

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

8144 N. Haskell Ave.  
LADOT Case No. SFV25-118329  
LADOT Project ID No. 58753

Date: February 19, 2025

To: Claudia Rodriguez, Senior City Planner  
Department of City Planning  
*Vicente Cordero*

From: Vicente Cordero, Acting Senior Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT SCREENING ANALYSIS FOR THE PROPOSED SELF-STORAGE PROJECT LOCATED AT 8144 NORTH HASKELL AVENUE**

The Los Angeles Department of Transportation (LADOT) has reviewed the trip generation and vehicle miles traveled (VMT) screening thresholds for the transportation assessment analysis prepared by Gibson Transportation Consulting, Inc. (GTC), dated February 18, 2025, for the proposed self-storage development located at 8144 North Haskell Avenue in the Reseda-West Van Nuys Community Planning Area of the City of Los Angeles.

LaTerra Storage Partners II, LLC proposes to construct a self-storage facility with approximately 121,724 square feet (sf) of self-storage space and 940 sf of office space for a total of 122,664 sf. The project site is currently a vacant lot. The project proposes to provide 24 bicycle parking spaces and 20 vehicular parking spaces, including six spaces adjacent to the front office and 14 spaces beyond the security gate. Two large loading areas adjacent to the two building lobbies would also be provided, each of which provides elevators and access to the storage areas. Vehicular access would be provided at a single driveway on Haskell Avenue as illustrated in **Attachment A**.

In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a VMT analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG).

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips threshold requiring further analysis. GTC prepared estimates using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11<sup>th</sup> Edition. A total of 186 daily trips were estimated as shown in **Attachment B**. GTC also conducted daily trip counts at three nearby self-storage facilities that operate in a manner similar to the proposed project to develop a local empirical trip rate as illustrated in **Attachment C**. Three nearby facilities were identified for counts, ranging in size from approximately 110,000 sf to approximately 314,000 sf, each served by a single driveway like the proposed project Site. Using camera equipment, 24-hour traffic counts were collected at these driveways for four days, Thursday through Sunday, January 23 through 26, 2025. These were typical days with no rain and local schools in session (weekdays). Using empirical rates, GTC concluded that the project would generate between 155 and 180 daily trips which are lower than the 186 daily trips

estimate based on the ITE Trip Generation Manual, 11<sup>th</sup> edition. Therefore, the analysis concluded that the proposed project does not exceed the net 250 daily vehicle trips threshold and therefore a transportation assessment would not be required for the project.

The Transportation Demand Management (TDM) Ordinance (LAMC 12.26J) is currently being updated. Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update if approved prior to the anticipated occupancy of the project.

LADOT concurs with the conclusion of the transportation analysis that the project trip generation does not meet the trip threshold to require a traffic impact analysis. Therefore, LADOT will not require the preparation of a traffic impact analysis for this project.

Please note this LADOT assessment does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with LADOT's Citywide Planning Coordination Section (6262 Van Nuys Boulevard, 3rd Floor, Room 320, at 818-374-4699). The applicant should also check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

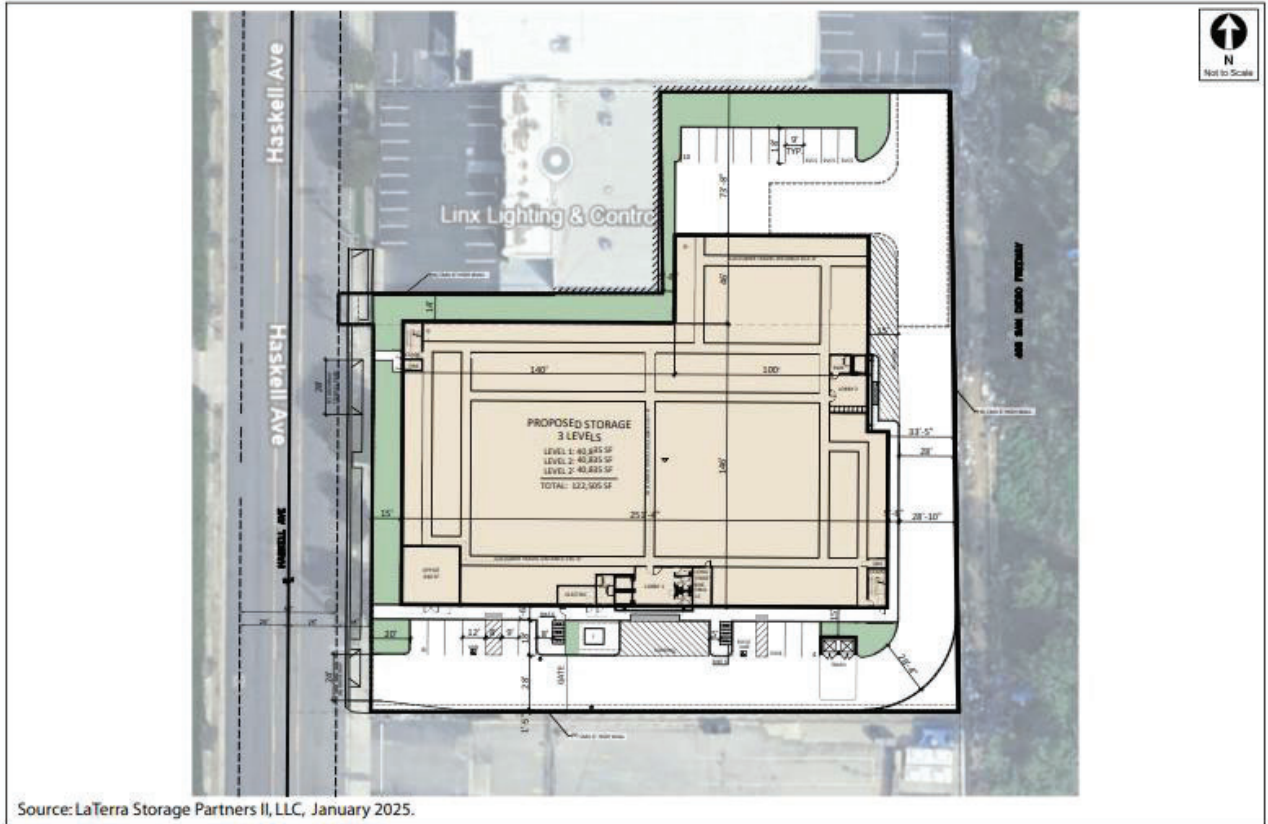
If you have any questions, please contact Sheila Ahraian of my staff at (818) 374-4690.

Attachments

*J:\Projects\SFV\58753-8144 N Haskell Ave*

cc: Nayda Cantabrana, Council District 6  
Silva Abramian, LADOT West Valley District  
Ali Nahass, BOE Valley District  
Quyên Phan, BOE Land Development Group  
Jonathan Chambers, Gibson Transportation Consulting, Inc.

# Attachment A Project Site Plan



Source: LaTerra Storage Partners II, LLC, January 2025.

## Attachment B

### Project Trip Generation Estimates

**TABLE 1**  
**PROJECT TRIP GENERATION ESTIMATES USING ITE RATES**

Land Use	ITE Code	Daily Trip Rate (per 1,000 sf)	Project Size	Daily Trips
Mini-Warehouse	151	1.45	121,724	176
General Office	710	10.84	940	10
<b>Total</b>				<b>186</b>

Notes:

sf = square feet. Trip generation rates from *Trip Generation, 11th Edition*, Institute of Transportation Engineers, 2021.

## Attachment C

### Project Trip Generation Estimates Using Empirical Rates

**TABLE 2  
TRIP COUNT LOCATIONS**

Location	Distance from Project Site	Total Size
1. StorQuest Self-Storage <i>15640 Roscoe Blvd</i>	450 feet north	110,190 sf
2. Public Storage <i>8200 Balboa Blvd</i>	1.5 miles west	121,875 sf
3. Public Storage <i>15350 Oxnard St</i>	2.8 miles south	314,223 sf
<b>Project</b>		<b>122,664 sf</b>

Notes:

sf = square feet. Size data based on site plans for each site.

**TABLE 3  
TRIP COUNT RESULTS**

Location	Total Size	Total Daily Trips (In + Out)			
		Thu	Fri	Sat	Sun
1. 15640 Roscoe Blvd	110,190 sf	191	191	246	162
2. 8200 Balboa Blvd	121,875 sf	198	215	213	141
3. 15350 Oxnard St	314,223 sf	319	303	377	237

Notes:

sf = square feet. Size data based on site plans for each site.

Trip counts collected between January 23 and 26, 2025.

## Attachment C (cont'd)

### Project Trip Generation Estimates Using Empirical Rates

**TABLE 4  
EMPIRICAL TRIP RATE**

Location	Total Size	Total Daily Trips (In + Out)				Daily Trip Rate (trips per 1,000 sf)			
		Thu	Fri	Sat	Sun	Thu	Fri	Sat	Sun
1. 15640 Roscoe Blvd	110,190 sf	191	191	246	162	1.73	1.73	2.23	1.47
2. 8200 Balboa Blvd	121,875 sf	198	215	213	141	1.62	1.76	1.75	1.16
3. 15350 Oxnard St	314,223 sf	319	303	377	237	1.02	0.96	1.20	0.75
<b>Simple Average</b>						weekday 1.47	weekend 1.43	4-day average 1.45	
<b>Weighted Average</b>						weekday 1.30	weekend 1.26	4-day average 1.28	

Notes:

sf = square feet. Size data based on site plans for each site. Trip counts collected between January 23 and 26, 2025.

**TABLE 5  
PROJECT TRIP GENERATION ESTIMATES USING EMPIRICAL RATES**

Location	Daily Trip Rate (trips per 1,000 sf)	Project Trip Generation Using Various Empirical Rates
<b>Simple Average</b>	weekday 1.47	180
	weekend 1.43	175
	4-day average 1.45	178
<b>Weighted Average</b>	weekday 1.30	159
	weekend 1.26	155
	4-day average 1.28	157

Notes:

sf = square feet. See Table 4 for derivation of daily trip rates. Project is a total of 122,664 sf.



## MEMORANDUM

**TO:** Vicente Cordero, Los Angeles Department of Transportation

**CC:** Allen Park, LaTerra Development, LLC

**FROM:** Jonathan Chambers, P.E.

**DATE:** February 18, 2025

**RE:** Transportation Assessment Screening Analysis for the  
8144 Haskell Avenue Self-Storage Project  
Van Nuys, California

**Ref:** J1983d

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This memorandum summarizes the application of the Los Angeles Department of Transportation (LADOT) screening thresholds for a transportation assessment for the proposed self-storage development (Project) located at 8144 Haskell Avenue (Project Site) in the Van Nuys community of Los Angeles, California (City). Based on the Project's trip generation estimate detailed below, it would not meet the minimum trip threshold, and no transportation assessment would be required.

## PROJECT DESCRIPTION

LaTerra Storage Partners II, LLC proposes to construct a self-storage facility with approximately 121,724 square feet (sf) of self-storage space and 940 sf of office space for a total of 122,664 sf. The Project would provide 24 bicycle parking spaces and 20 vehicular parking spaces, including six spaces adjacent to the front office and 14 spaces beyond the security gate. There would also be two large loading areas adjacent to the two building lobbies (each of which provide elevators and access into the storage areas). Vehicular access would be provided at a single driveway on Haskell Avenue, as shown in Figure 1. The Project Site is currently a vacant lot.

The Project Site is in an industrial area adjacent to the San Diego Freeway (I-405), approximately 650 feet south of Roscoe Boulevard, a designated Boulevard II in the City General Plan. Haskell Avenue is a designated Avenue II in the City General Plan. There is a full interchange to I-405 at Roscoe Boulevard.

Near the Project Site, the Los Angeles County Metropolitan Transportation Authority provides local bus service (Route 152) with stops on Roscoe Boulevard at Haskell Avenue and the I-405 ramps.

## TRANSPORTATION ASSESSMENT SCREENING

*Transportation Assessment Guidelines* (LADOT, updated August 2022) (TAG) states on page 1-2 that a development project requires preparation of a transportation assessment if it is estimated to generate a net increase of 250 or more daily vehicle trips and requires discretionary action by the City<sup>1</sup>. The Project trip generation was estimated to determine if it would exceed the 250 net daily trip threshold.

### **Project Trip Generation Estimates Using Standard Methodologies**

The TAG, on page 2-5, states that daily trip generation estimates can be estimated using *City of Los Angeles VMT Calculator Version 1.5* (LADOT, October 2024) (VMT Calculator) or the most recent version of the Institute of Transportation Engineers' (ITE) Trip Generation Manual (11<sup>th</sup> Edition, published in 2021).

**VMT Calculator Methodology.** While the VMT Calculator does include a use called "Warehousing / Self-Storage," the output it produced (provided in Attachment A) estimated daily trip generation of 288 trips and a total of 44 employees. These numbers are not applicable to self-storage facilities, which typically experience far fewer daily trips and operate with low-single-digit employees. Therefore, the VMT Calculator was not used to determine whether the Project would generate more than 250 daily trips.

**ITE Trip Generation Manual Methodology.** GTC prepared estimates using the ITE Trip Generation Manual. Table 1 summarizes the trip generation estimate according to the ITE Trip Generation Manual. As shown, a total of 186 daily trips are estimated, which is below the threshold of 250 daily trips. Therefore, based on this methodology, a transportation assessment would not be required for the Project.

### **Project Trip Generation Estimates Using Empirical Data**

Additionally, in order to confirm that the ITE Trip Generation Manual is applicable to the Project, GTC also conducted daily trip counts at three nearby self-storage facilities that operate in a manner similar to the Project to develop a local empirical trip rate. The methodology and results are described below.

**Data Collection.** Table 2 shows the three nearby facilities identified for counts, ranging in size from approximately 110,000 sf to approximately 314,000 sf, each served by a single driveway like the Project Site. Using camera equipment, 24-hour traffic counts were collected at these driveways for four days, Thursday through Sunday, January 23 through 26, 2025. These were typical days with local schools in session (weekdays) and no rain. A summary of the total daily vehicular arrivals and departures is shown in Table 3. Detailed count worksheets are provided in Attachment B.

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<sup>1</sup> The TAG also states that a transportation assessment could be required by City ordinance or regulation, apart from the trip generation threshold. *Van Nuys – North Sherman Oaks Community Plan* reviewed herein does not require additional transportation analysis.

**Trip Rate Development.** The trip counts from Table 3 were divided by the size of each counted facility to determine the number of trips per 1,000 sf for each day at each facility. Table 4 shows that these rates range from a low of 0.75 (Sunday at Location #3) to a high of 2.25 (Saturday at Location 1). Table 4 also shows a series of different averages based on the data from the three locations, including simple and weighted averages for the two weekdays, the two weekends, and the total of the four days. These averages range from a low of 1.26 to a high of 1.47.

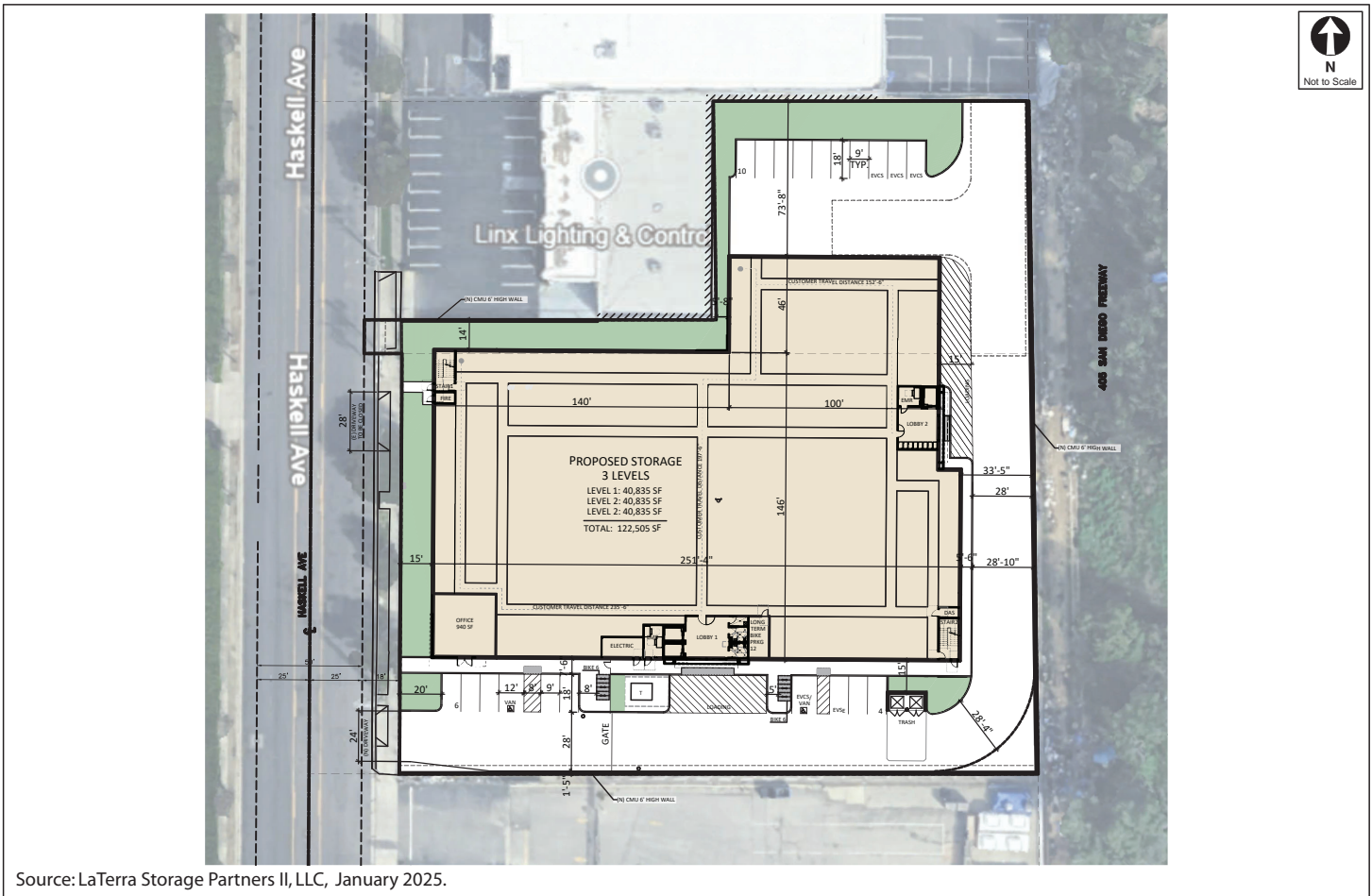
**Project Trip Estimates Using Empirical Rates.** Table 5 shows the six different average trip rates derived in Table 4 applied to the Project. As shown, using these rates, the Project would generate between 155 and 180 daily trips. These results are lower than the estimate based on the ITE Trip Generation Manual (186 daily trips) shown in Table 1. They further confirm that the Project would generate fewer than 250 daily trips. Therefore, based on this methodology, a transportation assessment would not be required for the Project.

## **OTHER TRANSPORTATION REQUIREMENTS**

The City General Plan's Land Use Element contains 35 community plans that establish specific goals and strategies for the various neighborhoods across Los Angeles. The Project Site is located within the boundaries of the *Reseda – West Van Nuys Community Plan* (Los Angeles Department of City Planning, Amended September 7, 2016) (Community Plan) area. A detailed review of the Community Plan was conducted to determine if any specific policies or transportation fees would apply to the Project. The Community Plan is currently undergoing an update, of which a draft of the land use chapter was released in March, 2024. However, that draft does not include any particular transportation-related policies that would affect the Project as proposed.

According to the Community Plan, the Project may be subject to the Los Angeles Municipal Code (LAMC) Section 12.26J, the Transportation Demand Management (TDM) Ordinance (1993), which establishes trip reduction requirements for non-residential projects in excess of 25,000 sf. Key requirements of the current TDM Ordinance, as applied to the Project, include providing a bulletin board or display case of transportation information, carpool/vanpool loading and designated parking areas, and LAMC-required bicycle parking. The TDM Ordinance is currently being updated and, if approved prior to the anticipated occupancy of the Project, may require the Project to implement additional measures.

Additionally, the Community Plan includes a Transportation Improvement and Mitigation Program, which establishes a program of recommended specific measures to address the circulation needs of the plan area. These include roadway and traffic signal improvements, roadway redesignations, bus service improvements, Metrolink service improvements, and the creation of a community transit center. No specific transportation measures have been identified or recommended near the Project Site.



Source: LaTerra Storage Partners II, LLC, January 2025.

PROJECT SITE PLAN

FIGURE 1

**TABLE 1  
PROJECT TRIP GENERATION ESTIMATES USING ITE RATES**

Land Use	ITE Code	Daily Trip Rate (per 1,000 sf)	Project Size	Daily Trips
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General Office	710	10.84	940	10
<b>Total</b>				<b>186</b>

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**TABLE 2  
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**TABLE 5  
PROJECT TRIP GENERATION ESTIMATES USING EMPIRICAL RATES**

Location	Daily Trip Rate (trips per 1,000 sf)	Project Trip Generation Using Various Empirical Rates
<b>Simple Average</b>	weekday                  weekend 1.47                          1.43	180                          175
	4-day average 1.45	178
<b>Weighted Average</b>	weekday                  weekend 1.30                          1.26	159                          155
	4-day average 1.28	157

Notes:

sf = square feet. See Table 4 for derivation of daily trip rates. Project is a total of 122,664 sf.

***Attachment A***  
***VMT Calculator Output***

# CITY OF LOS ANGELES VMT CALCULATOR Version 1.5



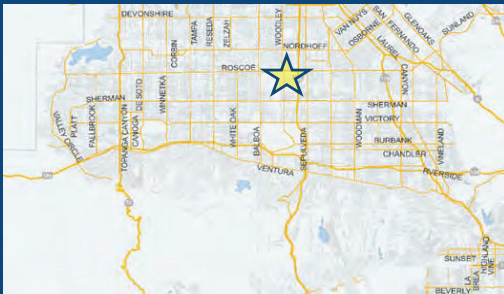
*Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?*

## Project Information

Project:

Scenario:  [WWW](#)

Address:  [Q](#)



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

Yes  No

## Existing Land Use

Land Use Type	Value	Unit
Housing   Single Family		DU

Click here to add a single custom land use type (will be included in the above list)

## Proposed Project Land Use

Land Use Type	Value	Unit
Industrial   Warehousing/Self-Storage	121.724	ksf
Office   General Office	0.94	ksf
Industrial   Warehousing/Self-Storage	121.724	ksf

Click here to add a single custom land use type (will be included in the above list)

## Project Screening Summary

Existing Land Use	Proposed
0 Daily Vehicle Trips	282 Daily Vehicle Trips
0 Daily VMT	2,830 Daily VMT
<b>Tier 1 Screening Criteria</b>	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
<b>Tier 2 Screening Criteria</b>	
The net increase in daily trips < 250 trips	282 Net Daily Trips
The net increase in daily VMT ≤ 0	2,830 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
<b>The proposed project is required to perform VMT analysis.</b>	



# CITY OF LOS ANGELES VMT CALCULATOR Version 1.5

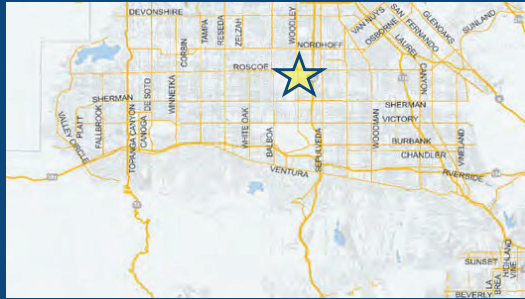


## Project Information

Project:

Scenario:

Address: 8144 N HASKELL AVE, 91406



Proposed Project Land Use Type	Value	Unit
Office   General Office	0.94	ksf
Industrial   Warehousing/Self-Storage	121.724	ksf

## TDM Strategies

Select each section to show individual strategies  
 Use  to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
<b>Max Home Based TDM Achieved?</b>	No	No
<b>Max Work Based TDM Achieved?</b>	No	No
<b>A</b> Parking	<input type="checkbox"/>	<input type="checkbox"/>
<b>B</b> Transit	<input type="checkbox"/>	<input type="checkbox"/>
<b>C</b> Education & Encouragement	<input type="checkbox"/>	<input type="checkbox"/>
<b>D</b> Commute Trip Reductions	<input type="checkbox"/>	<input type="checkbox"/>
Required Commute Trip Reduction Program	<input type="checkbox"/> Proposed Prj	<input type="checkbox"/> Mitigation
Alternative Work Schedules and Telecommute Program	<input type="checkbox"/> Proposed Prj	<input type="checkbox"/> Mitigation
Employer Sponsored Vanpool or Shuttle	<input type="checkbox"/> Proposed Prj	<input type="checkbox"/> Mitigation
Ride-Share Program	<input type="checkbox"/> Proposed Prj	<input type="checkbox"/> Mitigation
<b>E</b> Shared Mobility	<input type="checkbox"/>	<input type="checkbox"/>
<b>F</b> Bicycle Infrastructure	<input type="checkbox"/>	<input type="checkbox"/>
<b>G</b> Neighborhood Enhancement	<input type="checkbox"/>	<input type="checkbox"/>

## Analysis Results

Proposed Project	With
<b>282</b> Daily Vehicle Trips	<b>282</b> Daily Vehicle Trips
<b>2,830</b> Daily VMT	<b>2,830</b> Daily VMT
<b>0.0</b> Household VMT per Capita	<b>0.0</b> Household VMT
<b>17.7</b> Work VMT per Employee	<b>17.7</b> Work VMT per Employee
<b>Significant VMT Impact?</b>	
<b>Household: No</b> Threshold = 9.4 15% Below APC	<b>Household: No</b> Threshold = 9.4 15% Below APC
<b>Work: Yes</b> Threshold = 11.6 15% Below APC	<b>Work: Yes</b> Threshold = 11.6 15% Below APC



# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: February 6, 2025

Project Name:

Project Scenario:

Project Address: 8144 N HASKELL AVE, 91406



Version 1.5

Project Information			
	Land Use Type	Value	Units
Housing	Single Family	0	DU
	Multi Family	0	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	0	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
	Office	General Office	0.940
Medical Office		0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	121.724	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 1: Project & Analysis Overview

Date: February 6, 2025

Project Name:  
 Project Scenario:  
 Project Address: 8144 N HASKELL AVE, 91406



Version 1.5

<b>Analysis Results</b>			
Total Employees: 44 Total Population: 0			
<b>Proposed Project</b>		<b>With Mitigation</b>	
282	Daily Vehicle Trips	282	Daily Vehicle Trips
2,830	Daily VMT	2,830	Daily VMT
0	Household VMT per Capita	0	Household VMT per Capita
17.7	Work VMT per Employee	17.7	Work VMT per Employee
<b>Significant VMT Impact?</b>			
<b>APC: South Valley</b>			
Impact Threshold: 15% Below APC Average Household = 9.4 Work = 11.6			
<b>Proposed Project</b>		<b>With Mitigation</b>	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 9.4	No	Household > 9.4	No
Work > 11.6	Yes	Work > 11.6	Yes

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: February 6, 2025

Project Name:

Project Scenario:

Project Address: 8144 N HASKELL AVE, 91406



Version 1.5

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	0	0
		Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: February 6, 2025

Project Name:

Project Scenario:

Project Address: 8144 N HASKELL AVE, 91406



Version 1.5

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
<b>Transit</b>	<i>Reduce transit headways</i>	<i>Reduction in headways (increase in frequency) (%)</i>	0%	0%
		<i>Existing transit mode share (as a percent of total daily trips) (%)</i>	0%	0%
		<i>Lines within project site improved (&lt;50%, &gt;=50%)</i>	0	0
	<i>Implement neighborhood shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees and residents eligible (%)</i>	0%	0%
	<i>Transit subsidies</i>	<i>Employees and residents eligible (%)</i>	0%	0%
		<i>Amount of transit subsidy per passenger (daily equivalent) (\$)</i>	\$0.00	\$0.00
<b>Education &amp; Encouragement</b>	<i>Voluntary travel behavior change program</i>	<i>Employees and residents participating (%)</i>	0%	0%
	<i>Promotions and marketing</i>	<i>Employees and residents participating (%)</i>	0%	0%
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: February 6, 2025

Project Name:

Project Scenario:

Project Address: 8144 N HASKELL AVE, 91406



Version 1.5

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
<b>Commuter Trip Reductions</b>	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%)	0%	0%
		Type of program	0	0
	Employer sponsored vanpool or shuttle	Degree of implementation (low, medium, high)	0	0
		Employees eligible (%)	0%	0%
		Employer size (small, medium, large)	0	0
	Ride-share program	Employees eligible (%)	0%	0%
<b>Shared Mobility</b>	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 2: TDM Inputs

Date: February 6, 2025

Project Name:

Project Scenario:

Project Address: 8144 N HASKELL AVE, 91406



Version 1.5

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
<b>Bicycle Infrastructure</b>	Implement/Improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	0	0
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	0	0
<b>Neighborhood Enhancement</b>	Traffic calming improvements	Streets with traffic calming improvements (%)	0%	0%
		Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	0	0

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: February 6, 2025

Project Name:  
Project Scenario:  
Project Address: 8144 N HASKELL AVE, 91406



Version 1.5

### TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
<b>Parking</b>	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
<b>Transit</b>	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Education &amp; Encouragement</b>	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Commute Trip Reductions</b>	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
<b>Shared Mobility</b>	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 3: TDM Outputs

Date: February 6, 2025

Project Name:  
Project Scenario:  
Project Address: 8144 N HASKELL AVE, 91406



Version 1.5

### TDM Adjustments by Trip Purpose & Strategy, Cont.

#### Place type: Suburban Center

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		<b>Bicycle Infrastructure</b>	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Neighborhood Enhancement</b>	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

### Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	<b>COMBINED TOTAL</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>MAX. TDM EFFECT</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B)...])$$

where X%=

<b>PLACE</b>	urban	75%
<b>TYPE</b>	compact infill	40%
<b>MAX:</b>	suburban center	20%
	suburban	15%

Note:  $(1 - [(1-A) * (1-B)...])$  reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

# CITY OF LOS ANGELES VMT CALCULATOR

## Report 4: MXD Methodology

Date: February 6, 2025

Project Name:

Project Scenario:

Project Address: 8144 N HASKELL AVE, 91406



Version 1.5

### MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	10.4	0	0
Home Based Other Production	0	0.0%	0	6.3	0	0
Non-Home Based Other Production	63	-1.6%	62	9.1	573	564
Home-Based Work Attraction	63	-15.9%	53	14.7	926	779
Home-Based Other Attraction	126	-16.7%	105	7.9	995	830
Non-Home Based Other Attraction	63	-1.6%	62	10.6	668	657

### MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	0	0	0.0%	0	0
Home Based Other Production	0.0%	0	0	0.0%	0	0
Non-Home Based Other Production	0.0%	62	564	0.0%	62	564
Home-Based Work Attraction	0.0%	53	779	0.0%	53	779
Home-Based Other Attraction	0.0%	105	830	0.0%	105	830
Non-Home Based Other Attraction	0.0%	62	657	0.0%	62	657

### MXD VMT Methodology Per Capita & Per Employee

Total Population: 0

Total Employees: 44

APC: South Valley

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	<b>0</b>	<b>0</b>
<i>Total Home Based Work Attraction VMT</i>	<b>779</b>	<b>779</b>
<i>Total Home Based VMT Per Capita</i>	<b>0.0</b>	<b>0.0</b>
<i>Total Work Based VMT Per Employee</i>	<b>17.7</b>	<b>17.7</b>

***Attachment B***

***Trip Counts  
at Nearby Self-Storage Facilities***

Start Time	1/23/2025		In		Out		Combined		1/24/20		In		Out		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Fri		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			0	0	0	1	0	1			1	1	0	3	1	4
12:15			0	1	0	2	0	3			0	5	0	0	0	5
12:30			0	5	0	2	0	7			0	2	0	2	0	4
12:45			1	2	1	4	2	6			0	4	0	0	0	4
01:00			1	3	0	3	1	6			0	0	0	1	0	1
01:15			1	3	1	3	2	6			0	3	0	3	0	6
01:30			0	2	1	4	1	6			0	4	1	5	1	9
01:45			0	0	1	0	1	0			1	2	1	3	2	5
02:00			0	1	0	1	0	2			0	3	0	1	0	4
02:15			0	1	0	4	0	5			0	0	0	4	0	4
02:30			0	2	0	1	0	3			0	4	0	4	0	8
02:45			0	0	0	1	0	1			0	2	0	3	0	5
03:00			1	0	1	1	2	1			0	2	0	0	0	2
03:15			0	5	0	0	0	5			0	2	0	2	0	4
03:30			0	2	0	2	0	4			0	3	0	1	0	4
03:45			0	1	0	1	0	2			0	0	0	3	0	3
04:00			0	1	0	1	0	2			0	2	0	4	0	6
04:15			0	2	0	1	0	3			0	0	0	0	0	0
04:30			2	2	0	3	2	5			0	6	0	1	0	7
04:45			0	3	2	3	2	6			0	0	0	4	0	4
05:00			0	2	0	3	0	5			0	1	0	2	0	3
05:15			1	3	1	1	2	4			0	1	0	1	0	2
05:30			0	1	0	1	0	2			2	3	0	5	2	8
05:45			0	2	0	2	0	4			0	0	0	1	0	1
06:00			4	1	2	4	6	5			0	0	1	1	1	1
06:15			0	0	1	3	1	3			2	0	0	0	2	0
06:30			2	0	1	1	3	1			1	0	2	0	3	0
06:45			0	0	1	0	1	0			0	0	1	0	1	0
07:00			3	0	0	0	3	0			1	0	1	0	2	0
07:15			0	0	3	0	3	0			1	1	1	0	2	1
07:30			0	0	0	1	0	1			0	2	0	1	0	3
07:45			0	0	0	0	0	0			0	0	0	2	0	2
08:00			3	1	1	0	4	1			1	2	0	1	1	3
08:15			2	0	2	0	4	0			2	0	4	1	6	1
08:30			1	0	0	0	1	0			1	0	0	0	1	0
08:45			3	0	2	0	5	0			1	0	1	0	2	0
09:00			2	0	2	0	4	0			3	1	1	1	4	2
09:15			1	0	1	0	2	0			1	0	2	0	3	0
09:30			3	0	1	1	4	1			2	1	1	1	3	2
09:45			0	0	0	0	0	0			1	0	2	0	3	0
10:00			2	0	2	0	4	0			0	0	0	0	0	0
10:15			3	0	0	0	3	0			1	1	0	0	1	1
10:30			1	0	2	0	3	0			0	1	0	0	0	1
10:45			4	1	5	0	9	1			4	1	4	0	8	1
11:00			2	0	3	0	5	0			4	0	0	1	4	1
11:15			1	0	0	1	1	1			1	1	4	0	5	1
11:30			1	0	2	0	3	0			1	1	1	2	2	3
11:45			3	0	1	0	4	0			2	0	2	1	4	1
Total			48	47	40	56	88	103			34	62	30	65	64	127
Day Total			95		96		191			96		95		191		
% Total			25.1%	24.6%	20.9%	29.3%				17.8%	32.5%	15.7%	34.0%			
Peak	-		10:00	00:30	10:15	00:45	10:15	00:30	-		10:45	12:00	10:45	01:30	10:45	01:15
Vol.	-		10	13	10	14	20	25	-		10	12	9	13	19	24
P.H.F.			0.625	0.650	0.500	0.875	0.556	0.893			0.625	0.600	0.563	0.650	0.594	0.667



Start Time	1/23/2025				1/24/2025				1/24/2025					
	Thu	In		Out		Combined		Fri	In		Out		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	0	5	0	6	0	11	0	1	0	3	0	4		
12:15	0	2	0	3	0	5	0	0	0	2	0	2		
12:30	0	1	0	0	0	1	0	2	0	0	0	2		
12:45	0	1	0	1	0	2	0	5	0	2	0	7		
01:00	0	2	0	1	0	3	0	2	0	4	0	6		
01:15	0	0	0	0	0	0	0	1	0	0	0	1		
01:30	0	0	0	4	0	4	0	3	0	1	0	4		
01:45	0	5	0	2	0	7	0	3	0	2	0	5		
02:00	0	3	0	1	0	4	0	1	0	3	0	4		
02:15	0	2	0	4	0	6	0	7	0	5	0	12		
02:30	0	1	0	4	0	5	0	2	0	2	0	4		
02:45	0	1	0	0	0	1	0	3	0	4	0	7		
03:00	0	0	0	1	0	1	0	3	0	2	0	5		
03:15	0	4	0	1	0	5	0	1	0	2	0	3		
03:30	0	2	0	4	0	6	0	2	0	2	0	4		
03:45	0	1	0	1	0	2	0	4	0	3	0	7		
04:00	0	2	0	2	0	4	0	5	0	5	0	10		
04:15	0	1	0	1	0	2	0	4	0	5	0	9		
04:30	0	3	0	5	0	8	0	3	0	0	0	3		
04:45	0	1	0	1	0	2	0	2	0	4	0	6		
05:00	0	3	0	2	0	5	0	1	0	5	0	6		
05:15	0	1	0	4	0	5	0	3	0	3	0	6		
05:30	0	4	0	2	0	6	0	0	0	1	0	1		
05:45	0	2	0	5	0	7	0	2	2	0	1	3		
06:00	3	0	1	3	4	3	1	1	1	6	2	7		
06:15	4	0	1	0	5	0	3	0	2	0	5	0		
06:30	1	0	4	0	5	0	1	0	3	0	4	0		
06:45	0	0	2	0	2	0	1	0	1	0	2	0		
07:00	2	0	0	0	2	0	1	0	1	0	2	0		
07:15	1	0	1	0	2	0	1	0	1	0	2	0		
07:30	1	0	1	0	2	0	1	0	1	0	2	0		
07:45	1	0	2	0	3	0	0	0	1	0	1	0		
08:00	1	0	0	0	1	0	1	0	1	0	2	0		
08:15	0	1	0	1	0	2	2	0	2	0	4	0		
08:30	1	0	0	0	1	0	1	0	0	0	1	0		
08:45	1	0	1	0	2	0	0	0	0	0	0	0		
09:00	2	0	5	0	7	0	2	0	0	0	2	0		
09:15	1	0	0	0	1	0	3	0	1	0	4	0		
09:30	2	0	0	0	2	0	1	0	3	0	4	0		
09:45	2	0	1	0	3	0	5	0	1	0	6	0		
10:00	1	0	1	0	2	0	5	0	4	0	9	0		
10:15	2	0	1	0	3	0	0	0	1	0	1	0		
10:30	6	0	1	0	7	0	2	0	0	0	2	0		
10:45	4	0	4	0	8	0	2	0	1	0	3	0		
11:00	3	0	3	0	6	0	4	0	1	0	5	0		
11:15	4	0	3	0	7	0	2	0	6	0	8	0		
11:30	8	0	2	0	10	0	2	0	4	0	6	0		
11:45	0	0	6	0	6	0	4	0	4	0	8	0		
Total	51	48	40	59	91	107	47	61	40	67	87	128		
Day Total	99	99	99	198	198	198	108	108	107	107	215	215		
% Total	25.8%	24.2%	20.2%	29.8%	29.8%	29.8%	21.9%	28.4%	18.6%	31.2%	31.2%	31.2%		
Peak	-	10:45	01:45	11:00	05:15	10:45	05:00	-	09:15	03:45	11:00	03:30		
Vol.	-	19	11	14	14	31	23	-	14	16	15	30		
P.H.F.	-	0.594	0.550	0.583	0.700	0.775	0.719	-	0.700	0.800	0.625	0.750		



15350 Oxnard St - Van Nuys - CA

Start Time	1/23/2025		In		Out		Combined		1/24/20		In		Out		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Fri		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	4	0	5	0	9			0	6	0	3	0	9	
12:15		0	8	0	7	0	15			0	3	0	6	0	9	
12:30		0	6	0	4	0	10			0	6	0	9	0	15	
12:45		0	2	0	4	0	6			0	5	0	5	0	10	
01:00		0	5	0	4	0	9			0	6	0	4	0	10	
01:15		0	6	0	7	0	13			0	4	0	6	0	10	
01:30		0	5	0	1	0	6			0	3	0	3	0	6	
01:45		0	3	0	4	0	7			0	6	0	7	0	13	
02:00		0	4	0	3	0	7			0	7	0	6	0	13	
02:15		0	5	0	8	0	13			0	6	0	4	0	10	
02:30		0	4	0	2	0	6			0	1	0	6	0	7	
02:45		0	5	0	4	0	9			0	1	0	2	0	3	
03:00		0	7	0	6	0	13			0	3	0	2	0	5	
03:15		0	2	0	7	0	9			0	7	0	0	0	7	
03:30		0	4	0	4	0	8			0	1	0	4	0	5	
03:45		0	5	0	1	0	6			0	4	0	4	0	8	
04:00		0	4	0	5	0	9			0	3	0	2	0	5	
04:15		0	2	0	4	0	6			0	3	0	3	0	6	
04:30		0	3	0	1	0	4			0	4	0	3	0	7	
04:45		0	2	0	3	0	5			0	3	0	5	0	8	
05:00		0	5	0	4	0	9			0	2	0	7	0	9	
05:15		0	3	0	2	0	5			0	5	0	2	0	7	
05:30		0	4	0	8	0	12			0	3	0	7	0	10	
05:45		0	0	0	6	0	6			0	0	0	2	0	2	
06:00		0	2	0	9	0	11			0	0	0	5	0	5	
06:15		0	0	0	0	0	0			0	0	0	0	0	0	
06:30		0	0	0	0	0	0			0	0	0	0	0	0	
06:45		0	0	0	0	0	0			0	0	0	0	0	0	
07:00		0	0	0	0	0	0			0	0	0	0	0	0	
07:15		0	0	0	0	0	0			0	0	0	0	0	0	
07:30		0	0	0	0	0	0			0	0	0	0	0	0	
07:45		0	0	0	0	0	0			0	0	0	0	0	0	
08:00		2	0	1	0	3	0			0	0	0	0	0	0	
08:15		1	0	0	0	1	0			0	0	0	0	0	0	
08:30		1	0	2	0	3	0			0	0	0	0	0	0	
08:45		0	0	1	0	1	0			1	0	1	0	2	0	
09:00		1	0	0	0	1	0			3	0	0	0	3	0	
09:15		8	0	1	0	9	0			5	0	1	0	6	0	
09:30		2	0	0	0	2	0			8	0	3	0	11	0	
09:45		4	0	2	0	6	0			3	1	4	1	7	2	
10:00		3	0	2	0	5	0			8	0	3	0	11	0	
10:15		3	0	4	0	7	0			6	0	4	0	10	0	
10:30		6	0	9	0	15	0			5	0	8	0	13	0	
10:45		4	0	5	0	9	0			2	0	4	0	6	0	
11:00		5	0	3	0	8	0			3	0	7	0	10	0	
11:15		9	0	1	0	10	0			5	0	3	0	8	0	
11:30		8	0	5	0	13	0			5	0	3	0	8	0	
11:45		3	0	10	0	13	0			4	0	3	0	7	0	
Total		60	100	46	113	106	213			58	93	44	108	102	201	
Day Total		160		159		319			151		152		303			
% Total		18.8%	31.3%	14.4%	35.4%				19.1%	30.7%	14.5%	35.6%				
Peak	-	10:45	00:15	10:15	05:15	11:00	02:15	-	09:30	01:30	10:15	00:15	09:45	00:30		
Vol.	-	26	21	21	25	44	41	-	25	22	23	24	41	45		
P.H.F.		0.722	0.656	0.583	0.694	0.846	0.683		0.781	0.786	0.719	0.667	0.788	0.750		



**DRAFT**

**MEMORANDUM**

**TO:** Allen Park, LaTerra Development, LLC

**FROM:** Jonathan Chambers, P.E.

**DATE:** July 10, 2025

**RE:** Vehicle Miles Traveled Analysis for the  
8144 Haskell Avenue Self-Storage Project  
Van Nuys, California

**Ref:** J1983d

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*Transportation Assessment Screening Analysis for the 8144 Haskell Avenue Self-Storage Project* (Gibson Transportation Consulting, Inc., February 18, 2025) demonstrated that the proposed 8144 Haskell Avenue self-storage project (Project) would generate fewer than 250 daily trips and, therefore, would have a less-than-significant impact on vehicle miles traveled (VMT) and no further analysis was required by the City of Los Angeles.

For informational purposes, GTC also conducted a qualitative assessment of the potential for the Project to result in a net increase in overall VMT. This analysis is based on the location of the Project in relation to other self-storage facilities already in place or under development in the vicinity, as well as the overall market demand for such facilities. If the Project vicinity is underserved by the existing supply of self-storage facilities, then storage customers must travel further from home or work to find available storage. If that is the case, the introduction of new self-storage at the Project site would provide customers with a nearer option, reducing VMT.

*Analyzing Market Demand for Self-Storage Development: A Guide to Site Selection*<sup>1</sup> (Storage Authority, April 26, 2025) (Self-Storage Market Demand Guide) provides a series of key statistics related to the determination of market demand for self-storage (or for increasing self-storage density) in a given area. It reports the following:

- The national average self-storage square footage (sf) per capita within a radius of 3.0-5.0 miles is approximately 7.0-8.0 sf per person.
- In densely populated urban areas (such as the Project location), the standard trade area for a particular site may shrink to a radius of 1.0-3.0 miles.

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<sup>1</sup> <https://www.linkedin.com/pulse/analyzing-market-demand-self-storage-development-guide-garrett-byrd-0wsne/>

- Areas with a higher renter population are more likely to have demand for self-storage.
- Areas with higher-than-average median income levels are more likely to use self-storage.

The map and data shown in Attachment A, created by Radius+ market analytics software, identifies all self-storage facilities and their sizes (in sf), along with demographic information, within a 3.0-mile radius of the Project site. It shows that there are 30 total self-storage facilities totaling approximately 1,926,000 sf of rentable storage space. With a population just over 300,000 people, this equates to 6.4 sf of storage per capita, which is below the average range of 7.0-8.0 sf per person. Further, demographic characteristics all suggest a higher-than average demand for self-storage space based on the factors described in the Self-Storage Market Demand Guide. The Project area has above-average population density, renter households vs. homeowners, and median incomes compared to national averages, as summarized in Table 1.

Further, within the 3.0-mile area shown in Attachment A, the railroad tracks just south of the Project site form a geographic barrier between the northern and southern portions of the area. There are limited north-south crossing points of these tracks, dividing residents south and north of the tracks. Therefore, Attachment B provides Radius+ analytics for the portion of the 3.0-mile radius north of the tracks, where the Project site is located. Within this region, there are only 12 self-storage facilities for a total of 4.0 sf of storage per capita, well below the average range 7.0-8.0 sf per person. This area has even higher population density and median household income, though a slightly lower proportion of renters, compared with the full 3.0-mile radius. Therefore, in the subarea north of the railroad tracks, there is even higher demand for new self-storage space.

The Project is located in an area with much lower-than-average self-storage per capita despite being in a high-density, high-renter, high-income area. It is proposed at a site with easy access to I-405 due to the full access ramps to Roscoe Boulevard less than 0.25 miles from the site. Therefore, the Project is likely to shift self-storage customer trips away from more-distant self-storage facilities, thereby reducing overall VMT.

The Project would, thus, result in a less-than-significant VMT impact.

**TABLE 1  
SELF-STORAGE AND DEMOGRAPHIC DATA**

<b>Description</b>	<b>Typical [a]</b>	<b>3-Mile Radius [b]</b>	<b>North of Railroad Tracks [c]</b>
Self-Storage Space per Capita	7-8 sf	6.4 sf	4.0 sf
Population Density	30,000 in <u>3-mile radius</u> ~ 1,060 per sq mile	300,000 in <u>3-mile radius</u> ~10,600 per sq mile	~11,400 per sq mile
Renter Households	34% [d]	60%	53%
Average Household Income	\$80,610 [e]	\$92,144	\$100,778

**Notes:**

sf = square feet

[a] Based on information from *Analyzing Market Demand for Self-Storage Development: A Guide to Site Selection* (Storage Authority, April 26, 2025) -

<https://www.linkedin.com/pulse/analyzing-market-demand-self-storage-development-guide-garrett-byrd-0wsne/>

except where noted.

[b] See Attachment 1.

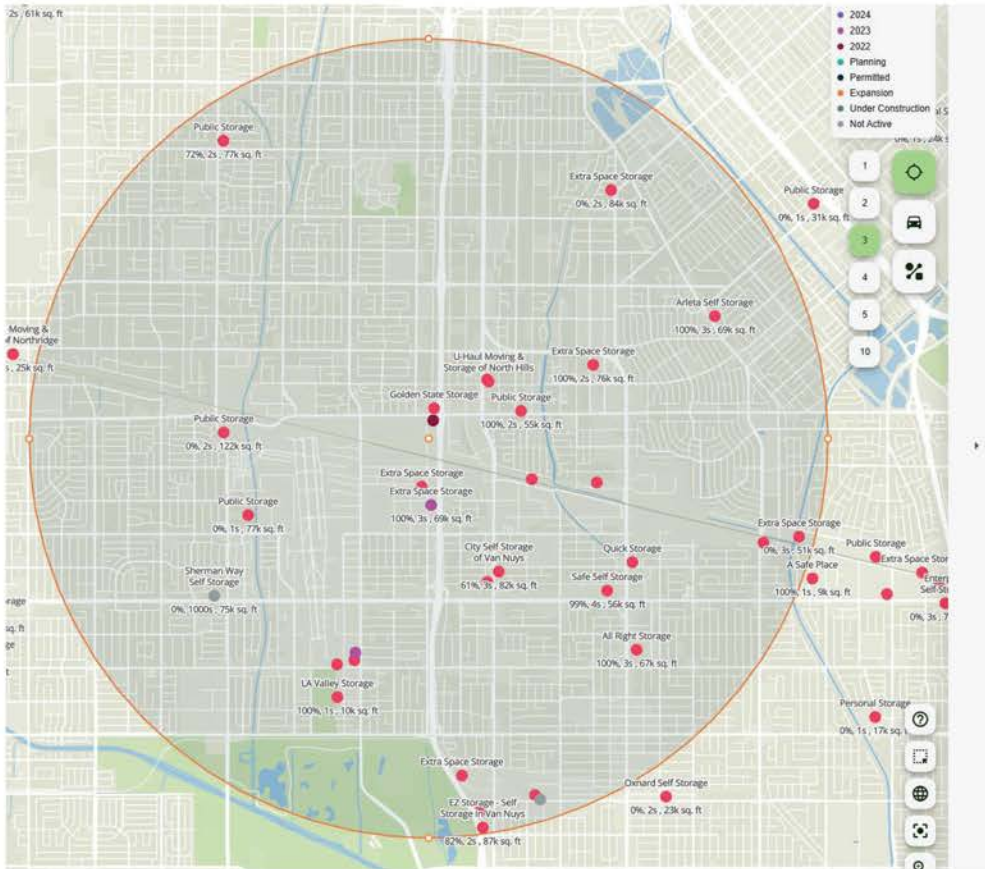
[c] See Attachment 2.

[d] 2024 data per National Apartment Association, <https://naahq.org/news/renter-population-outpacing-homeowners>.

[e] 2023 data per US Census, <https://www.census.gov/library/publications/2024/demo/p60-282.html>.

***Attachment A***

***Self-Storage and Demographic Data  
3.0-Mile Radius Around Project Site***



### Trade Area

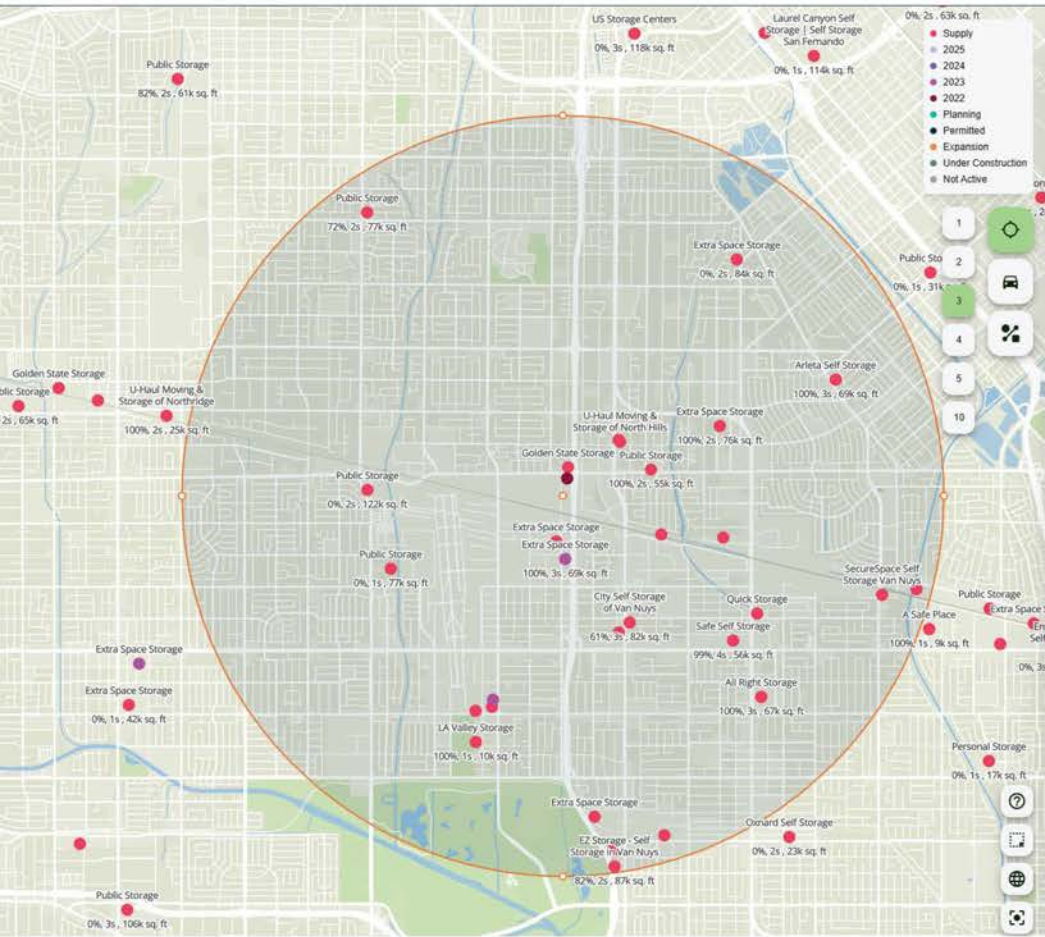
8144 Haskett Ave, Van Nuys, CA 91406, USA

### Current Supply

Facility Count  
30

### Square Footage (SF)

	Rentable SF	2024 SF/Capita	2024 - 2029 SF/Capita
Climate Controlled	1,210,643	4.0	4.1
Non Climate Controlled	715,253	2.4	2.4
<b>Total Square Footage</b>	<b>1,925,896</b>	<b>6.4</b>	<b>6.5</b>



### Address Search

Q 8144 Haskell Ave, Van Nuys, CA 91406-1320, United States

## Demographics 2024

### Annual Growth Projections

	Trade Area	Selected Blockgroup
2024-2029 Population Growth	-0.23%	
2029 Population	298,397	
2024-2029 Households	0.30%	
2024-2029 Median Household Income	3.04%	
2024-2029 Per Capita Income	4.14%	

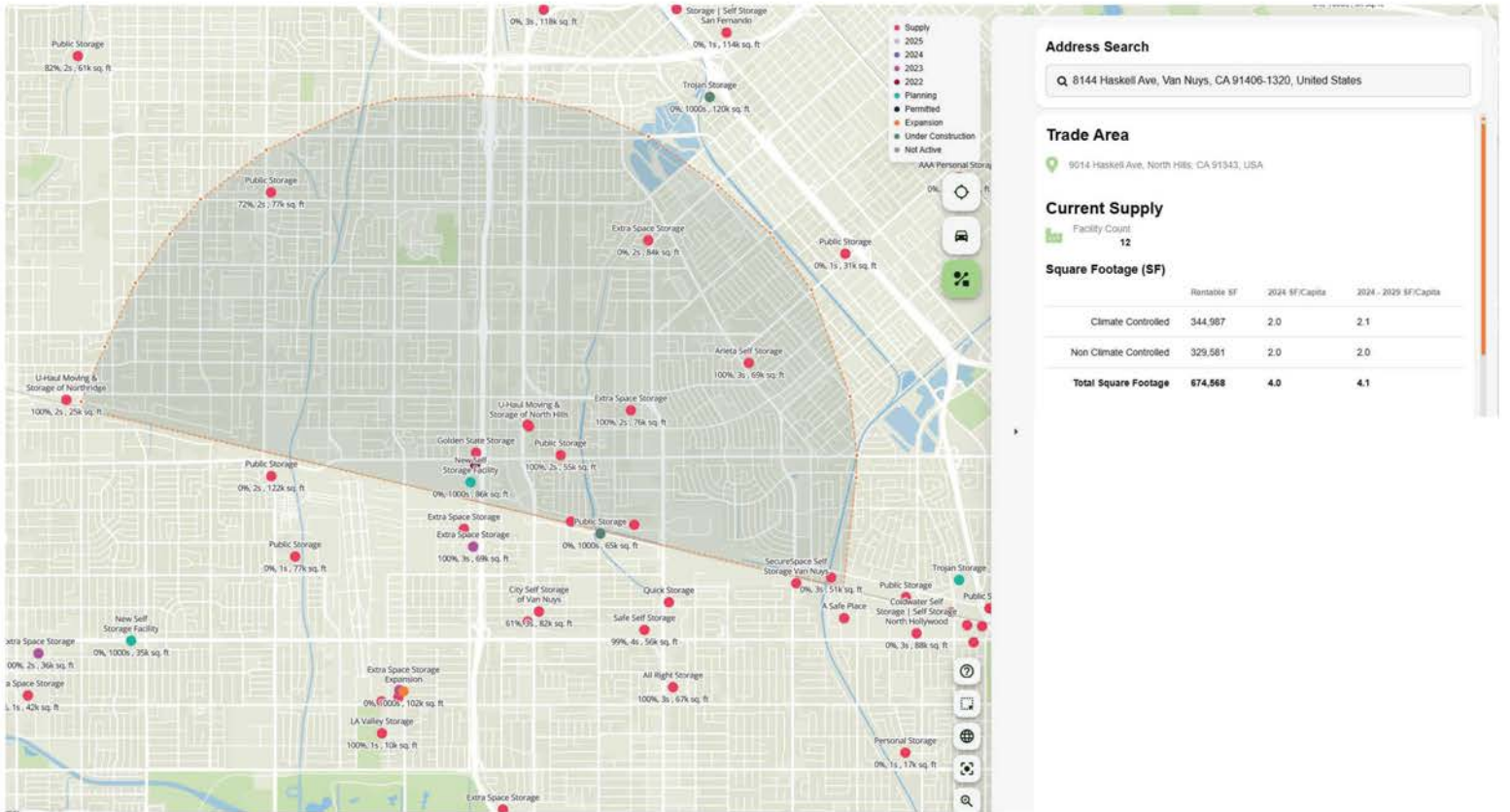
### 2024

	Trade Area	Selected Blockgroup
Population	301,853	
Pop. Density (people per sq. mile)	10,741	
Households	94,773	
Renter Occupied	56,446	60%
Average Household Income	\$115,093	
Median Household Income	\$92,144	
Per Capita Income	\$33,830	
Median House Value	\$737,662	
Household Size	3.0	

Demographics supplied by ESRI

***Attachment B***

***Self-Storage and Demographic Data  
North of Railroad Tracks***



**Address Search**

Q 8144 Haskell Ave, Van Nuys, CA 91406-1320, United States

**Trade Area**

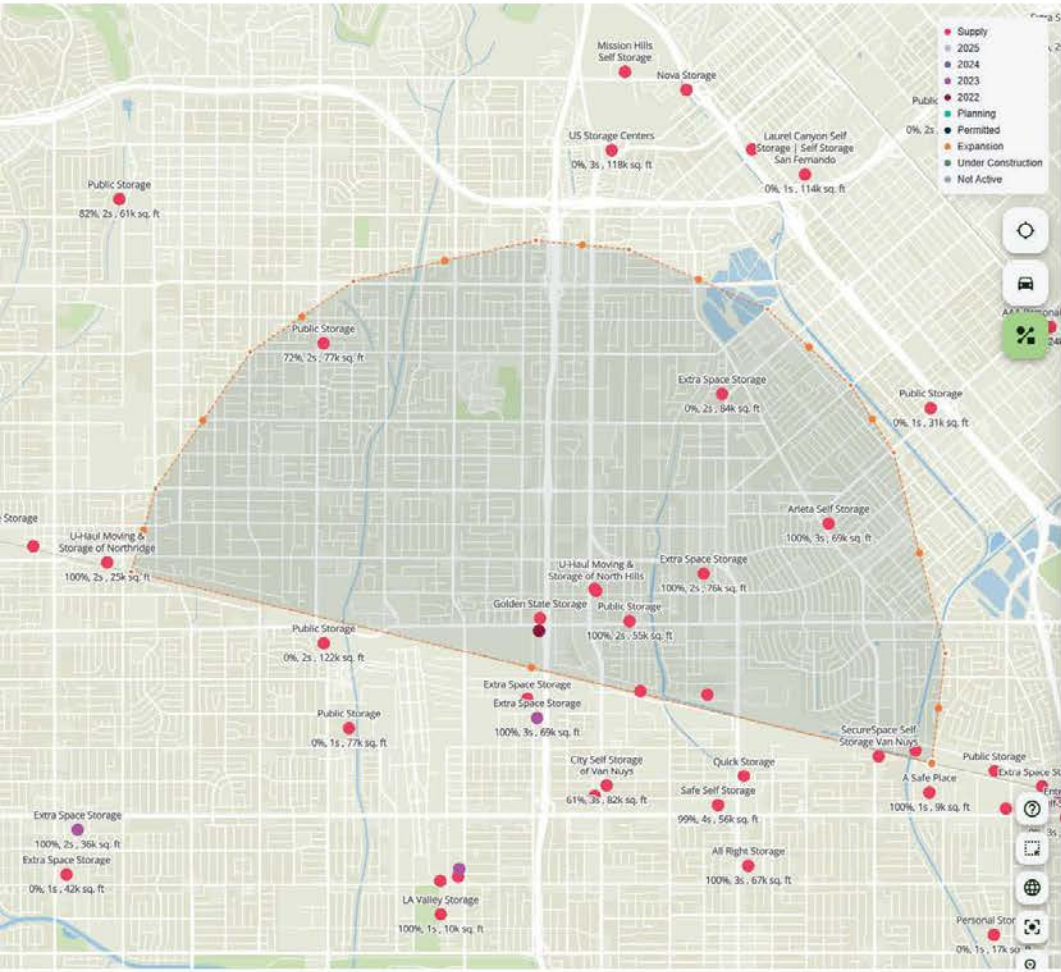
9014 Haskell Ave, North Hills, CA 91343, USA

**Current Supply**

Facility Count  
12

**Square Footage (SF)**

	Remainable SF	2024 SF/Capita	2024 - 2025 SF/Capita
Climate Controlled	344,987	2.0	2.1
Non Climate Controlled	329,581	2.0	2.0
<b>Total Square Footage</b>	<b>674,568</b>	<b>4.0</b>	<b>4.1</b>



### Address Search

Q 8144 Haskell Ave, Van Nuys, CA 91406-1320, United States

### Demographics 2024

#### Annual Growth Projections

	Trade Area	Selected Blockgroup
2024-2029 Population Growth	-0.46%	
2029 Population	162,796	
2024-2029 Households	0.17%	
2024-2029 Median Household Income	2.95%	
2024-2029 Per Capita Income	4.12%	

#### 2024

	Trade Area	Selected Blockgroup
Population	166,582	
Pop. Density (people per sq. mile)	11,409	
Households	48,244	
Renter Occupied	25,793	53%
Average Household Income	\$124,613	
Median Household Income	\$100,778	
Per Capita Income	\$31,751	
Median House Value	\$760,977	
Household Size	3.0	

Demographics supplied by Esri