



## MEMORANDUM

**DATE:** October 30, 2024

**To:** Wei Sun, TE, PTOE, City Traffic Engineer, City of Moreno Valley

**FROM:** Dean Arizabal, Principal, LSA

**SUBJECT:** Trip Generation and Vehicle Miles Traveled Analysis for the Public Storage Moreno Valley Project (LSA Project No. 20241908)

LSA has prepared this trip generation and vehicle miles traveled (VMT) analysis for the proposed self-storage project on Indian Street (north of Alessandro Boulevard) in the City of Moreno Valley (City). The purpose of this analysis is to identify the proposed project trip generation and determine whether the proposed project requires a level of service (LOS) analysis or a VMT analysis per the *City of Moreno Valley Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment* (June 2020) (City Guidelines).

### PROJECT DESCRIPTION

The 3-acre project site (Assessor's Parcel Number 482-190-022) is currently undeveloped. The project site is bounded by commercial self-storage uses to the north, commercial uses (gas station and auto parts store) to the south, residential uses to the east, and Indian Street and commercial uses to the west.

The proposed project would develop a three story, 132,006-square-foot (sf) self-storage building and 53 recreational vehicle (RV) storage spaces. Vehicular access to the proposed project will be provided along Indian Street via an existing driveway that is shared with the commercial uses south of the site.

### TRIP GENERATION

LSA examined the trip generation potential of the proposed 132,006 sf self-storage building by referencing trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition (2021) for Land Use 151 (Mini-Warehouse).

In addition, LSA assessed the trip generation potential for the proposed 53 RV storage spaces by applying average trip rates derived from trip generation surveys for similar existing RV and boat storage facilities in Chino and Ontario. The trip characteristics of these facilities are comparable to the proposed project, as customers store their vehicles and boats and retrieve them for recreational purposes when needed. The trip generation surveys for these facilities are provided as an attachment.

Table A presents the anticipated trip generation for the proposed project.

**Table A: Project Trip Generation**

Land Use	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Trip Rates</b>									
Mini-Warehouse <sup>1</sup>		tsf	1.45	0.05	0.04	0.09	0.07	0.08	0.15
RV Storage <sup>2</sup>		space	0.48	0.02	0.01	0.03	0.02	0.02	0.04
<b>Project Trip Generation</b>									
Mini-Warehouse	132.006	tsf	191	7	5	12	9	11	20
RV Storage	53	spaces	25	1	1	2	1	1	2
<b>Total</b>			<b>216</b>	<b>8</b>	<b>6</b>	<b>14</b>	<b>10</b>	<b>12</b>	<b>22</b>

Source: Compiled by LSA (2024).

<sup>1</sup> Trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition (2021). Land Use 151.

<sup>2</sup> Trip rates are based on survey data for similar existing facilities in Chino and Ontario (2021). 50/50 inbound/outbound split is assumed for the peak hours.

tsf = thousand square feet

As shown in Table A, the proposed project would generate 216 daily trips, including 14 trips (8 inbound and 6 outbound) in the a.m. peak hour and 22 trips (10 inbound and 12 outbound) in the p.m. peak hour. Because the proposed project would generate less than 100 trips in the peak hour, it is exempt from an LOS analysis.

## VEHICLE MILES TRAVELED

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use. Among the changes to the guidelines was removal of vehicle delay and LOS from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project’s effect on VMT. As mentioned above, the proposed project is within the jurisdiction of the City. Therefore, the project VMT analysis was conducted according to the City Guidelines, which include the VMT screening criteria, analysis methodology, impact thresholds, and mitigation measures.

According to the City Guidelines, projects generating less than 400 daily vehicle trips, exclusive of any existing daily vehicle trips generated by the site, are screened out from a VMT analysis and presumed to have a less than significant transportation impact. As previously shown in Table A, the proposed project would generate 216 daily vehicle trips. Because the proposed project would generate less than 400 daily trips, it is screened out from a VMT analysis and presumed to have less than significant transportation impact.

## CONCLUSION

The proposed project is anticipated to generate 216 daily trips, including 14 a.m. peak-hour and 22 p.m. peak-hour trips. The proposed project is exempt from an LOS analysis because it would generate less than 100 peak-hour trips. In addition, the proposed project is screened out from a VMT analysis with the presumption of a less than significant transportation impact because it would generate less than 400 daily trips.

Attachment: RV and Boat Storage Trip Generation Surveys

## RV/Boat Storage Trip Generation Surveys

**1 Chino Location:**                      292                      spaces

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

<b>Rate (trips per parking space)</b>	<b>0.03</b>	<b>0.05</b>	<b>0.42</b>
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**2 Ontario Location:**                      815                      spaces

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

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