APPENDIX G

LIMITED VMT ANALYSIS

FEBRUARY 21, 2025

Ms. Betsy Lindsay
ULTRASYSTEMS ENVIRONMENTAL
16431 Scientific Way
Irvine, CA 92618

SUBJECT: TEMPLE CITY BOULEVARD SELF-STORAGE PROJECT TRIP GENERATION AND VMT SCREENING ASSESSMENT & SITE ACCESS ANALYSIS, CITY OF EL MONTE

Dear Ms. Lindsay:

INTRODUCTION

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this Trip Generation and Vehicle Miles Traveled (VMT) Screening Assessment & Site Access Analysis for the proposed Temple City Boulevard Self-Storage Project.

The purpose of this study is to utilize the *City of El Monte Transportation Impact Analysis Guidelines For Vehicles Miles Traveled and Level of Service Assessment*, dated October 2020, and the San Gabriel Valley Council of Governments (SGVCOG) VMT Tool, which establishes uniform analysis methodologies and thresholds of significance for determining LOS and VMT impacts under the California Environmental Quality Act (CEQA), to determine if the project will require a detailed level of service (LOS) analysis and/or a detailed VMT modeling analysis.

Furthermore, this memorandum includes additional analysis of various site access items identified in Transtech' peer review of RK's initial trip generation/VMT screening letter (dated August 14, 2024). The Transtech Memorandum is included in **Appendix A**.

PROJECT DESCRIPTION

The proposed Temple City Boulevard Self-Storage Project (hereinafter referred to as "project") is located at 4301 Temple City Boulevard, west of Temple City Boulevard and south of the Eaton Wash, in the City of El Monte. The project site is currently vacant.

The project proposes to construct a 4-story 133,884 square foot (SF) self-storage facility over a basement. The project proposes to provide a total of seventeen (17) on-site parking spaces. Access to the project is proposed via one (1) unsignalized driveway located along Temple City Boulevard.

Exhibit A shows an aerial location map of the project site. **Exhibit B** shows the project's proposed site plan.

TRIP GENERATION

Trip generation represents the amount of traffic that is attracted and produced by a development. Trip generation is typically estimated based on the trip generation rates from the latest Institute of Transportation Engineers (ITE) Trip Generation Manual. The latest and most recent version (11th Edition, 2021) of the ITE Manual has been utilized for this trip generation analysis. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

As previously mentioned, the proposed project primarily consists of constructing a 4-story 133,884 square foot (SF) self-storage facility. As such, the ITE Land Use Code 151: Mini-Warehouse trip rates are the most appropriate for both the project land use.

Table 1 shows the ITE trip generation rates (11th Edition) utilized for the trip generation analysis of the proposed land use in the upper portion and the forecasted trip generation for the proposed project in the lower portion.

Table 1 | Project Trip Generation Rates & Forecast[1]

Land Use (ITE Code)	Quantity	Units[2]	Weekday Conditions						
			AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rate									
Mini-Warehouse (151)	- -	TSF	59%	41%	0.09	47%	53%	0.15	1.45
Trip Generation Forecast									
Mini-Warehouse (151)	133.884	TSF	7	5	12	9	11	20	194

1. Source: *ITE Trip Generation Manual (11th Edition, 2021)*.
2. TSF = Thousand Square Feet.

As shown in Table 1, the project is forecast to generate approximately 194 daily trips which consists of 12 AM peak hour trips and 20 PM peak hour trips.

As specified in the *City of El Monte Transportation Impact Analysis Guidelines For Vehicles Miles Traveled and Level of Service Assessment*, dated October 2020, a TIA which includes LOS analysis is only required for a proposed project when either the AM or PM peak hour trip generation from the proposed development is expected to exceed 50 vehicle trips.

Therefore, the proposed project is not required to prepare a traffic impact analysis and is not expected to result in any significant adverse impacts on the operations of the roadway network and intersections.

VEHICLE MILES TRAVELED (VMT) SCREENING ASSESSMENT

The *City of El Monte Transportation Impact Analysis Guidelines For Vehicles Miles Traveled and Level of Service Assessment*, dated October 2020, provides recommendations in the form of thresholds of significance and methodology for identifying VMT-related impacts. The proposed project is subject to a VMT screening analysis and will adhere to the recommendations and practices described in the City's guidelines.

The City of El Monte has developed three types of screening criteria that can be applied to effectively screen projects from project-level assessment. The screening types are identified below:

- Step 1: Transit Priority Areas Screening
- Step 2: Low VMT-Generating Area Screening
- Step 3: Project Type Screening

Step 1: Transit Priority Areas Screening

Based on the *City of El Monte Transportation Impact Analysis Guidelines For Vehicles Miles Traveled and Level of Service Assessment*, dated October 2020, "Projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary." However, this presumption may not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for than required by City requirements;
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
4. Replaces affordable residential units with a smaller number of moderate or high-income residential units.

Exhibit C illustrates all bus stops located within the project vicinity.

As shown in Exhibit C, there are eight (8) bus stops located within 0.5 miles of the project site that have a service interval frequency of 15 minutes or less. All eight (8) bus stops are situated along Valley Boulevard and serviced by Metro Bus Line 76, connecting downtown Los Angeles to El Monte. As such, Valley Boulevard would qualify as a high-quality transit corridor since there are fixed route bus stops with service intervals no longer than 15 minutes during peak commute hours. Therefore, the project is determined to be situated within a transit priority area.

Table 2 evaluates the appropriateness for utilization of the Transit Priority Screening Criteria.

Table 2 | Transit Priority Area Screening Check for Appropriateness

TPA Screening Criteria	Project's Eligibility	Satisfied?
Has a Floor Area Ratio (FAR) greater than or equal to 0.75.	The proposed project has a FAR greater than 0.75.	Yes
Includes less than or equal to parking for use by residents, customers, or employees of the project than required by the City.	The project is expected to provide minimum required parking than is required by the City.	Yes
Is consistent with the applicable Sustainable Communities Strategy (SCS).	The proposed project is consistent with the City of El Monte General Plan land use designation and is expected to be consistent with the SCS.	Yes
Does not replace affordable residential units with a smaller number of moderate- or high-income residential units.	The project is not replacing any existing affordable housing units.	Yes

Based on Table 2, it would be appropriate to presume that the project has a less than significant impact on VMT based on the TPA screening criteria. Therefore, the proposed project does satisfy the screening criteria based on Step 1: Transit Priority Areas Screening.

Step 2: Low VMT-Generating Area Screening

Per the City of El Monte Guidelines, residential and office projects located within a low VMT-generating area are presumed to have a less than significant impact absent substantial evidence to the contrary.

According to *City of El Monte Transportation Impact Analysis Guidelines For Vehicles Miles Traveled and Level of Service Assessment*, dated October 2020, "If the predominant land uses in the vicinity are nominally of the same type as the proposed project and the proposed project is reasonably expected to generate similar VMT as the existing land uses, the project is considered screened out if it is in the low VMT area for the Total Daily VMT Service per Population." As such, the SGVCOG VMT Tool was utilized to determine if the proposed project was situated in a low VMT-generating area since the land use (i.e., industrial) is similar to the surrounding land uses.

The results of the SGVCOG VMT Tool are summarized in **Table 3**. The SGVCOG VMT Tool Report is provided in **Appendix B**. As shown in Appendix B, there are two sets of the SGVCOG VMT Tool Report since there are multiple parcels located within different jurisdictions. However, all parcels are located within the same TAZ and therefore share the same results shown below.

Table 3 | Low VMT-Generating Screening

Project TAZ	Baseline Year	VMT/ Service Population
22202400	2024	26.5
City of El Monte VMT Threshold of Significance		**29.49**
Potentially Significant Impact? (Yes/No)		**No**

1. San Gabriel Valley Council of Governments (SGVCOG) VMT Tool.
2. Website: https://apps.fehrandpeers.com/SGVCOGVMT/ Accessed: August 2024.

As shown in Table 3, proposed project's TAZ VMT was calculated to be 26.5 VMT per service population, which is less than the City of El Monte's threshold of 29.46 VMT per service population (i.e., 15% below the SGVCOG baseline VMT per service population). Therefore, the proposed project does satisfy the Step 2: Low VMT-Generating Area Screening and may be presumed to have a less than significant impact on VMT under CEQA.

Step 3: Project Type Screening

The *City of El Monte Transportation Impact Analysis Guidelines For Vehicles Miles Traveled and Level of Service Assessment*, dated October 2020, specify that certain project types are eligible to screen from a project-level VMT assessment because they can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature. These types of projects include:

- Local-Serving Retail Less than 25,000 square feet, including:
  - Gas stations
  - Banks
  - Restaurants
  - Shopping Center
- Other local-serving uses as approved by the City's Traffic Engineer
- Projects generating less than 110 daily vehicle trips
  - 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 warehousing
  - 79,000 sq. ft. of high cube transload and short-term storage warehouse

The project is not consistent with any of these project types as shown in Table 1, based on the ITE trip generation rates, the proposed project is forecast to generate approximately 194 daily trips. Therefore, the proposed project does not satisfy the screening criteria based on Step 3: Project Type Screening.

VMT Screening Assessment Conclusions

Consistent with *City of El Monte Transportation Impact Analysis Guidelines For Vehicles Miles Traveled and Level of Service Assessment*, dated October 2020, the proposed project is screened out from a full VMT analysis based on Step 1: Transit Priority Areas Screening & Step 2: Low VMT-Generating Area Screening and may be presumed to have a less than significant impact on VMT under CEQA.

SITE ACCESS ANALYSIS

The purpose of this site access analysis is to review site ingress/egress and on-site circulation.

Existing and Planned Gate Access

Based on the project site plan, there is an existing 6-foot tall corrugated metal gate/fence located approximately 50 feet from the curb. This gate/fence will be removed with the construction of the proposed project.

The project will install an entry/exit gate located approximately 100 feet from the curb. This storage space can accommodate approximately four (4) vehicles (i.e., 25 feet per vehicle). Additionally, there are four parking spaces located on-site prior to the proposed gate.

Garbage Truck Turning Template

A turning template has been prepared (see **Exhibit D**) to illustrate how a garbage truck will enter/exit the site and navigate internally to/from the trash receptacle.

RK contacted Valley Vista Services, the City of El Monte's waste and disposal contractor, to obtain accurate garbage truck dimensions. According to Valley Vista Services, their largest front-loading trash truck has the following dimensions:

- Length: 25 feet
- Width: 9 feet
- Height: 12 feet

Using these dimensions and photographs of the truck, RK created a garbage truck design vehicle with AutoTurn Pro software. As shown in Exhibit D, the truck can maneuver around the site without difficulty. The trash truck is illustrated entering the site from the project access driveway, traveling westbound, utilizing the 96-foot diameter turnaround area to head eastbound towards the trash receptacle, and then exiting the site by turning left onto Temple City Boulevard.

Corner Sight Distance Analysis

A corner sight distance analysis has been conducted for the project access driveway along Temple City Boulevard. The purpose of this analysis is to ensure that the intersection provides adequate sight distance for drivers to safely turn onto the major road (i.e., Temple City Boulevard). The corner sight distance analysis was conducted following the procedures specified in the Caltrans Highway Design Manual.

Caltrans Highway Design Manual Methodology

Per the *Caltrans Highway Design Manual* (HDM), the minimum corner sight distance (feet) is determined by the equation ($1.47 \times V_m \times T_g$), where V_m is the design speed (mph) of the major road and T_g is the time gap (seconds) for the vehicle along the minor road to enter the major road.

Design speed refers to the selected speed used to determine the various geometric design features of the roadway. Generally, the design speed of a roadway is equal to or exceeds the posted speed limit of a roadway facility. For purposes of this analysis, the design speed will be equal to the posted speed limits: 40 mph for northbound vehicles and 35 mph for southbound vehicles approaching the project site.

For a passenger vehicle performing a left turn from a stopped position a time gap of 7.5 seconds (T_g=7.5) is assumed. Conversely, a passenger vehicle performing a right turn maneuver from a stopped position assumes a time gap of 6.5 seconds (T_g=6.5). However, the time gaps identified are appropriate for a stopped vehicle to turn left, right, or cross a two-lane highway with no median and with minor road grades of 3 percent (3%) or less. Appropriate time gap adjustments, in accordance with Table 405.1 A of the *Caltrans Highway Design Manual*, have been accounted for.

As a result, the following corner sight distances should be maintained between the driver on the minor road and the approaching driver on the major road when performing the following maneuvers:

- Left-Turn from Stop: **470 feet**
- Right-Turn from Stop and Crossing Maneuver: **334 feet**

The visibility required to perform the analyzed maneuvers forms a clear sight triangle with the corner sight distance of dimension "*b*" and the crossing distance dimension "a_1 or a_2". Dimensions a_1 and a_2 are measured from the decision point to the center of lane. The decision point is located at a setback distance where a vehicle waiting on the minor road must be assumed to be positioned. This setback distance should be measured from the edge of travel way of the major road. Setback for the driver of vehicle on the minor road should be at a minimum of 10 feet plus the shoulder width of the major road, but not less than 15 feet. For the purposes of this analysis, the curb face is used as the edge of the travel way, and the driver's setback has been set at 15 feet from the curb.

Figure 405.1 of the Caltrans Highway Design Manual provides an example of corner sight distance at a two-lane two-way highway.

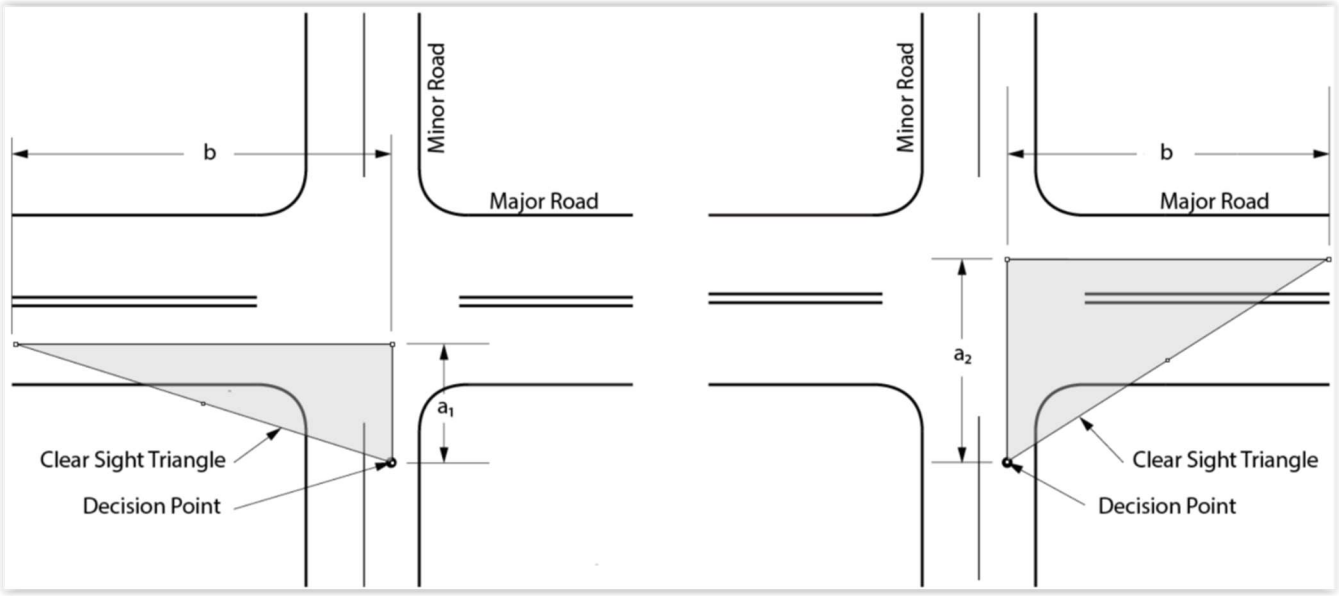


Figure 405.1A

Right-Turn Analysis

Exhibit E illustrates the clear sight triangle required for vehicles performing a right-turn maneuver from the project access driveway along Temple City Boulevard. This analysis utilizes the following dimensions: "a_1"=19 feet; "*b*"=334 feet.

A sight line is developed and a "limited use area" is created which designates an area between the edge of pavement and the driver's line of sight. This area prohibits obstructions in order to maintain adequate sight distance at the intersection.

Based on the limited use area shown in Exhibit E, no obstructions that may block a driver's line of sight are present or expected for drivers attempting a right-turn maneuver.

Left-Turn Analysis

Exhibit E also illustrates the clear sight triangle required for vehicles performing a left-turn maneuver from the project access driveway along Temple City Boulevard. This analysis utilizes the following dimensions: "a_2"=43 feet; "*b*"=470 feet.

As shown in Exhibit E, no obstructions are present that may block a driver's line of sight. However, the project's future landscaping may restrict visibility for drivers attempting a left-turn maneuver.

Corner Sight Distance Recommendations

The following recommendations are provided to ensure adequate corner sight distance from the project access driveway along Temple City Boulevard:

1. Ensure the project's design features (e.g., proposed landscaping) within the limited-use area of the project access driveway do not exceed thirty inches in height to prevent obstructions to a driver's line of sight.
2. Trim and maintain foliage continuously within the corner sight distance limited use area up to thirty inches in height.
3. Any future landscaping and/or hardscapes (i.e., monument signs) should be designed such that a driver's clear line of sight is not obstructed.

Northbound Left-Turn Access Analysis

Northbound left-turning vehicles will enter the project site from a travel lane, not a dedicated left-turn pocket. This presents potential safety concerns, as entering vehicles may remain stationary while waiting for an appropriate gap in traffic.

In order to assess this safety concern, RK has conducted an intersection analysis using PTV Vistro 2025 software to calculate the movement delay and 95th percentile queue lengths associated with the northbound left-turn movement.

This intersection analysis evaluates traffic conditions during the weekday AM peak and PM peak hours under Project Opening Year Conditions. For this analysis, the Year 2026 is considered the Project Opening Year.

The analysis utilizes newly collected traffic count data (i.e., 24-hour average daily traffic counts) conducted in February 2025. The traffic count data includes vehicle classification. As a result, the traffic counts were converted to Passenger Car Equivalents (PCE) utilizing the following PCE conversion factors:

- 2-Axle Trucks – 1.5 PCE
- 3-Axle Trucks – 2.0 PCE
- 4-Axle Trucks – 3.0 PCE

The peak hour traffic volumes for both northbound and southbound directions during the AM and PM periods have been conservatively used to establish existing traffic conditions.

The traffic count data worksheets are included in **Appendix C**.

Project traffic volumes have been manually assigned based on the peak hour trip generation previously shown in Table 1. Conservatively, all entering trips are assumed to access the project from the northbound left-turn movement.

Project Opening Year (2026) Conditions traffic volumes consist of a 2% ambient growth on top of existing (2025) traffic volumes, plus the traffic generated by the proposed project.

The northbound left-turn access analysis (i.e. movement delay and 95th percentile queue) for the proposed project driveway under Project Opening Year (2026) Conditions is summarized in **Table 4.**

Table 4 | Northbound Left-Turn Access Analysis Summary Project Opening Year (2026) Conditions

Study Intersection	Turning Movement	Movement Delay (sec/veh)		Movement LOS		95th Percentile Queue Length (ft/ln)	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Temple City Boulevard (N/S) at Project Access Driveway (E/W)	Northbound Left-Turn	11.5	10.7	B	B	25'[1]	25'[1]

1. Although the reported queue is less, a minimum vehicle length of 25 feet has been utilized.

As shown in Table 4, northbound left-turning vehicles are expected to experience minimal delays of approximately 11.5 seconds during the weekday AM peak period and 10.7 seconds during the PM peak period under Project Opening Year (2026) Conditions. These delay values correspond to a movement level of service (LOS) grade of B. According to the Highway Capacity Manual, LOS B traffic conditions are characterized by stable operations and minimal delays.

As also shown in Table 4, the 95th percentile queues forecasted for the northbound left-turn movement during the weekday AM and PM peak periods under Project Opening Year (2026) Conditions are calculated to be less than length of a single vehicle. As such, there is adequate spacing for northbound left-turn entering vehicles to temporarily queue in the No. 1 northbound through lane along Temple City Boulevard without stacking back onto the railroad tracks.

These findings, along with the fact that four (4) vehicles can be accommodated on-site before the proposed gate entrance, concludes that northbound left-turn vehicles can enter the site safely and efficiently, and without undue congestion.

Detailed intersection analysis worksheets for Project Opening Year (2026) Conditions are contained in **Appendix D**.

CONCLUSIONS

RK Engineering Group, Inc. has completed this Trip Generation and Vehicle Miles Traveled (VMT) Screening Assessment for the proposed Temple City Boulevard Self-Storage Project.

As specified in the *City of El Monte Transportation Impact Analysis Guidelines For Vehicles Miles Traveled and Level of Service Assessment*, dated October 2020, a detailed traffic impact analysis will be required if a project is forecast to generate 50 or more peak hour trips. The project is forecast to generate approximately 194 daily trips which consists of 12 AM peak hour trips and 20 PM peak hour trips. As such, the proposed project is not required to prepare a traffic impact analysis and is not expected to result in any significant adverse impacts on the operations of the roadway network and intersections.

Furthermore, consistent with *City of El Monte Transportation Impact Analysis Guidelines For Vehicles Miles Traveled and Level of Service Assessment*, dated October 2020, the proposed project is screened out from a full VMT analysis based on Step 1: Transit Priority Areas Screening & Step 2: Low VMT-Generating Area Screening and may be presumed to have a less than significant impact on VMT under CEQA.

Additionally, based on the site access analysis, there is adequate on-site stacking, adequate corner sight distance, and northbound left-turn vehicles can enter the site safely and efficiently, and without undue congestion.

RK Engineering Group, Inc., appreciates this opportunity to assist ULTRASYSTEMS ENVIRONMENTAL with this project. If you have any questions regarding this study, please do not hesitate to contact us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.







Justin Tucker, P.E., T.E.
Principal

Michael Torres, T.E.
Engineer IV

Attachments

Attachments

Exhibits



Legend

= Project Site Boundary

Exhibit A

Location Map

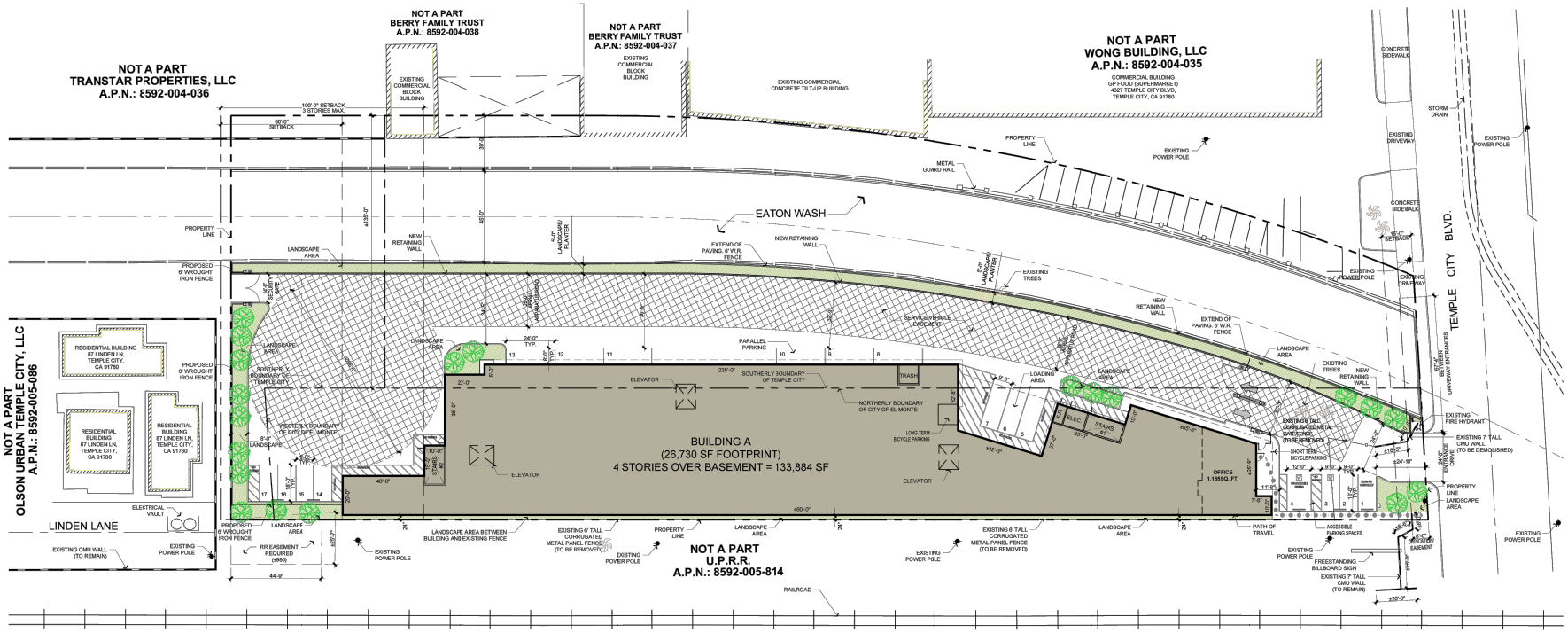


Exhibit B

Project Site Plan

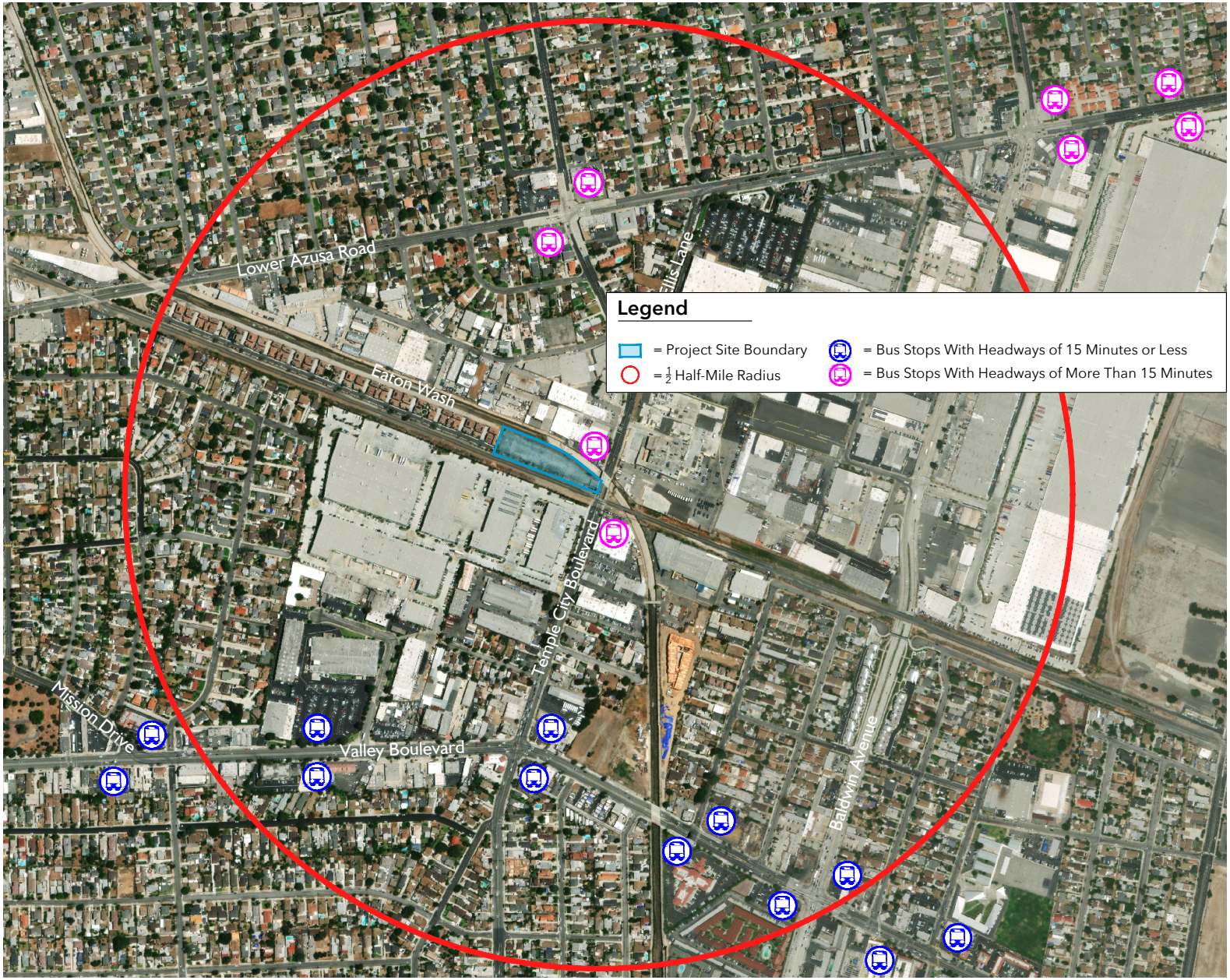
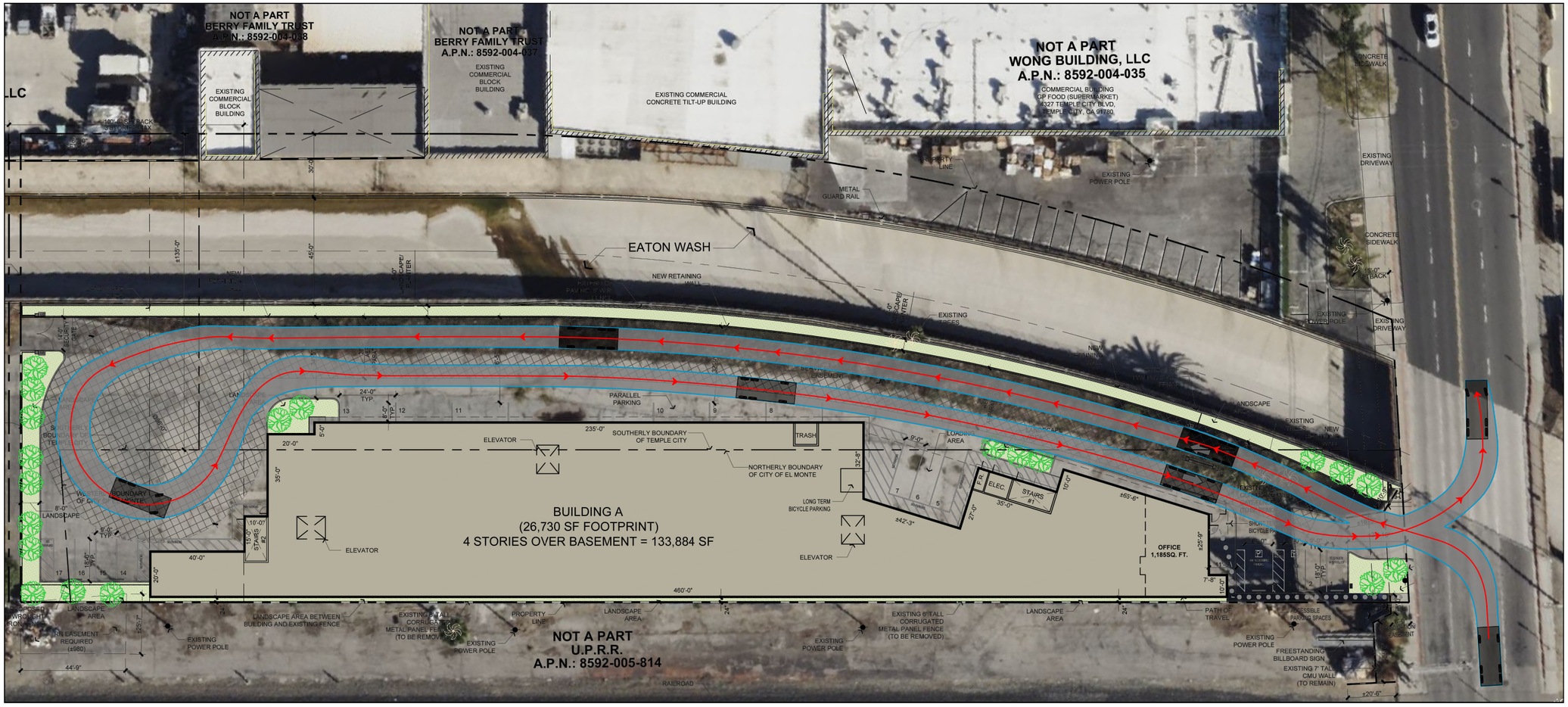
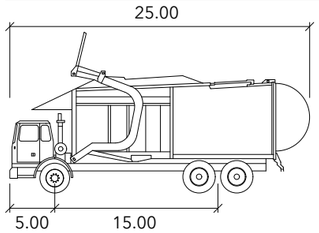


Exhibit C

Bus Stop Locations Within the Project Vicinity





El Monte Front Loader Garbage Truck

	feet
Width	: 9.00
Track	: 9.00
Lock to Lock Time	: 6.0
Steering Angle	: 27.0

Legend

= 25' Garbage Truck

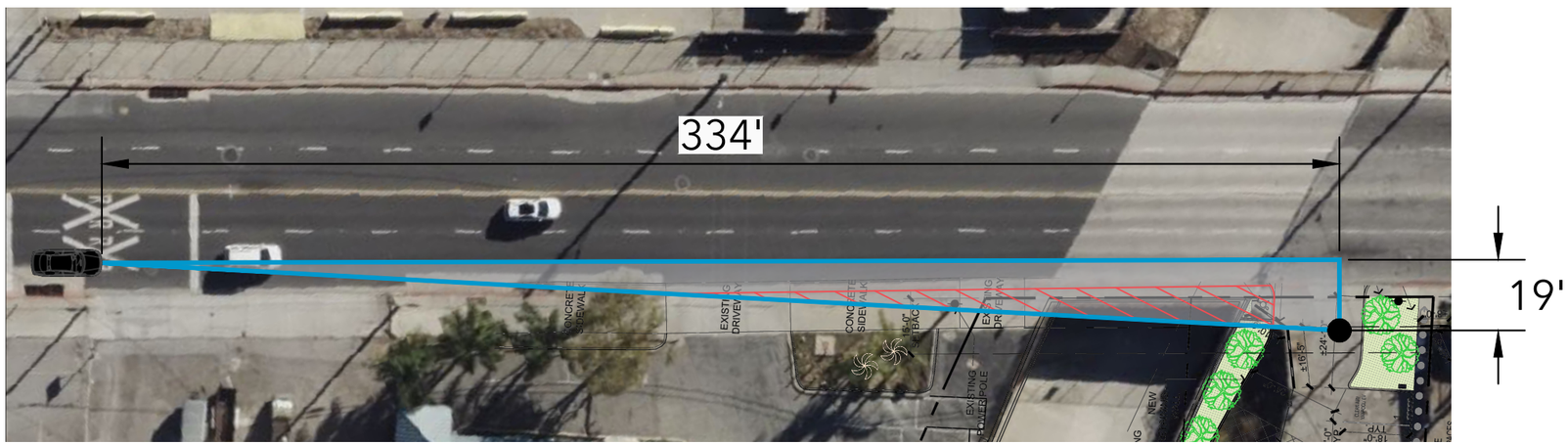
= Vehicle Path

N

Exhibit D

Garbage Truck Turning Template

Right-Turn Maneuver



SCALE: 1" = 40'

40 20 0 40 80

Legend

- = Decision Point
- = Oncoming Vehicle
- = Clear Sight Triangle
- = Limited Use Area

Left-Turn Maneuver



Exhibit E

Corner Sight Distance Analysis

Appendices

Appendix A
Transtech Memorandum

To:	Kevin Ko, PE Engineering Div/Public Works	Pages:	1 Page
From:	Jana Robbins, PTP, RSP	Job #:	TT 241142
Re:	Traffic Comments on the Temple City Storage Project Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis, Prepared by RK Engineering Group and Dated August 14, 2024 in the City of El Monte	Cc:	Kacie Stewart, PW Michael Lloyd, PE

We have reviewed the Temple City Storage Project Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis prepared by RK Engineering Group and Dated August 14, 2024. The proposed project will be located at 4301 Temple City Boulevard, west of Temple City Boulevard and south of the Eaton Wash, in the City of El Monte. The project site is currently vacant. The project proposes to construct a 4-story 133,884 square foot (SF) self-storage facility over a basement. The project proposes to provide a total of seventeen (17) on-site parking spaces. Access to the project is proposed via one (1) unsignalized driveway offering full access located along Temple City Boulevard. Using the 11th Edition Trip Generation Manual with rates for a Mini Warehouse (ITE Code 151) the project is projected to generate a total of 194 new daily trips, with 12 new trips in the AM peak and 20 new trips in the PM peak. According to El Monte Traffic Study Guidelines, a project generating less than 50 peak hour project trips is not required to prepare a full Traffic Impact Analysis. However, this does not preclude the City from asking the applicant to look at access or other subjects that may affect traffic safety.

Following OPR's and Cities guidelines this project is eligible for screening from VMT as being located in a Low VMT Generating Area. Those projects that can be screened from VMT are assumed to have a less than significant impact on VMT under CEQA.

In general, the overall study methodology, assumptions, and findings documented in the report are consistent with industry standards. There are, however, several issues that need to be addressed or provide a more thorough explanation in the study, as detailed below.

1. Please include a discussion on the location and distance of the gate in relation to the curb. At least one vehicle should be able to queue on-site waiting for the gate to open. No vehicles should need to wait in a travel lane for the gate to open to make a turn into the site.

2. Please provide a truck template on the site plan showing how a trash truck will enter the site to the trash receptacle and turn around on the site to exit.

3. The driveway should have clear corner sight distance free from walls or vegetation. Please illustrate that clear sight distance at the driveway is available.

4. Please include a discussion on the NB left turn movement into the driveway. Vehicles will need to sit in a travel lane to enter the site. What is the assumed wait time for NB LT for a gap in SB traffic.

Appendix B
SGVCOG VMT Tool Report

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: August 14, 2024, 10:00:27 AM

Project Name: El Monte Self-Storage Facility

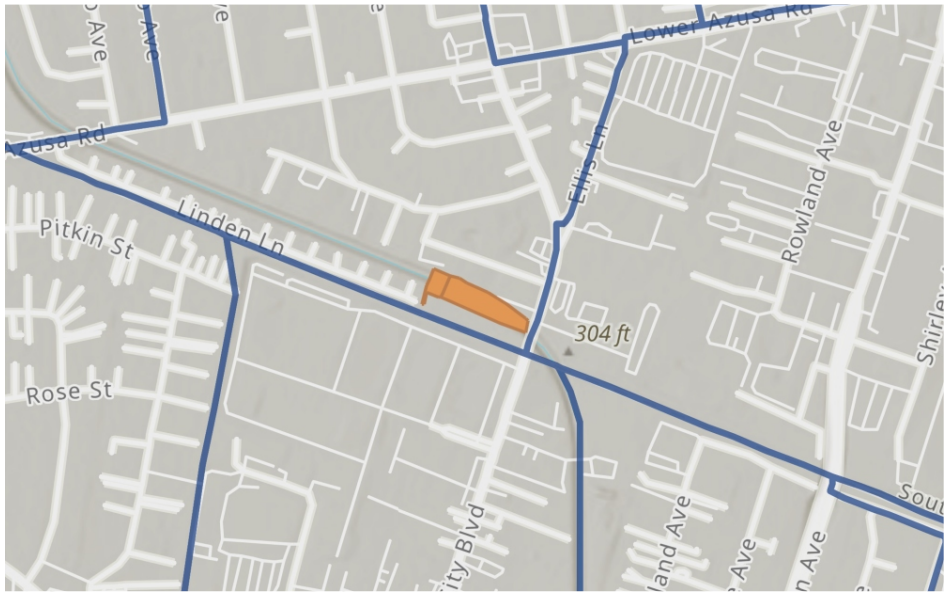
Project Description: 133,884 SF Self-Storage Facility

Project Location

jurisdiction:
El Monte

apn	TAZ
8592-005-006	22202400
8592-005-007	22202400

Inside a TPA?
No (Fail)



Analysis Details

Data Version: SCAG Regional Travel Demand Model
2016 RTP Base Year 2012

Analysis Methodology: TAZ

Baseline Year: 2024

Project Land Use

Residential:

Single Family DU:

Multifamily DU:

Total DUs: 0

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF: 133

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

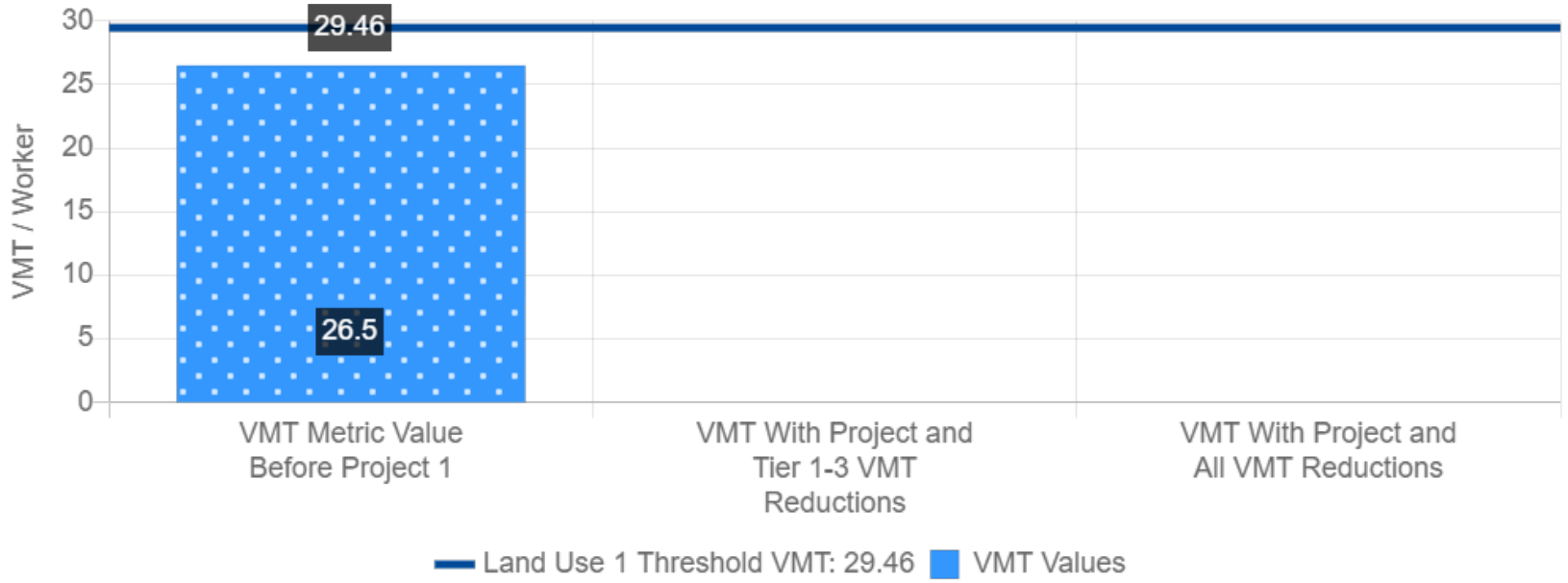
Motor Vehicle Parking: 17

Bicycle Parking:

Industrial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Industrial
VMT Without Project 1:	Total VMT per Service Population
VMT Baseline Description 1:	SGVCOG Average
VMT Baseline Value 1:	34.66
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	26.5	null	null
Low VMT Screening Analysis	Yes (Pass)	null	null



SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: August 14, 2024, 10:04:32 AM

Project Name: El Monte Self-Storage Facility

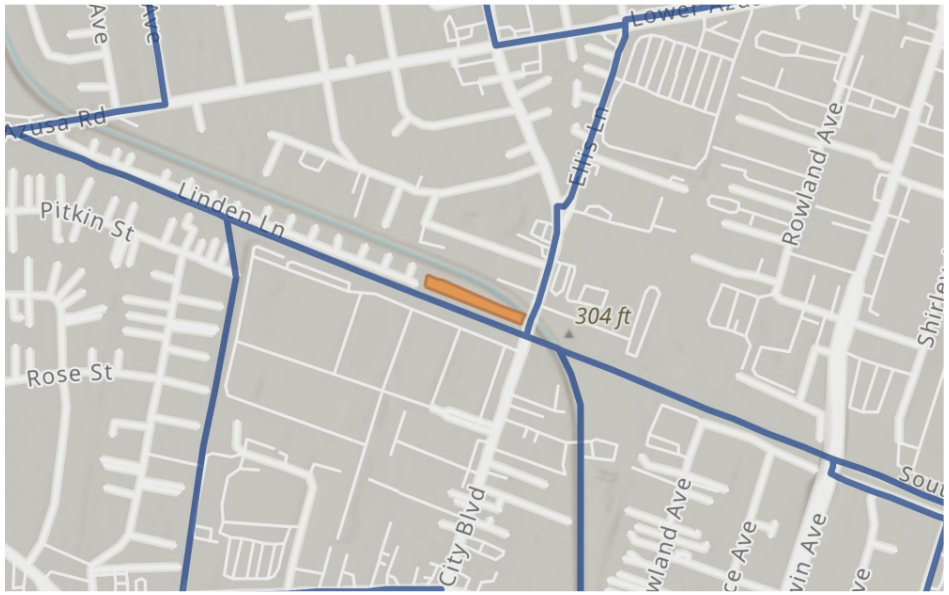
Project Description: 133,884 SF Self-Storage Facility

Project Location

jurisdiction:
El Monte

apn	TAZ
8592-005-005	22202400

Inside a TPA?
No (Fail)



Analysis Details

Data Version: SCAG Regional Travel Demand Model
2016 RTP Base Year 2012

Analysis Methodology: TAZ

Baseline Year: 2024

Project Land Use

Residential:

Single Family DU:

Multifamily DU:

Total DUs: 0

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF: 133

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

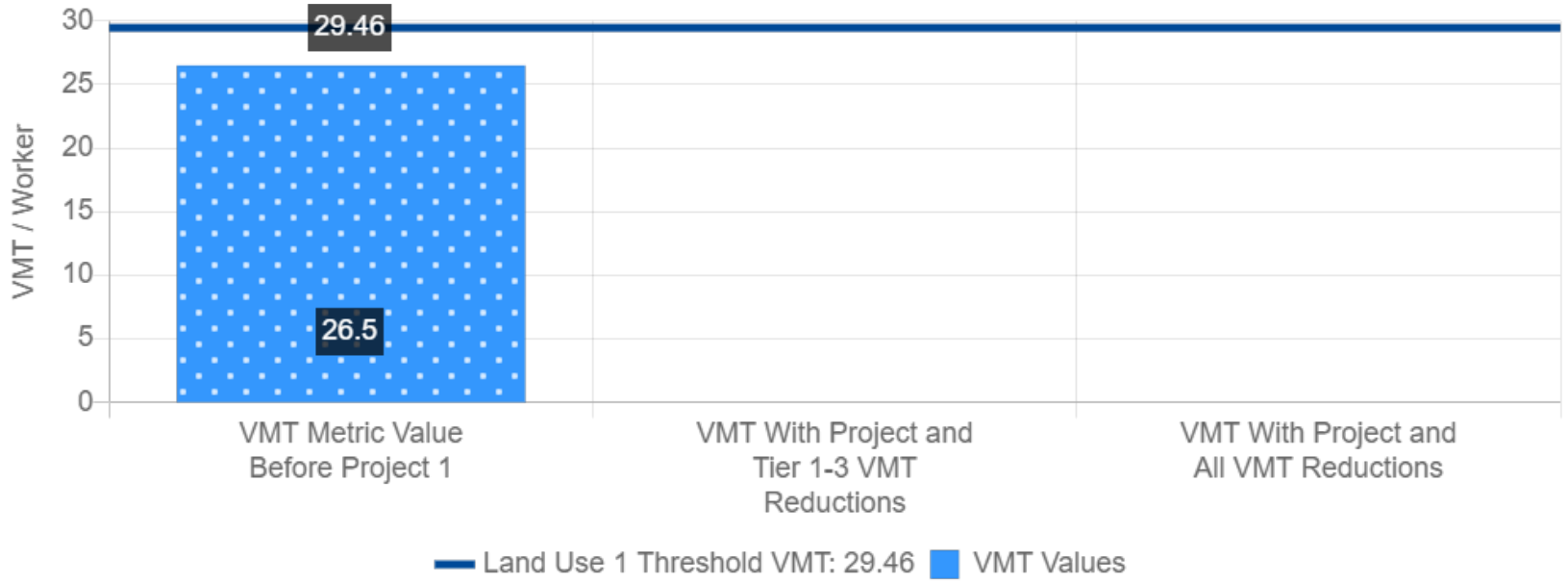
Motor Vehicle Parking: 17

Bicycle Parking:

Industrial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Industrial
VMT Without Project 1:	Total VMT per Service Population
VMT Baseline Description 1:	SGVCOG Average
VMT Baseline Value 1:	34.66
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	26.5	null	null
Low VMT Screening Analysis	Yes (Pass)	null	null



Appendix C
Traffic Count Data

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Temple City
Temple City Boulevard
S/ Eaton Wash
24 Hour Directional Classification Count

TPC001
Site Code: 105-25101

Northbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/25	0	56	8	0	0	0	0	0	0	0	0	0	0	64
01:00	0	35	5	0	0	0	0	0	1	0	0	0	0	41
02:00	0	16	7	0	0	0	0	1	0	0	0	0	0	24
03:00	1	36	3	0	1	0	0	0	1	0	0	0	0	42
04:00	1	62	12	0	6	0	0	0	0	0	0	0	0	81
05:00	0	149	45	5	10	0	1	3	2	0	0	0	0	215
06:00	2	383	97	5	16	5	1	13	2	2	**2**	0	1	529
07:00	**6**	**677**	**132**	9	28	**7**	3	21	2	**4**	2	**3**	**3**	**897**
08:00	4	645	122	12	38	4	**4**	**22**	**4**	3	1	0	1	860
09:00	3	507	117	**18**	**39**	3	2	15	3	1	0	1	2	711
10:00	3	465	101	3	33	3	0	9	2	2	0	0	0	621
11:00	2	437	108	6	26	7	0	12	1	3	0	0	0	602
12 PM	0	503	110	7	32	4	0	15	**7**	1	0	0	**2**	681
13:00	4	487	106	3	24	3	0	12	1	0	1	0	1	642
14:00	3	627	**144**	6	**36**	4	1	11	2	0	0	0	0	834
15:00	5	622	114	6	28	3	**2**	**18**	0	2	1	0	0	801
16:00	**9**	725	118	6	23	2	1	7	0	4	0	0	0	**895**
17:00	2	**755**	100	2	11	**6**	1	10	2	1	0	0	0	890
18:00	6	628	78	**8**	6	5	1	7	2	**5**	**3**	0	1	750
19:00	3	464	75	2	6	1	0	5	0	0	0	0	0	556
20:00	1	324	33	1	3	3	0	0	1	2	0	0	0	368
21:00	1	295	31	1	3	1	0	3	0	0	0	0	0	335
22:00	2	187	23	2	2	0	0	0	0	0	0	0	0	216
23:00	0	85	13	1	0	0	0	1	0	0	0	0	0	100
Total	58	9170	1702	103	371	61	17	185	33	30	10	4	11	11755
Percent	0.5%	78.0%	14.5%	0.9%	3.2%	0.5%	0.1%	1.6%	0.3%	0.3%	0.1%	0.0%	0.1%	
AM Peak	07:00	07:00	07:00	09:00	09:00	07:00	08:00	08:00	08:00	07:00	06:00	07:00	07:00	07:00
Vol.	6	677	132	18	39	7	4	22	4	4	2	3	3	897
PM Peak	16:00	17:00	14:00	18:00	14:00	17:00	15:00	15:00	12:00	18:00	18:00		12:00	16:00
Vol.	9	755	144	8	36	6	2	18	7	5	3		2	895
Grand Total	58	9170	1702	103	371	61	17	185	33	30	10	4	11	11755
Percent	0.5%	78.0%	14.5%	0.9%	3.2%	0.5%	0.1%	1.6%	0.3%	0.3%	0.1%	0.0%	0.1%	

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City of Temple City
Temple City Boulevard
S/ Eaton Wash
24 Hour Directional Classification Count

TPC001
Site Code: 105-25101

Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/25	0	59	9	0	1	0	0	1	0	0	0	0	0	70
01:00	0	40	4	0	1	0	0	0	0	0	0	0	0	45
02:00	0	35	5	0	3	0	0	0	0	0	0	0	0	43
03:00	0	42	9	0	5	0	0	1	1	0	0	0	0	58
04:00	1	93	13	1	5	0	0	0	1	0	0	0	0	114
05:00	2	219	37	1	8	1	0	2	0	0	0	0	0	270
06:00	4	373	48	2	6	1	0	3	1	0	0	0	0	438
07:00	4	696	91	3	10	4	**4**	3	0	0	0	0	0	815
08:00	**5**	**921**	**119**	**5**	**18**	**6**	0	7	1	**1**	**1**	0	0	**1084**
09:00	4	671	114	3	18	4	0	7	2	1	0	0	0	824
10:00	1	620	97	2	18	3	0	7	**3**	0	1	0	0	752
11:00	2	630	90	0	16	1	0	**8**	0	0	0	0	0	747
12 PM	0	618	86	0	14	0	0	8	0	0	0	0	0	726
13:00	6	734	103	0	16	0	0	7	0	0	0	0	0	866
14:00	3	771	109	0	18	0	0	9	0	0	0	0	0	910
15:00	6	**813**	**116**	0	**19**	0	0	**10**	0	0	0	0	0	**964**
16:00	**10**	813	112	0	18	0	0	9	0	0	0	0	0	962
17:00	2	773	110	0	19	0	0	9	0	0	0	0	0	913
18:00	2	562	79	0	14	0	0	7	0	0	0	0	0	664
19:00	3	513	70	0	11	0	0	6	0	0	0	0	0	603
20:00	3	339	47	0	8	0	0	4	0	0	0	0	0	401
21:00	1	294	42	0	7	0	0	4	0	0	0	0	0	348
22:00	2	199	28	0	5	0	0	1	0	0	0	0	0	235
23:00	0	109	15	0	3	0	0	0	0	0	0	0	0	127
Total	61	10937	1553	17	261	20	4	113	9	2	2	0	0	12979
Percent	0.5%	84.3%	12.0%	0.1%	2.0%	0.2%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	07:00	11:00	10:00	08:00	08:00			08:00
Vol.	5	921	119	5	18	6	4	8	3	1	1			1084
PM Peak	16:00	15:00	15:00		15:00			15:00						15:00
Vol.	10	813	116		19			10						964
Grand Total	61	10937	1553	17	261	20	4	113	9	2	2	0	0	12979
Percent	0.5%	84.3%	12.0%	0.1%	2.0%	0.2%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	

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City of Temple City
Temple City Boulevard
S/ Eaton Wash
24 Hour Directional Classification Count

TPC001
Site Code: 105-25101

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
02/18/25	0	115	17	0	1	0	0	1	0	0	0	0	0	134
01:00	0	75	9	0	1	0	0	0	1	0	0	0	0	86
02:00	0	51	12	0	3	0	0	1	0	0	0	0	0	67
03:00	1	78	12	0	6	0	0	1	2	0	0	0	0	100
04:00	2	155	25	1	11	0	0	0	1	0	0	0	0	195
05:00	2	368	82	6	18	1	1	5	2	0	0	0	0	485
06:00	6	756	145	7	22	6	1	16	3	2	**2**	0	1	967
07:00	**10**	1373	223	12	38	**11**	**7**	24	2	**4**	2	**3**	**3**	1712
08:00	9	**1566**	**241**	17	56	10	4	**29**	**5**	4	2	0	1	**1944**
09:00	7	1178	231	**21**	**57**	7	2	22	5	2	0	1	2	1535
10:00	4	1085	198	5	51	6	0	16	5	2	1	0	0	1373
11:00	4	1067	198	6	42	8	0	20	1	3	0	0	0	1349
12 PM	0	1121	196	7	46	4	0	23	**7**	1	0	0	**2**	1407
13:00	10	1221	209	3	40	3	0	19	1	0	1	0	1	1508
14:00	6	1398	**253**	6	**54**	4	1	20	2	0	0	0	0	1744
15:00	11	1435	230	6	47	3	**2**	**28**	0	2	1	0	0	1765
16:00	**19**	**1538**	230	6	41	2	1	16	0	4	0	0	0	**1857**
17:00	4	1528	210	2	30	**6**	1	19	2	1	0	0	0	1803
18:00	8	1190	157	**8**	20	5	1	14	2	**5**	**3**	0	1	1414
19:00	6	977	145	2	17	1	0	11	0	0	0	0	0	1159
20:00	4	663	80	1	11	3	0	4	1	2	0	0	0	769
21:00	2	589	73	1	10	1	0	7	0	0	0	0	0	683
22:00	4	386	51	2	7	0	0	1	0	0	0	0	0	451
23:00	0	194	28	1	3	0	0	1	0	0	0	0	0	227
Total	119	20107	3255	120	632	81	21	298	42	32	12	4	11	24734
Percent	0.5%	81.3%	13.2%	0.5%	2.6%	0.3%	0.1%	1.2%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	09:00	09:00	07:00	07:00	08:00	08:00	07:00	06:00	07:00	07:00	08:00
Vol.	10	1566	241	21	57	11	7	29	5	4	2	3	3	1944
PM Peak	16:00	16:00	14:00	18:00	14:00	17:00	15:00	15:00	12:00	18:00	18:00		12:00	16:00
Vol.	19	1538	253	8	54	6	2	28	7	5	3		2	1857
Grand Total	119	20107	3255	120	632	81	21	298	42	32	12	4	11	24734
Percent	0.5%	81.3%	13.2%	0.5%	2.6%	0.3%	0.1%	1.2%	0.2%	0.1%	0.0%	0.0%	0.0%	

Appendix D
Intersection Analysis Worksheets
Project Opening Year (2026) Conditions

Intersection Level Of Service Report
Intersection 1: Temple City Boulevard (NS) at Project Access Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	60.9
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.045

Intersection Setup

Name	Temple City Boulevard		Temple City Boulevard		Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Temple City Boulevard		Temple City Boulevard		Project Access Driveway	
Base Volume Input [veh/h]	7	1080	1199	0	3	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	1080	1199	0	3	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	284	316	0	1	1
Total Analysis Volume [veh/h]	7	1137	1262	0	3	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	11.46	0.00	0.00	0.00	60.88	15.26
Movement LOS	B	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.15	0.15
95th-Percentile Queue Length [ft/ln]	0.29	0.15	0.00	0.00	3.87	3.87
d_A, Approach Delay [s/veh]	0.07		0.00		42.63	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	0.12					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 1: Temple City Boulevard (NS) at Project Access Driveway (EW)

Control Type:	Two-way stop	Delay (sec / veh):	48.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.069

Intersection Setup

Name	Temple City Boulevard		Temple City Boulevard		Project Access Driveway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Temple City Boulevard		Temple City Boulevard		Project Access Driveway	
Base Volume Input [veh/h]	9	1006	1067	0	6	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	1006	1067	0	6	5
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	265	281	0	2	1
Total Analysis Volume [veh/h]	9	1059	1123	0	6	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.00	0.07	0.01
d_M, Delay for Movement [s/veh]	10.73	0.00	0.00	0.00	48.68	14.81
Movement LOS	B	A	A	A	E	B
95th-Percentile Queue Length [veh/ln]	0.02	0.01	0.00	0.00	0.26	0.26
95th-Percentile Queue Length [ft/ln]	0.38	0.19	0.00	0.00	6.38	6.38
d_A, Approach Delay [s/veh]	0.09		0.00		33.28	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	0.21					
Intersection LOS	E					