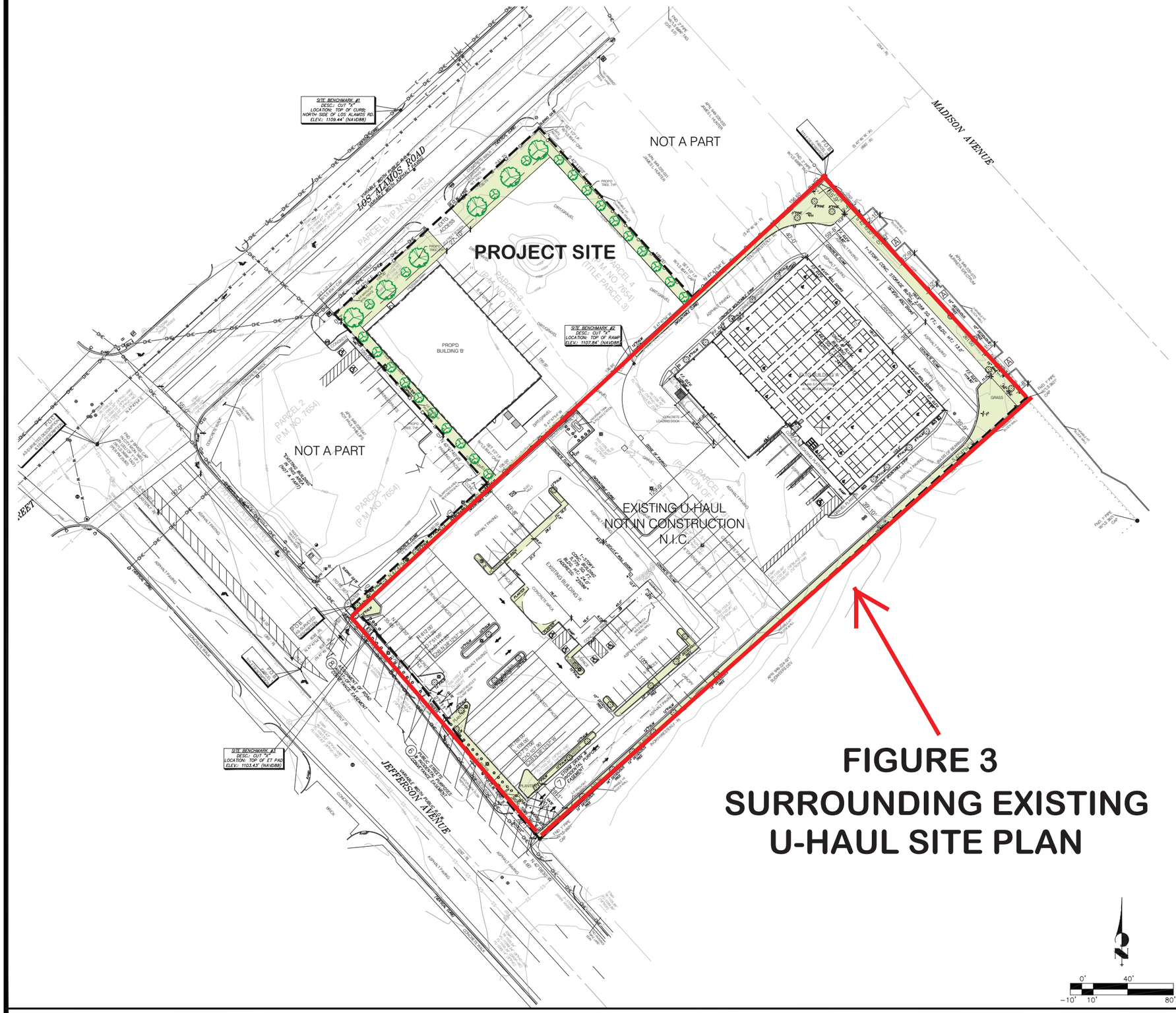


FIGURE 3
SURROUNDING EXISTING U-HAUL SITE PLAN

SCALE: 1" = 40' - 0"

SITE AERIAL

SCALE: N.T.S.

ZONING INFORMATION

PROJECT NAME:	U-Haul of Murrieta, Abutting 732035
MUNICIPALITY:	City of Murrieta
PROJECT ADDRESS:	25086 Jefferson Ave, Murrieta, CA 92562
APN /ACRE / AREA:	.4797 acres & .6518 acres
ZONE:	CC - Community Commercial
ADJACENT ZONING:	N: CC - Community Commercial E: CC - Community Commercial S: MF-3 - Residential W: MF-3 / CC - Residential / Community Commercial
PERMITTED USES:	Retail Self-Storage facilities - CUP Automobile & Truck Rental - CUP
SETBACKS: FRONT YARD / STREET: SIDE YARD / INTERIOR:	 20 ft. per overlay 0 ft. or 10 ft. to commercial
HEIGHT LIMIT:	50 ft.
OPEN SPACE:	0%
MAX IMPERVIOUS:	0%
PARKING:	Retail = 1 sp./ 200 sf of GFA, plus 1 sp/ 1,000 sf of outdoor display Self-Storage = 1 sp./ 1,000 sf. GFA for first 20,000 sf, then 1 sp./ 2,000 sf. GFA = 11 spaces req'd/ 11 spaces provided
LANDSCAPE:	20% minimum on-site landscaping One tree per 30 linear ft. of structure. Other areas, one tree for each 300 sq. ft. of landscape area. Clustering of trees is encouraged. 890 ft. of structure = 30 trees min. required / provided

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SHEET CONTENTS:
Proposed
Site Plan

732035

DRAWN:	BDC
CHECKED:	NH
DATE:	03/01/2019

SP1

732035A1F

Table 1 – Trip Generation Rates and Calculations Summary

Trip Generation Rates

Land Use	ITE Code	Daily	AM Peak Hour		PM Peak Hour	
			Rate	In: Out Ratio	Rate	In: Out Ratio
Warehouse	150	1.74 Trips/ KSF	0.17/KSF	77:23	0.19/KSF	27:73

Trip Generation Calculations

Land Use	ITE Code	Density	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehouse	150	11,608 S.F.	21	1	1	2	1	1	2
		Total:	21	1	1	2	1	1	2

Note: KSF= 1,000 square feet,
The trip rates for the project's land uses are based on the Institute of Transportation Engineers (ITE)s Trip Generation Manual 10th Edition Publication

To further support the project trip generation, we evaluated the project pickup and delivery of U-Haul containers to present a worst daily impact. The two (2) employees trip generation at the project site for three (3) shifts over the 24-hour operation will generate twelve (12) vehicle trips (2 employees x 3 shifts x 2 trips each = 12 vehicle trips). This is less than the ITE Trip Rates.

The next step in the analysis process, we compared the trip generation of the project to the Transportation Impact requirements in Section 2.0 of the City of Murrieta Traffic Impact Analysis Preparation Guide. A copy is included in Attachment A to this Letter. Review of the Section 2.0 states any project which can demonstrate that it generates less than 100 peak hour trips and does not require a Traffic Impact Analysis (TIA) that includes Level of Service (LOS) Analysis.

We then compared the project trip generation to the City of Murrieta Traffic Study Guidelines and to determine if additional traffic analysis and/or vehicle Miles Travelled (VMT) analysis is required.

Traffic Impact Analysis

The City of Murrieta Traffic Impact Analysis Preparation Guidelines identify that the need for additional traffic analysis is not required for projects that generate less than 100 peak hour trips.

Comparison of the ***Table 1*** - Project Trip Generation to the 100 peak hour threshold, finds the proposed projects 2 AM and 2 PM Peak Hour Trips are each less than the 100 peak hour thresholds. Therefore no additional Traffic Impact Analysis (TIA) is required.

Vehicle Miles Travelled (VMT)

The next step in the analysis process, we reviewed the proposed 11,608 square foot warehouse project to the City of Murrieta VMT analysis requirements. Review of the City of Murrieta

Guidelines on Pages 4, 5, 14 and 15, identify that are projects local serving projects that generate less than 110 daily vehicle trips can be screened out and not require additional VMT Analysis.

Table 1 identifies the proposed project is estimated to generate 21 daily trips, which is significantly less than the City's 110 daily vehicles trips threshold. Therefore the project can be screened out and not require any additional VMT analysis.

Summary

- The proposed project will generate 21 daily and 2 AM and 2 PM peak hour trips.
- Comparison of the project's 21 daily, 2 AM and 2 PM peak hour trips, trip generation to the City of Murrieta Traffic Study Guidelines 110 peak hour threshold allow the conclusion that no additional traffic analysis is required.
- Comparison of the project to the City of Murrieta Guidelines for Vehicle Miles Traveled (VMT) finds the projects generate less than 110 daily Vehicle Trips and is significantly less than the 110 daily Vehicle Trips and no additional VMT analysis is required.

Please call if you have any questions or need additional information.

Sincerely,

DARNELL & ASSOCIATES,

Bill E. Darnell, P.E.
Firm Principal

Date Signed: August 11, 2021

BED/vla
200207 - REVISED LOS ALAMOS U-HUAL TRIP GENERATION ANALYSIS 8-11-21.DOC

Attachment A

- Scoping Agreement

Exhibit A

SCOPING AGREEMENT FOR TRAFFIC IMPACT ANALYSIS

This letter acknowledges the City of Murrieta Public Works/Engineering Department requirements for traffic impact analysis of the following project. The analysis must follow the City Traffic Impact Analysis Preparation Guidelines dated May 2020.

Case No. (Required for submittal) RP-2020-2236
Related Cases - _____
SP No. _____
EIR No. _____
GPA No. _____
CZ No. _____
Project Name: U-Haul Moving & Storage of Murrieta
Project Address: 41458 Los Alamos Road, Murrieta, CA.
Project Description: 11,608 Square foot U-Haul Warehouse

	Consultant	Developer
Name:	Darnell & Associates	Travis Cochran-Killman U-Haul of Oceanside
Address:	4411 Mercury Street, #207A, San Diego CA 92111	27941 Jefferson Avenue, Temecula CA, 92590
Telephone:	(619) 233-9373	(951) 200-5415

A. Trip Generation Source: (ITE 9th Edition or other)

Current GP Land Use: Commercial — Proposed Land Use: Warehouse
Current Zoning: CC — Proposed Zoning: CC

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	1	1	2	1	1	2
PM Trips	1	1	2	1	1	2

Internal Trip Allowance ☐Yes ☒No (_____ % Trip Discount)
Pass-By Trip Allowance ☐Yes ☒No (_____ % Trip Discount)

A pass-by trip discount of up to 25% is allowed for appropriate land uses. The pass-by trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

B. Trip Geographic Distribution: N 25 % S 25 % E 25 % W 25 %
(attach exhibit for detailed assignment)

C. Background Traffic
Project Build-out Year: Not Applicable — Annual Ambient Growth Rate: % _____

Phase Year(s) 2021/2022

Other area projects to be analyzed: _____

Model/Forecast methodology: N/A

D. Study intersections: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)

1. N/A
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

E. Study Roadway Segments: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)

1. N/A
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

F. Site Plan (please attach reduced copy) Site Plan Attached.

G. Specific issues to be addressed in the Study (In addition to the standard analysis described in the Guideline) (To be filled out by Engineering Department)

H. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.

Date of counts_____

I. Potential Screening Checks

Is your project screened from specific analyses (see Pages 6-13 of the guidelines related to LOS assessment and Pages 14-18 related to VMT assessment)

Is the project screened from LOS assessment? ☒Yes ☐No

LOS screening justification (see Pages 6-13 of the guidelines):

The project will generate 21 daily trips and is less than the 100 peak hour trips and is screened out out from additional Level of Service (LOS) Assessment.

Is the project screened from VMT assessment? ☒Yes ☐No

VMT screening justification (see Pages 14-18 of the guidelines):

The proposed project will generate 22 daily trips less than the 110 daily threshold and is therefore screened out of additional Vehicle Miles Traveled (VMT) Analysis.

J. VMT Scoping

For projects that are not screened, identify the following:

• **Travel Demand Forecasting Model Used:** N/A

• **Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)**

Recommended by:

Consultant's Representative

1/18/2021

Date

Scoping Agreement Submitted on ____________________

Revised on ________________________

Approved Scoping Agreement:

City Of Murrieta Engineering Department

Date

Attachment B

- Excerpts from City of Murrieta Traffic Impact Analysis Preparation Guidelines

Traffic Impact Analysis Preparation Guidelines

Prepared by:
The Department of Public Works/Engineering and the Development Services Department

May 2020

1.0 INTRODUCTION

A fundamental role of a City is the construction and maintenance of public infrastructure facilities including roadways, transit and bus facilities, bicycle and pedestrian infrastructure, water lines, sanitary sewer lines, stormwater treatment facilities, parks, and other public facilities.

When private development occurs, it is the responsibility of local governments to ensure that there are adequate public facilities available to serve the potential population and employment growth that could result from the development. For the transportation system, one way to address this issue is the preparation of a Traffic Impact Analysis (TIA).

For the past several decades, the preparation of a TIA was integrated into the California Environmental Quality Act (CEQA) process, typically in the City as part of a development project application, in which the TIA was used primarily to analyze a project's transportation impacts under CEQA. However; with the passage of Senate Bill (SB) 743 regarding transportation impacts, changes to the TIA process are necessary. Specifically, a TIA may be needed as a stand-alone document which is a requirement of project approval and will include information for the decision makers that is not required as part of the CEQA process.

The purpose of these TIA Preparation Guidelines is to provide general instructions for analyzing the potential transportation impacts of a proposed development project (e.g., a General Plan Amendment, a Zone Change, or a Specific Plan) in the City of Murrieta. These guidelines present the recommended format and methodology that should generally be utilized in the preparation of a TIA in conformance with the City of Murrieta Public Works/Engineering Department requirements. These recommendations are based on the City's General Plan Update and the Western Riverside Council of Governments (WRCOG) recommended TIA Guidelines and Pathway Implementation Study with updates and local considerations to comply with the state of the practice advances and new CEQA expectations prompted by SB 743. These recommendations are general guidelines and the City has the discretion to modify the TIA requirements on a case by case basis pursuant to the unique characteristics of a particular project.

To avoid unnecessary delays or revisions and to streamline the TIA preparation and review process, the City requires that the applicant submit and have approved a scoping form prior to the preparation and submittal of a draft TIA. A version of the scoping form in Word format is attached to this document as Exhibit A and includes a process for both LOS assessment and VMT assessment. When required, a TIA must be prepared, signed and sealed by a Traffic Engineer or a Civil Engineer registered in the State of California, qualified to practice traffic engineering ("Engineer"). The TIA is subject to the review and the approval of the City of Murrieta Traffic Engineer.

CEQA CHANGES

Since the last TIA Guidelines update, SB 743 was signed into law. A key element of this law is the elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts under CEQA. This change is intended to assist in balancing the needs of congestion management with statewide goals related to infill development specifically for housing, promotion of public health benefits through active transportation, and the reduction of greenhouse gas emissions from transportation uses.

SB 743 contains amendments to current congestion management law that allows cities and counties to effectively opt-out of the LOS standards that would otherwise apply in areas where Congestion Management Plans (CMPs) are still used (including Riverside County). Further, SB 743 required the Governor's Office of Planning and Research (OPR) to update the CEQA Guidelines and establish criteria for determining the significance of transportation impacts. In December 2018, OPR released the final recommended guidelines based on feedback with the public, public agencies, and various organizations and individuals. OPR recommended Vehicle Miles Traveled (VMT) as the most appropriate measure of project transportation impacts for land use projects and land use plans. For transportation projects, lead agencies may select their own preferred metric but must support their decision with substantial evidence that complies with CEQA expectations. SB 743 does not prevent a city or county from continuing to analyze delay or LOS outside of CEQA review for other transportation planning or analysis purposes (i.e., a general plan, impact fee program, corridor study, congestion mitigation, or ongoing network monitoring); but these metrics may no longer constitute the sole basis for CEQA impacts.

Determining the significance of transportation projects as it relates to SB 743 and VMT is defined in CEQA Guidelines section 15064.3. The City has the discretion (per CEQA Guidelines section 15064.3) to choose the most appropriate methodology to evaluate a project's VMT, including whether to express the change in absolute terms, per capita, per household or in any other measure; in addition, the City may use models to estimate a project's VMT and may revise those estimates to reflect professional judgment based on substantial evidence. These guidelines were initially prepared with the City's most recent General Plan Update in 2020, which overall included a decrease in VMT compared to the previous 2011 General Plan citywide and therefore a less than significant transportation impact. It is the City's intent to utilize the City's General Plan Update EIR and traffic model in order to allow for project streamlining for those projects below screening criteria and/or that are consistent with the General Plan Update. These updated TIA Guidelines have been drafted to comply with the new CEQA Guidelines and may be updated and modified should additional changes in CEQA occur in the future as appropriate.

2.0 NEED FOR TRANSPORTATION IMPACT ANALYSIS

The need for a TIA may stem from CEQA compliance, general plan consistency, or both. Discretionary actions of public agencies all trigger CEQA review, but whether a TIA is required depends on the findings of the local agency initial study and the potential for the project to cause an impact. General plan consistency is required for all discretionary actions as well but the City has discretion as to how consistency is determined. To aid development review, the City has established an early review process for determining whether a TIA is required and what type of TIA should be prepared with respect to CEQA compliance and general plan consistency.

Need to Complete LOS as part of the TIA Analysis

The following activities generally will not require a TIA that includes LOS analysis. This presumption is based on the activities associated with the project (e.g. they are local serving) or the limited trip generation of the project (e.g. projects that generate less than 100 peak hour trips, as projects that generate 100 or less trips typically do not affect LOS significantly once distributed to the local roadway network).

- A residential parcel map
- A single family residential tract of less than 100 lots
- An apartment and multi-family project of less than 150 units
- A Development Plan or Use Permit project with an area of one acre or less
- Preschool, local serving elementary school and local serving middle school
- Local serving church, lodge, community center, neighborhood park and community park
- Mini storage yard
- Congregate care facility that contains significant special services, such as medical facilities, dining facilities, recreation facilities and support retail services
- Any use which can demonstrate trip generation of less than 100 vehicle trips in the peak hour

The City reserves the right to require an applicant to prepare an LOS analysis in a TIA or require an additional traffic analysis based on:

- Presence of an existing or potential safety problem
- Location of the development in an environmentally or otherwise sensitive area, or in an area that is likely to generate public controversy
- Presence of a nearby substandard intersection or street
- Need for a focused study for access/operational issues
- Request from an affected agency, such as Caltrans or adjacent City; if the request is deemed reasonable and appropriate

Need to Complete VMT as part of the TIA Analysis

The following activities generally will not require a TIA that includes VMT. This presumption is based on the substantial evidence provided in **the City's General Plan Update and**/or the OPR Technical Advisory supporting SB 743 implementation or is related to projects that are local serving which, by definition, would decrease the number of trips or the distance those trips travel to access the development (and are therefore VMT-reducing projects).

- Projects generating less than 110 daily vehicle trips.[1] This generally corresponds to the **following "typical" development potentials**:
  - A residential parcel map
  - 11 single family housing units
  - 16 multi-family, condominiums, or townhouse housing units
  - 10,000 sq. ft. of office
  - 15,000 sq. ft. of light industrial
  - 63,000 sq. ft. of warehouse
- Local-serving retail that primarily serves the City and/or adjacent cities
- Office and other employment-related land uses that reduce commutes outside the local area
- Local-serving day care centers, pre-K and K-12 schools
- Local parks and civic uses
- Local-serving gas stations, banks and hotels (e.g. non-destination hotels)

- Local-serving community colleges that are consistent with SCAG RTP/SCS assumptions
- Student housing projects

Projects that are not screened out as listed above shall perform a limited analysis of the VMT expected to be generated by the project and compare that to the VMT expected to be generated by the land use assumed in the General Plan. A more detailed analysis of VMT would be required for those projects with more VMT than assumed for the land use in the General Plan. See the VMT sections of these guidelines for additional information.

[1] This threshold is from the OPR technical advisory and notes that CEQA provides an exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

Coordination with Public Works/Engineering

To streamline the TIA preparation and review process, the TIA preparer shall solicit input and approval from the City of Murrieta Public Works/Engineering Department prior to the preparation and submittal of a draft TIA document. A TIA **"Project Scoping Form", attached** to these guidelines, shall be prepared by the Engineer and submitted to the City Engineer for approval prior to the preparation of a draft TIA. The Project Scoping Form provides for agreement of the following key points before initiating the TIA.

- Determination of study area, intersections, and roadway links to be analyzed.
- Project trip generation, distribution, and assignment.
- Presentation of screening criteria used to screen the project from VMT assessment or proposed methodology/metrics that will be applied to estimate VMT.
- Use of other approved projects for background traffic, traffic growth assumptions, or integration with the City of Murrieta travel demand model or with RIVCOM[2] when available.
- Coordination with adjacent agencies.
- For projects within one mile of a state highway, or any project that may add traffic on the state highway, the Engineer shall also coordinate with Caltrans.
- For Those projects located within the **City's Sphere of Influence or adjacent to another city or** the county, the Engineer shall also solicit comments on the above from the other agency. The Engineer shall submit all comments received to the City of Murrieta Public Works/Engineering Department for review and consideration.

[2] Note – RIVCOM is currently under development with an anticipated completion date in the Spring/Summer of 2020. Once finalized, RIVCOM should be utilized for all forecasting activity. Please coordinate with WRCOG to ensure that the preparer utilizes the most recent travel demand forecasting model.

11.0 CEQA ASSESSMENT - VMT ANALYSIS

A key element of SB 743, signed in 2013, is the elimination of automobile delay and LOS as the sole basis of determining CEQA impacts. The most recent CEQA guidelines, released in December 2018, recommend VMT as the most appropriate measure of project transportation impacts. However, SB 743 does not prevent the City from continuing to analyze delay or LOS as part of other plans (i.e., the general plan), studies, or ongoing network monitoring. The following recommendations assist in determining VMT impact thresholds and mitigation requirements for a land use project's TIA.

Analysis Methodology

For purposes of SB 743 compliance, a project-level VMT analysis should be conducted for land use projects as deemed necessary by the Public Works/Engineering Department. In general, for projects that are not screened out using the project screening process below, the VMT expected to be generated by the project will be compared to the VMT expected to be generated by the land use assumed in the General Plan. A significant transportation impact will be assumed to occur if the proposed project would be expected to generate more VMT than the land use assumed in the General Plan. In these cases, VMT will need to be analyzed and VMT mitigation will need to be considered. It is the City's intent to typically analyze VMT and address VMT impacts at the General Plan level.

These guidelines were based on the City's General Plan Update and draft WRCOG guidelines that provided options for methodologies and VMT screening. The methodologies and significance thresholds presented below are based on the General Plan Update and the WRCOG regional recommendations; the City may modify these thresholds with alternative thresholds of significance and methodologies as appropriate.

Project Type Screening

There is an initial type of screening that the City can apply to effectively screen an individual project from a project-level assessment, if the project does not meet project type screening, then it should be considered with the General Plan in the following section.

Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.

In addition to local serving retail, the following uses can also be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- Projects generating less than 110 daily vehicle trips regardless of whether consistent with the General Plan or not.[3] This generally corresponds to the following "typical" development potentials:
  - A residential parcel map
  - 11 single family housing units
  - 16 multi-family, condominiums, or townhouse housing units
  - 10,000 sq. ft. of office
  - 15,000 sq. ft. of light industrial[4]

- ITE Code 150 Mini Warehouse Trip Generation Rates

Land Use: 150
Warehousing

Description

A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas. High-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 13 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:30 a.m. and 12:30 p.m. and 3:00 and 4:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, and Texas.

Source Numbers

184, 331, 406, 411, 443, 579, 583, 596, 598, 611, 619, 642, 752, 869, 875, 876, 914, 940

Warehousing
(150)

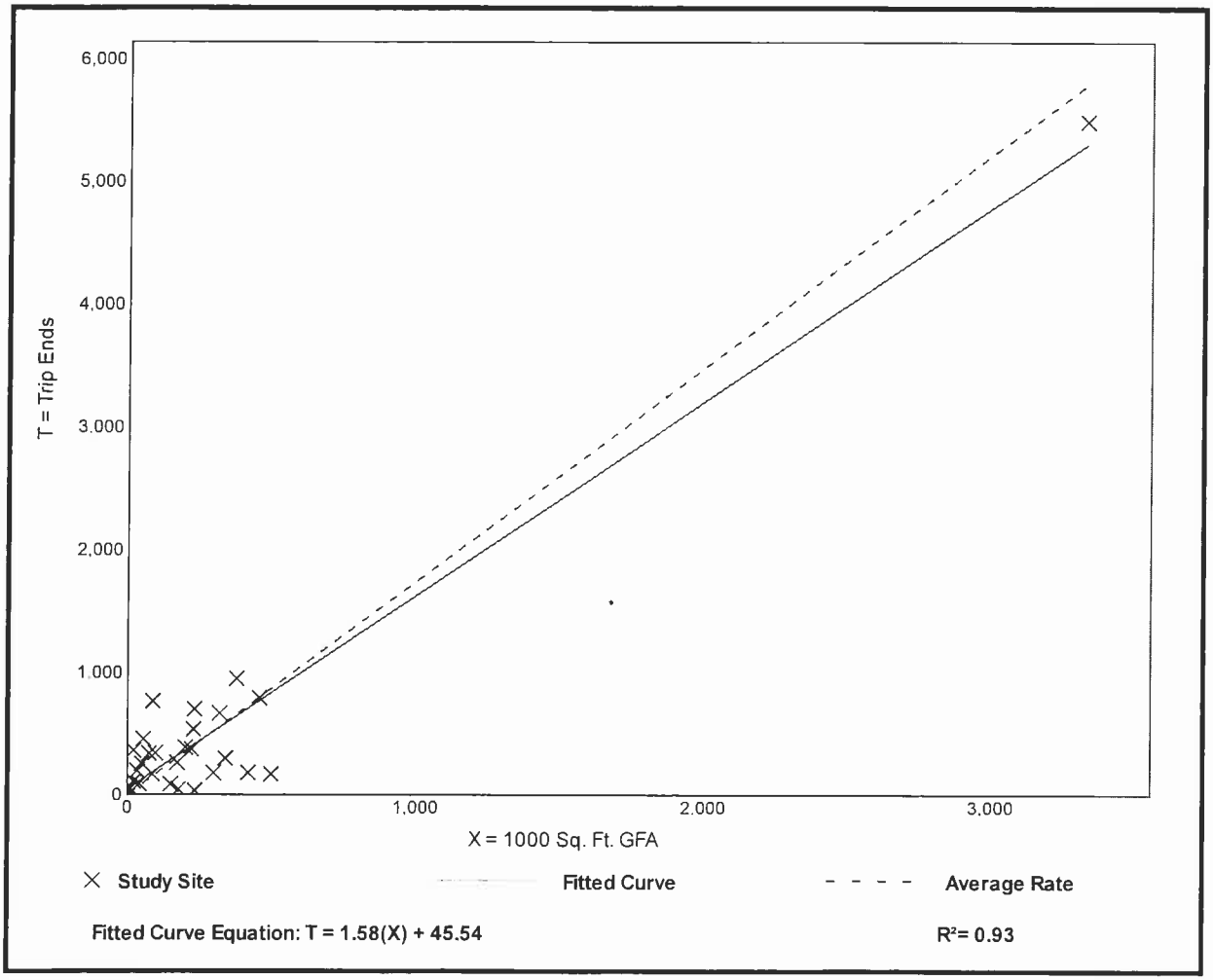
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 29
1000 Sq. Ft. GFA: 285
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.74	0.15 - 16.93	1.55

Data Plot and Equation



Fitted Curve Equation: T = 1.58(X) + 45.54

R^2= 0.93

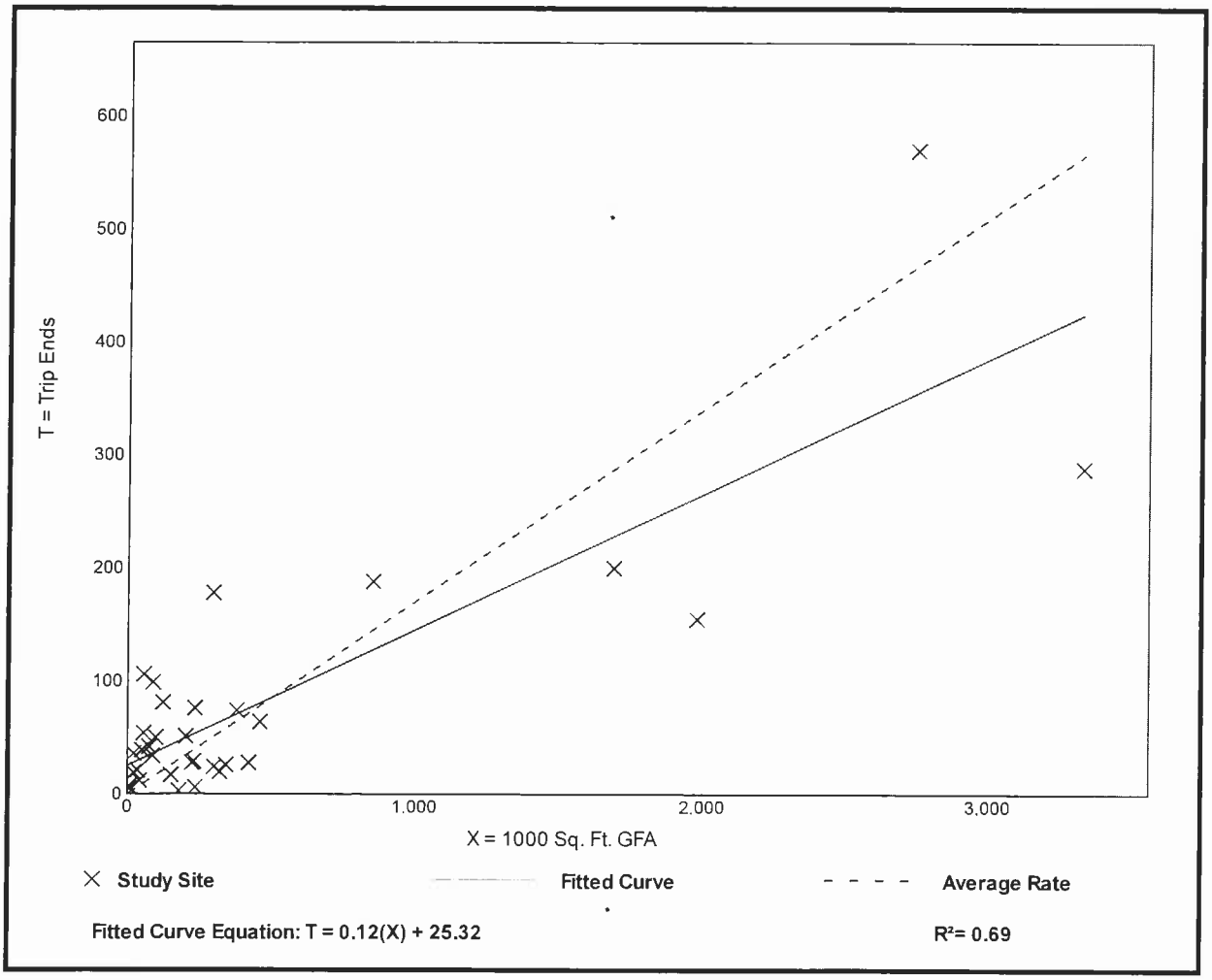
Warehousing
(150)

Vehicle Trip Ends vs:	**1,000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	34
1000 Sq. Ft. GFA:	451
Directional Distribution:	77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.20

Data Plot and Equation



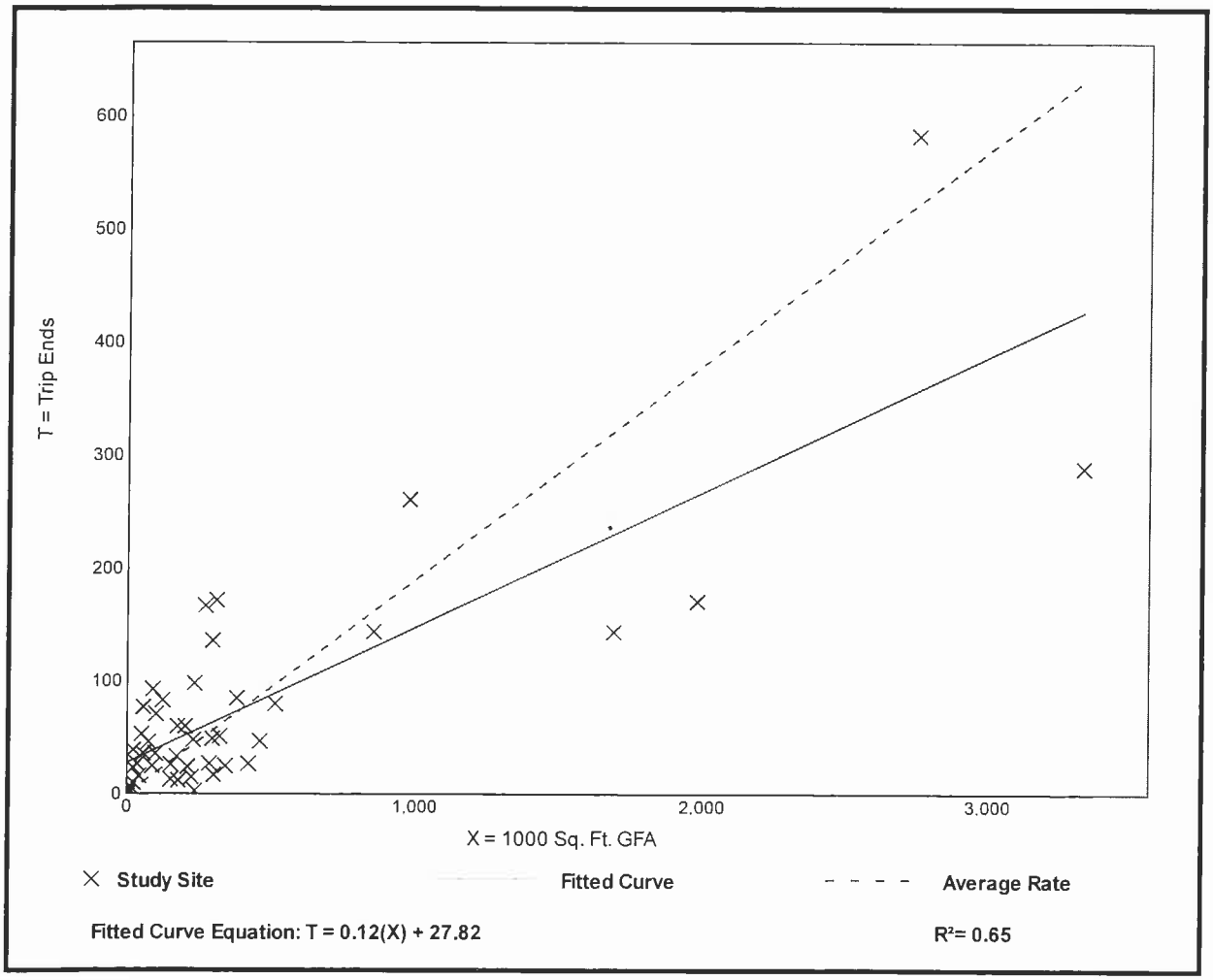
Warehousing
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 47
1000 Sq. Ft. GFA: 400
Directional Distribution: 27% entering, 73% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.19	0.01 - 1.80	0.18

Data Plot and Equation



Fitted Curve Equation: T = 0.12(X) + 27.82

R^2= 0.65

- ITE Code 151 Warehouse Trip Generation Rates

Land Use: 151
Mini-Warehouse

Description

A mini-warehouse is a building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as "self-storage" facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 10:30 and 11:30 a.m. and 1:15 and 2:15 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Colorado, Massachusetts, Minnesota, New Jersey, Texas, and Utah.

Source Numbers

212, 403, 551, 568, 642, 708, 724, 850, 868, 876

Mini-Warehouse
(151)

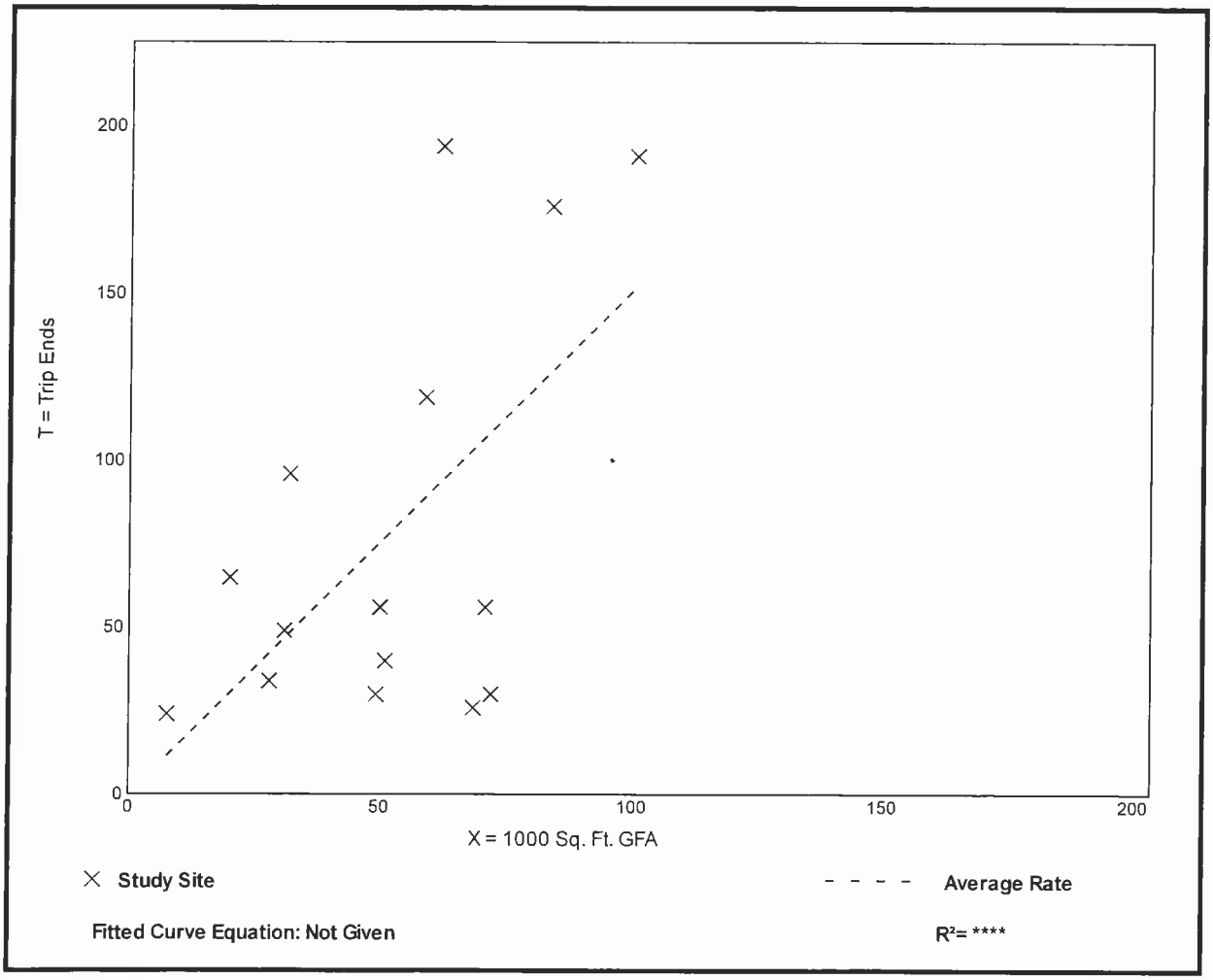
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 15
1000 Sq. Ft. GFA: 52
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.51	0.38 - 3.25	0.95

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

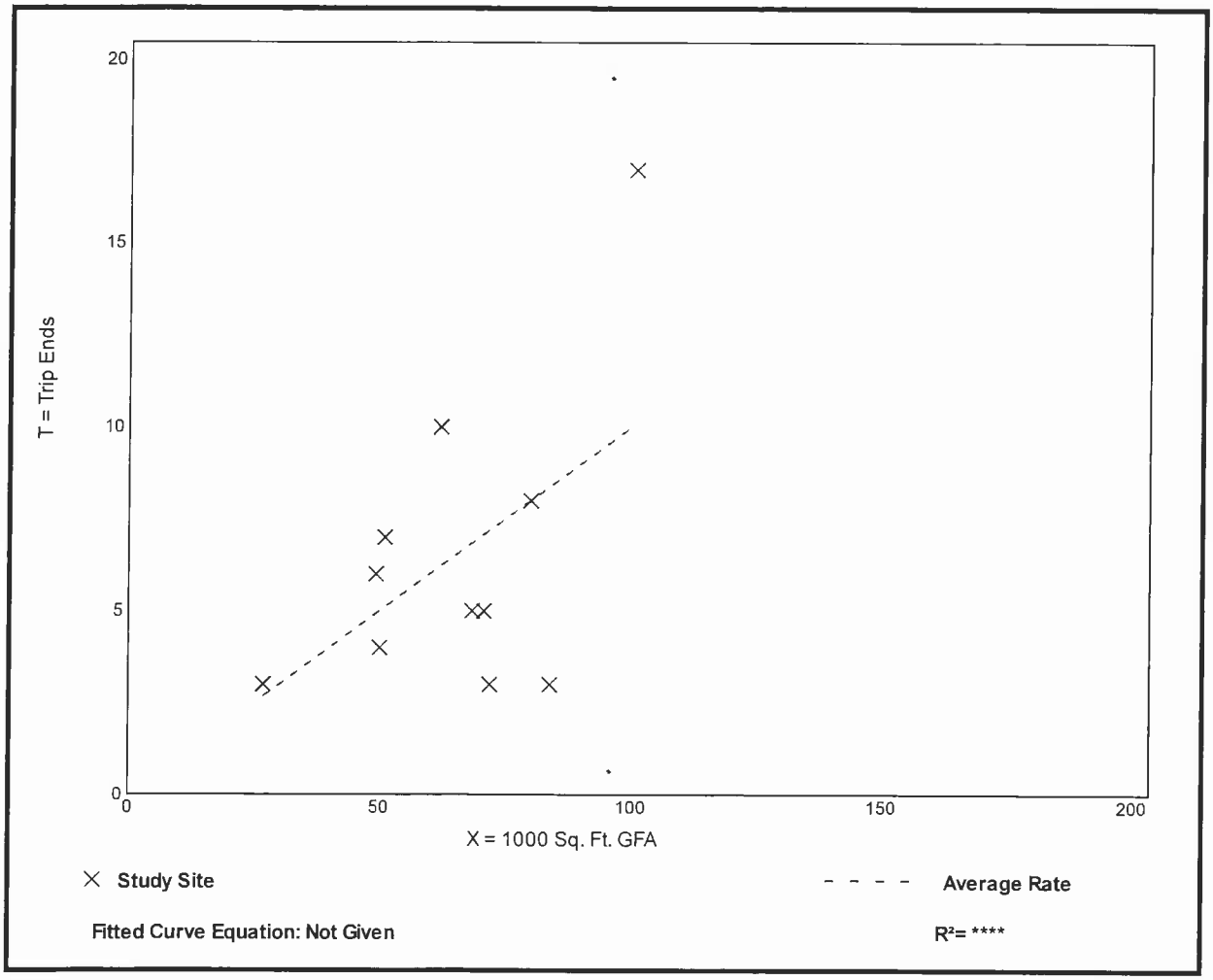
Mini-Warehouse
(151)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 11
1000 Sq. Ft. GFA: 65
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.10	0.04 - 0.17	0.05

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

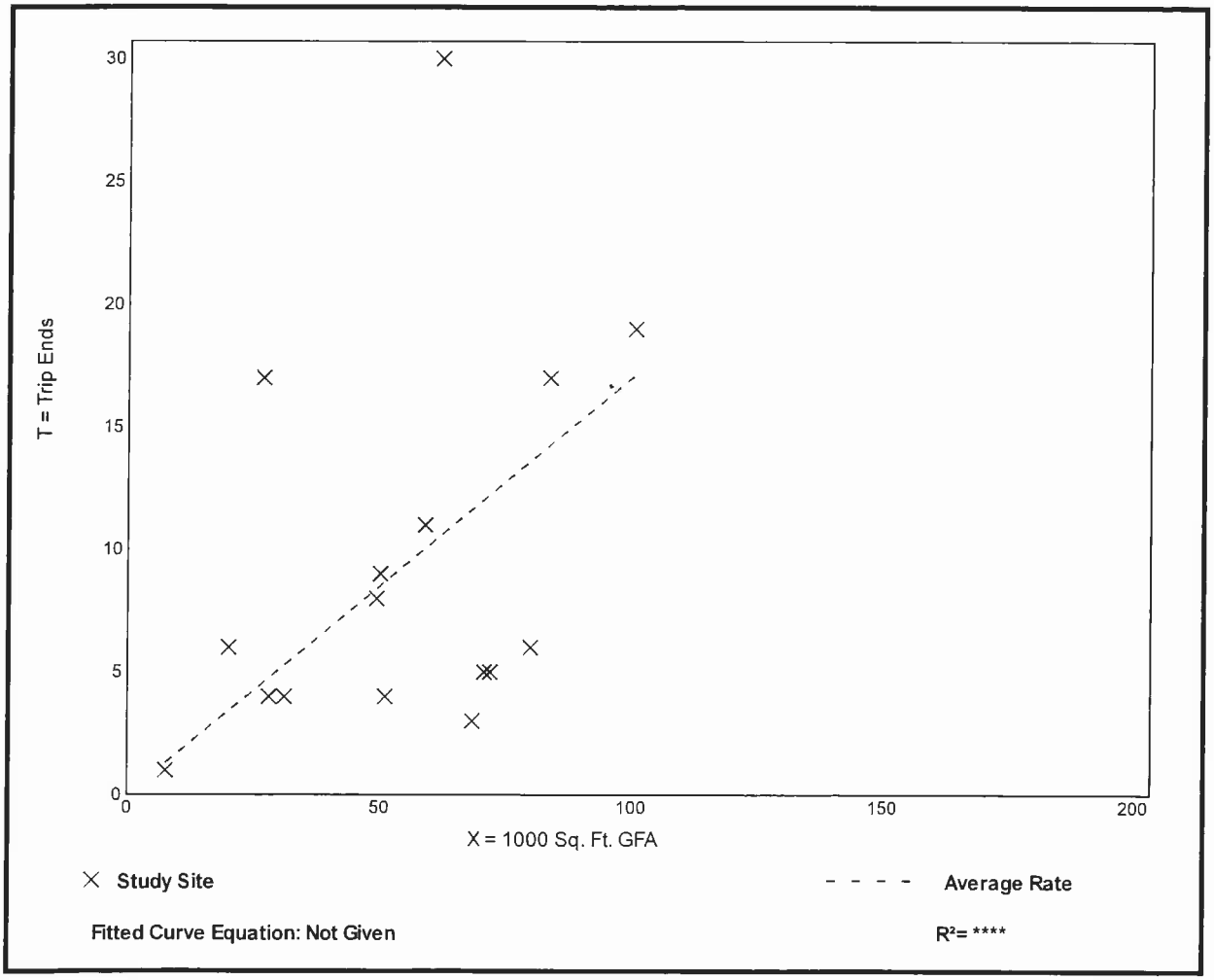
Mini-Warehouse
(151)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	16
1000 Sq. Ft. GFA:	54
Directional Distribution:	47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.04 - 0.64	0.14

Data Plot and Equation



- U-Haul U-Box Containers for Moving & Storage Information

-Haul is open and we are here to help!

J-Box® Containers
or Moving & Storage

-Box® moving containers provide a convenient, flexible
id secure way to move and store your belongings. Tell us when and where you need your container to get a quote today.

Get your U-Box containers today!

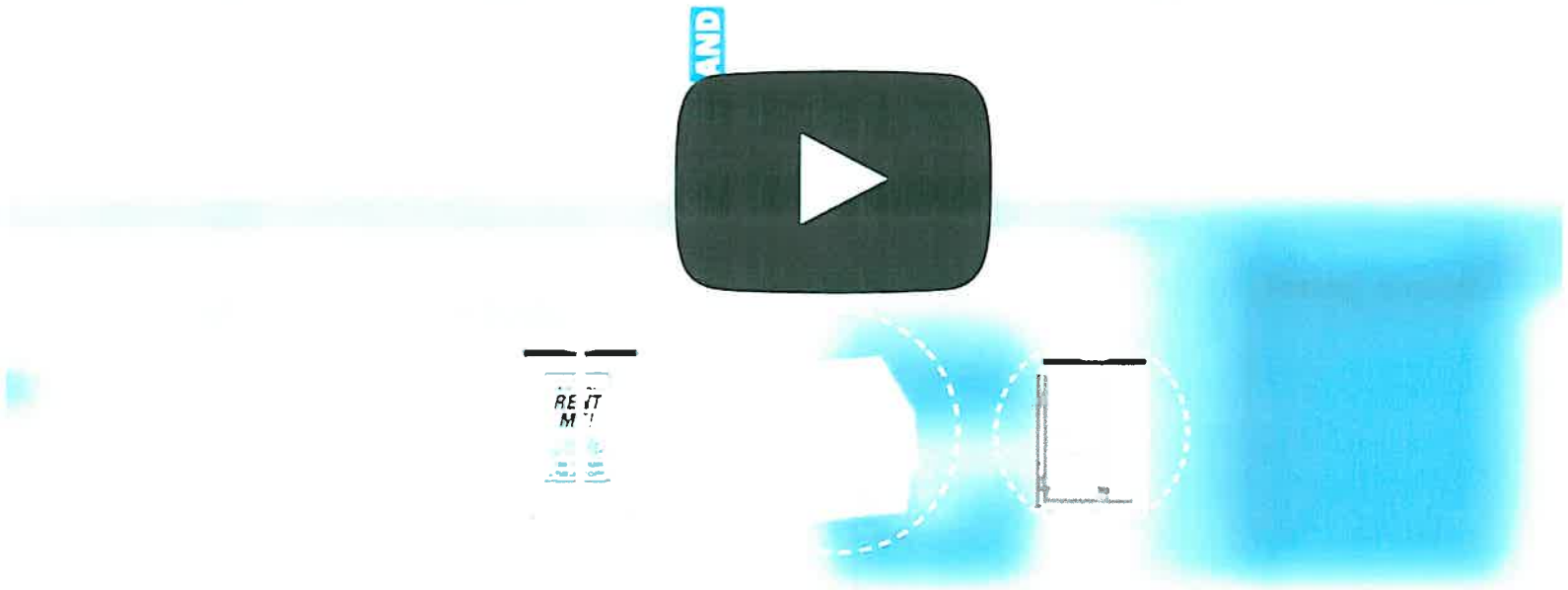
Moving From* Zip or City, State Zip/Postal Code or City, State/Province
Moving To (Optional) Optional Zip/Postal Code or City, State/Province
Loading Date* mm/dd/yyyy
Get Rates

on't want to travel with your goods? Need flexibility with the timing of your move? Would storing your goods at the origin or destination be helpful? Door to Door®, U-Box® has the olution.

Tell Us When and Where you Need Your U-Box® Containers to Get a Quote Today!

Moving From* 1451 Felspar St, Pacific Bea Zip/Postal Code or City, State/Province
Moving To (Optional) Optional Zip/Postal Code or City, State/Province
Loading Date* mm/dd/yyyy
Get Rates

The Value: How does a U-Box® Shipping Container Benefit You?



U-BOX® Portable Moving ...

low Does it Work?

he best part about using U-Box® containers for a move or as a portable storage solution is you have the flexibility and control to plan the perfect move. You can ship to your new home o ore until you know where you're going. We give you the opportunity to plan each step of the process to ensure it works best for you.

'ity to City Moving® containers will give you the flexibility and convenience you need for your next move.

1. Choose the number of containers you need. One U-Box® container fits about a room and a half of household items. When in doubt get extra we won't charge you if you don't use it.
2. Tell us when you will need to access the container. If you ship it to a new city but don't need it yet, we can store it for you at our secure warehouse.
3. We deliver the containers to you and pick them up when you're ready. If you would rather take it home yourself, use our specially built trailer or pack it at a U-Haul location. Learn more about the different delivery options.
4. We will store your container at our secure warehouse or we can ship anywhere in the world. You will hear from us when the container is in transit and when it arrives at its destination.

-Box® containers can satisfy a variety of needs, whether moving cross country, making an nergency move, or needing on-site storage while renovating your home. Learn More.

J-Box® Delivery Options

he flexibility of U-Box® means you decide which delivery method works best for your move id budget. You have four options to access and pack your U-Box® containers for moving id storage. Learn More

- 

Never run out of space at the office again. U-Haul® storage is bound to have a location nearby that provides access 24-hours a day, 7 days a week, ensuring you have access when you need it to your business needs. Store your extra inventory, work documents/files, materials, and more.

- Custom storage solutions for businesses, small or large
- Online Account Management (Autopay, add authorized users, etc.)

Learn More about Storage for Business →

Looking for Portable Storage?

Looking for Portable Storage?

Portable Storage

U-Box® Containers are a perfect solution if you plan on moving and/or storing your belongings. We will deliver the containers to your home. You pack it up and store them at your home or our secure warehouse for as long as you need. We'll even move them to your destination choice if needed.

Learn More about U-Box® →

- Can be used as moving containers and/or storage containers
- Tell us when you want them dropped off and picked up
- No long-term contracts. Rent containers month-to-month

Learn More about U-Box® →

Self-Storage Tips

Storage Tips: Spring Cleaning Tips for Your Home (And Your Storage Unit). (/Articles/Tips/20729/Spring-Cleaning-Tips-for-Your-Home-And-Your-Storage-Unit)

Storage Tips: What Fits In a 10' x 15' Storage Unit?. (/Articles/Tips/20527/What-Fits-In-a-10-x-15-Storage-Unit)

Storage Tips: How to Store Winter Items in Self-Storage. (/Articles/Tips/20507/How-to-Store-Winter-Items-in-Self-Storage)

Spring Cleaning Tips for Your Home (And Your Storage Unit) ❯

What Fits In a 10' x 15' Storage Unit? ❯

How to Store Winter Items in Self-Storage ❯

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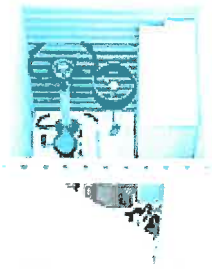
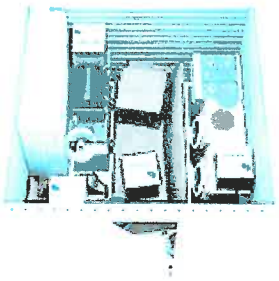
Small. Medium. Large.
U-Haul®
has a storage unit
to fit your needs.

Each storage facility has a unique variety of sizes to fit their local customer's needs. Choosing the right storage unit size can be challenging, which is why we want to make it easier. Here's a quick breakdown of each storage room by size category.



Small Storage Unit
0 - 50 sq ft.
Recommend storing miscellaneous items from around the house, dorm, or your extracurricular gear (fishing gear, skis, bikes, etc.).



Medium Storage Unit
51 - 150 sq ft.
Recommend storing items from a smaller home, apartment, while you're remodeling, or downsizing.

Large Storage Unit
151 + sq ft.
Recommend storing an entire home's items if packed properly.

Still not sure what size storage unit to reserve?

View our Full Self-Storage Size Guide for More Help →

Self-Storage Size Guide
Reserve The Right Self-Storage Unit For You
(/Articles/Tips/5019/Self-Storage-Size-Guide/)

View our Full Self-Storage Size Guide for More Help (/Articles/Tips/5019/Self-Storage-Size-Guide/)

Indoor or Outdoor Storage?

What is Indoor Storage?

Indoor storage units offer additional protection against the weather and elements. Generally located inside a single or multi-story building, these units and lockers provide customers with additional benefits to keep their belongings dry, safe and secure. Additional layers of security are available with individual access codes and gate access, while also providing climate control to protect against humidity. For locations with harsh winters, heated storage is also available.

Recommended Items to Store:

- Furniture (Couches, dining room sets, etc.)
- Electronics and appliances
- Books, paintings, photos, etc.
- Documents

Back To Top

What is Outdoor Storage?

Recommended Items to Store:

location nearby that provides access 24-hours a day, 7 days a week, ensuring you have access when you need it to your business needs. Store your extra inventory, work documents/files, materials, and more.

- Custom storage solutions for businesses, small or large
- Online Account Management (Autopay, add authorized users, etc.)

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How to Store Winter Items in Self-Storage