

Appendix A

DRAFT TRAFFIC STUDY
FOR THE
STORBOX STORAGE EXPANSION PROJECT

Submitted to:

Barnard Investments, LLC

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Submitted by:

 RAJU Associates, inc.

DRAFT
TRAFFIC STUDY
FOR THE
STORBOX STORAGE EXPANSION PROJECT TRAFFIC STUDY

Prepared for:

Barnard Investments, LLC

Prepared by:

RAJU ASSOCIATES, INC.
790 E. Colorado Boulevard, 903C
Pasadena, California 91101
(626) 796-6796

Ref: RA 121

EXECUTIVE SUMMARY

A detailed traffic study was performed by Raju Associates, Inc. to assess the traffic impacts of the proposed Storbox Storage Expansion project within the City of Pasadena, California. The proposed project includes expanding an existing self-storage facility by demolishing existing office, industrial and auto repair uses adjacent to it all within the same 2200 block of Foothill Boulevard in the City of Pasadena.

The Proposed Project consists of expansion of an existing self-storage facility to provide additional storage space of approximately 81,500 square feet, replacing approximately 10,300 square feet of office, 2,300 square feet of industrial and 1,100 square feet of auto repair uses. Eleven parking spaces are also proposed to provide the required parking for the self-storage expansion use. A single driveway along Foothill Boulevard is also proposed to provide access to these parking spaces as part of the proposed project.

Current and future traffic analyses at three intersections and four roadway segments within the City of Pasadena were performed during the course of this study. At these locations, traffic operations were studied prior to and after implementation of the proposed project, deficiencies and impacts identified, improvements and mitigation measures developed, their effectiveness determined and residual traffic impacts, if any ascertained as part of this study. Access and circulation at the proposed driveway providing access to the parking for the expansion project were also evaluated and are discussed in this report. The following executive summary highlighting the key findings of this study is presented:

- Currently, all three analyzed intersection locations are operating at acceptable level of service (LOS D or better) during both morning and evening peak hours.
- In the Cumulative (Future Year 2005) Base conditions, i.e., future conditions without the implementation of the proposed improvement project, all the three analyzed intersections would continue to operate at an acceptable LOS D or better during both weekday morning and evening peak hours.
- The proposed project consisting of expansion of an existing self-storage facility by 81,500 square feet, replacing approximately 10,300 square feet of office, 2,300 square feet of

Summarizing the proposed self storage expansion project would not cause any significant impacts to analyzed intersection and roadway segment operating conditions. All the analyzed intersection and roadway segments would continue to operate at acceptable levels of service.

- The proposed project's access and circulation system was evaluated and assessed to be adequate for the project's operations on site.
- Roadway segment analysis performed at four roadway segments indicates that the current and future operations along these roadways are at acceptable levels and would continue to operate at the same levels with the proposed project. Additionally, no significant impacts are projected to occur due to the proposed project.
- The proposed project's access and circulation system was evaluated and assessed to be adequate for the project's operations on site.
- The Cumulative (Future Year 2005) plus Project conditions show that the proposed expansion project would not cause any significant traffic impacts at any of the three analyzed intersection locations. The future with project operations at these locations would be equivalent to or slightly better than conditions without the proposed project. This is due to the fact that the proposed project would result in a net reduction in overall trip making to and from the project site.
- In the Cumulative (Future Year 2005) Plus Project conditions, both AM and PM peak hour operating conditions would be similar to those projected for the Cumulative Base conditions. All three intersection locations will continue to operate at acceptable levels of service.
- Industrial and 1,100 square feet of auto repair uses are located within the 2200 block of Foothill Boulevard in the City of Pasadena will result in a net reduction of 54 daily trips, 26 AM peak hour trips and 1 PM peak hour trip.

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location of the proposed project in relation to the surrounding street system. Foothill Boulevard is also proposed as part of the expansion project. Figure 1 illustrates the Associated parking equivalent to eleven off-street (on-site) parking spaces obtaining access off of

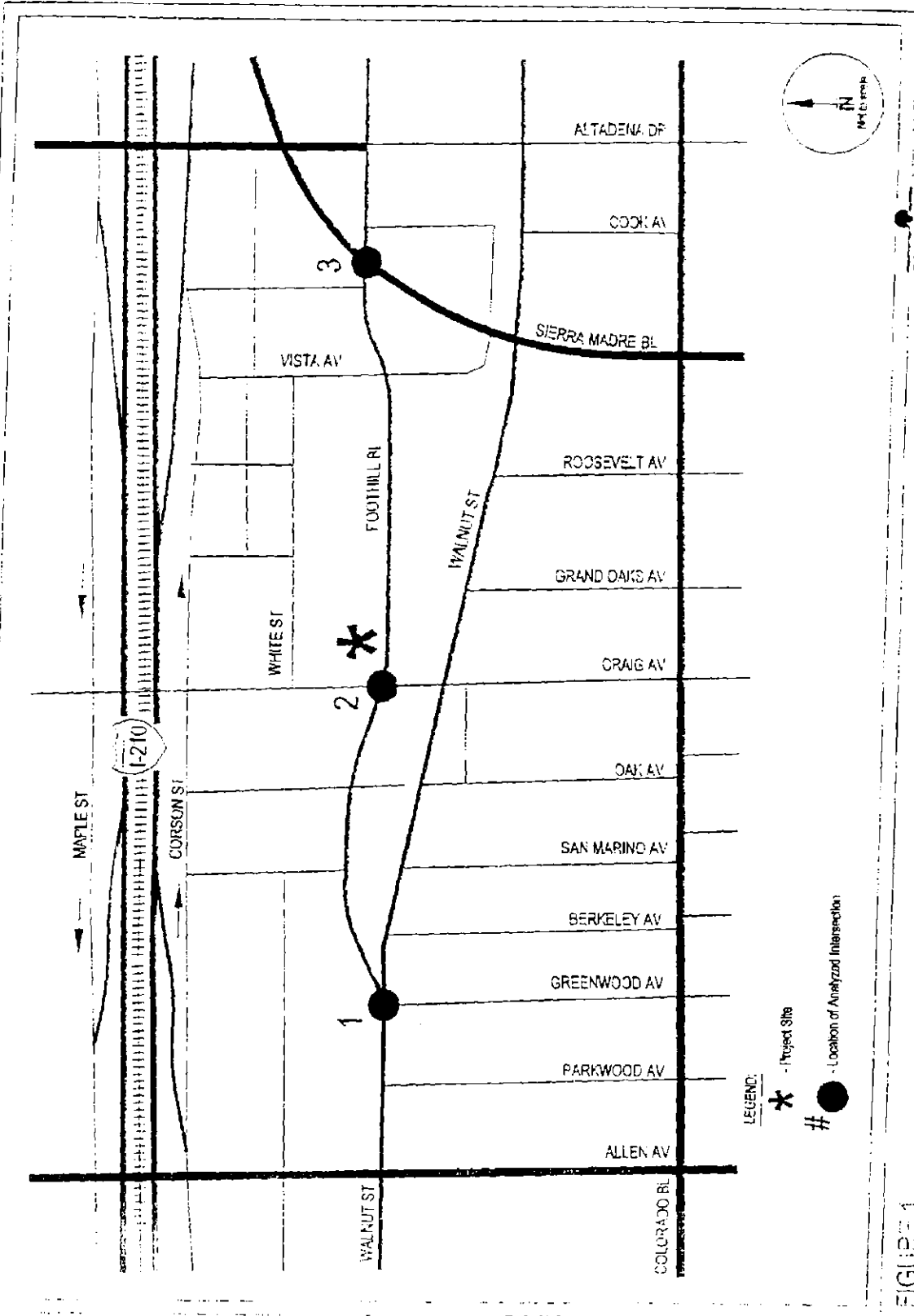
component of the Project is proposed along Foothill Boulevard. The replacement of office, industrial and auto repair uses would also involve removal of six existing driveways to those uses. One driveway to provide access to parking for the expansion

square feet of industrial use and 1,120 square feet of auto repair use. Foothill Boulevard and would replace approximately 10,300 square feet of office use, 2,300 storage space of approximately 61,600 square feet. The project would be located at 2233 E. The Proposed Project consists of expansion of an existing self storage facility to provide additional

PROJECT DESCRIPTION

Pasadena, California. Expansion Project. This project is located along the 2200 block of Foothill Boulevard in the City of Raju Associates, Inc. to evaluate the potential traffic impacts of the proposed Storage. This report documents the assumptions, methodologies and findings of a study conducted by

1. INTRODUCTION



RAJU Associates, Inc.

FIGURE 1
LOCATION OF PROJECT AND ANALYZED INTERSECTIONS

STUDY SCOPE

The scope of work for this study was developed in conjunction with the City of Pasadena Department of Transportation staff. The base assumptions, technical methodologies and geographic coverage of the study were all identified as part of the study approach. The study is directed at the analysis of potential traffic impacts on the street system produced by the implementation of the proposed expansion project and includes an analysis of the following scenarios:

- Current (Existing) 2003 Conditions - The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes an assessment of street, traffic volumes, and operating conditions.
- Cumulative Base (2005) Conditions - Future traffic conditions without the proposed project was developed for the year 2005. The objective of this analysis was to project future traffic growth and operating conditions, which could be expected to result from regional growth and related projects in the vicinity of the study area by the year 2005.
- Cumulative Plus Project (2005) Conditions - The net traffic expected to be generated by the proposed project was estimated and added to the Cumulative Base (2005) traffic forecasts. The impact of the proposed project on future traffic operating conditions were then identified.

The following 3 intersections were analyzed for the scenarios described above (See Figure 1):

1. Foothill Boulevard / Craig Avenue
2. Foothill Boulevard / Sierra Madre Boulevard
3. Walnut Street / Foothill Boulevard

In addition to these intersections, four roadway segments were identified for analysis and evaluation relative to potential neighborhood traffic intrusion as a result of the proposed project. They include the following:

1. Foothill Boulevard (Walnut Street) east of Allen Avenue
2. Foothill Boulevard west of North Altadena Avenue
3. Craig Avenue north of White Street
4. Craig Avenue south of Walnut Street

An executive summary presenting key details of the proposed project, existing and future traffic conditions with and without the project, and roadway and intersection improvements, if any, is provided at the beginning of this report. The rest of the report is divided into six chapters. Chapter I presents an introduction and details of the various elements of the study. Chapter II describes the existing circulation system, traffic volumes, and traffic conditions within the study area. The methodology to obtain future Year 2005 traffic volumes without and with the Proposed Project are described and applied in Chapter III. Chapter IV presents assessment of traffic conditions with and without the project and the potential traffic impacts due to the proposed project. An assessment of roadway link segment daily traffic volumes under current and with Project conditions within the study area and associated traffic impacts, if any, are presented in Chapter V. Access and Circulation evaluation is also presented in Chapter V. A summary of the analysis and study conclusions is included in Chapter VI. Appendices to this report include details of the technical analysis.

ORGANIZATION OF REPORT

A detailed Memorandum of Understanding (MOU) was prepared and a copy of the City approved MOU is attached in Appendix A of this report.

II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at key intersections. A detailed description of these elements is presented in this chapter.

STUDY AREA

The study area is bounded by Corson Street on the north, Colorado Boulevard on the south, Altadena Drive in the City of Pasadena on the east, and Allen Avenue on the west.

EXISTING STREET SYSTEM

The existing street system analyzed within the study area consists of a regional highway system including major arterials adjacent to the I-210 freeway, and a local street system including secondary arterials, collectors and local streets. A description of the regional and local access and circulation offered by the various roadways follows.

The I-210 freeway provides the primary regional access to the study area. The major and other arterial streets used to access the study area include Sierra Madre Boulevard, Foothill Boulevard, Allen Avenue and Walnut Street. Local access and circulation are provided by Craig Street, E. Corson Street, White Street and Vista Avenue. Brief descriptions of the arterial facilities serving the study area are included in the following section.

- Sierra Madre Boulevard – Sierra Madre Boulevard is a major arterial that traverses multiple jurisdictions in a north-south direction. The posted speed limit varies between 35

and 40 miles per hour (mph). Within the study area, Sierra Madre Boulevard generally offers three lanes in each direction with turn lanes at intersections. It also connects with the I 210 freeway to and from the east and west.

- Foothill Boulevard – This major arterial traverses through numerous jurisdictions in an east-west direction. It offers connections with major north-south arterials and is an important multi-modal transportation corridor facility within the City of Pasadena. Within the study area, this roadway offers four lanes with turn lanes at major or key intersections. Signalized intersections are available at Craig Avenue, Sierra Madre Boulevard and Walnut Street. Parking is generally allowed on either side of the street between Walnut Street and Sierra Madre Boulevard, except at major intersections where turn lanes are provided. The posted speed limit along this facility is 35 miles per hour (mph).
- Walnut Street – This facility is a secondary facility west of Foothill Boulevard traversing in an east-west direction within the City of Pasadena. The posted speed limit ranges between 30 to 35 miles per hour (mph). It offers two lanes in each direction with turn lanes at key intersections. Parking is generally allowed along many stretches of this roadway within the study area. South and east of Foothill Boulevard, Walnut Street is de-emphasized as a non-arterial facility, providing one lane in each direction.

The existing lane configurations of the analyzed intersections are included in Appendix B.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

The following sections present the existing intersection peak hour traffic volumes, a description of the methodology utilized to analyze the intersection traffic conditions, and the resulting level of service conditions at each of the study intersections for existing conditions.

Existing Traffic Volumes

Weekday morning and evening peak hour traffic counts were compiled from data collected at the 3 analyzed intersections during the week of November 10, 2003. These weekday traffic volumes reflect typical weekday operations during current year 2003 conditions. The traffic volumes in Figure 2 represent, for the purposes of this analysis the Existing 2003 AM and PM peak hour conditions, respectively. The raw data showing the counts are attached in Appendix C.

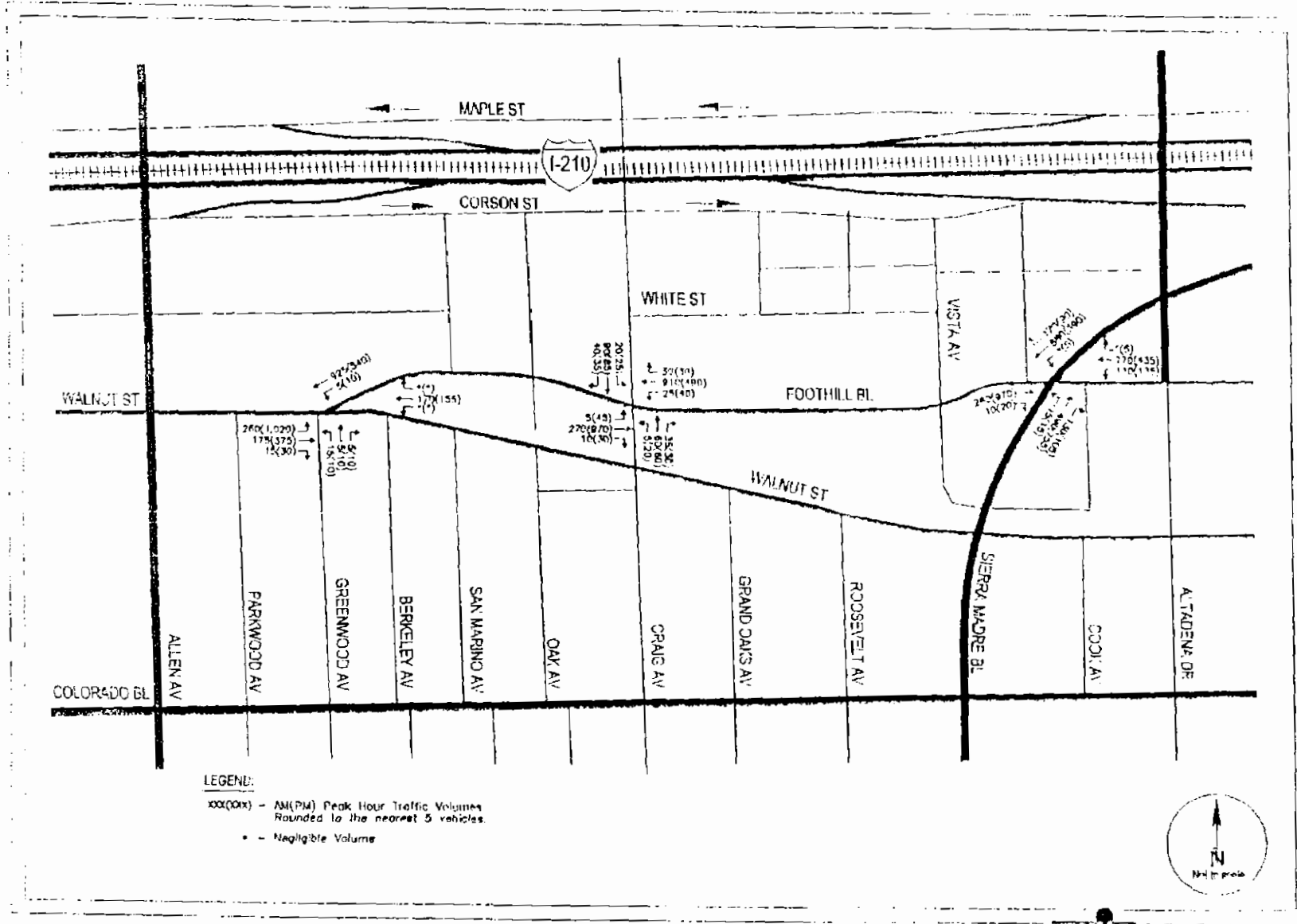


FIGURE 2
EXISTING (2003) PEAK HOUR TRAFFIC VOLUMES

Table 2 summarizes the results of the intersection capacity analysis for existing conditions at each of the 3 intersections in the study area. The table indicates the existing V/C ratio during the morning and evening peak hours and the corresponding LOS at the study intersections. As illustrated in the table, all three existing intersections are currently operating at LOS D or better during both the morning and evening peak hours. All the capacity calculation worksheets are provided in Appendix D of the report.

The existing traffic volumes presented in Figure 2 for AM and PM peak hours, respectively, were used in conjunction with the level of service methodologies described above, and the current intersection characteristics illustrated in Appendix B, to determine the existing operating conditions at the analyzed intersections.

Existing Levels of Service

The Intersection Capacity Utilization (ICU) method of intersection analysis, per the City of Pasadena's requirements for analyzing intersection conditions, was used to determine the intersection volume to capacity (V/C) ratio and corresponding level of service for each study intersection. A capacity of 1500 vehicles per lane per hour was assumed in the capacity calculations in accordance with the City of Pasadena's guidelines.

All three analyzed intersections are controlled by traffic signals.

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum acceptable level of service in urban areas. The Level of service definitions for signalized intersections is provided in Table 1.

Level of Service Methodology

TABLE 1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.500	EXCELLENT - No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.500 - 0.700	VERY GOOD - An occasional approach phase is fully utilized; many drivers begin to feel somewhat what restricted within groups of vehicles.
C	>0.700 - 0.800	GOOD - Occasionally drivers may have to wait through more than one red light; back-ups may develop behind timing vehicles.
D	>0.800 - 0.900	FAIR - Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing line-up preventing excessive back-ups.
E	>0.900 - 1.000	POOR - Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE - Back-ups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Trenchidous delays with continuously increasing queue lengths.

Source: Transportation Research Board, *Transportation Research Circular No. 212, Intersecting*
Highways on Highway Capacity, 1980.

TABLE 2
INTERSECTION LEVEL OF SERVICE ANALYSIS - EXISTING (2003) CONDITIONS

INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	V/C	LOS	V/C	LOS
1. Foothill Bl/ Greenwood Av & Walnut St	0.612	A	0.658	B
2. Craig Av & Foothill Bl	0.495	A	0.537	A
3. Sierra Madre Bl & Foothill Bl	0.492	A	0.558	B

Notes

1. CB method of capacity analysis was utilized for the study per City of Pasadena TIA guidelines.

III. FUTURE YEAR 2005 TRAFFIC PROJECTIONS

In order to properly evaluate the potential impact of the proposed project on the local street system, estimates of the Future Year 2005 traffic volumes both with and without the project were developed. The Future Year 2005 without the project was first projected including estimates for background growth in area-wide trip making and trips generated by future developments in the vicinity of the study area. The Future (2005) without project traffic represents the cumulative base conditions. The traffic generated by the proposed project was then estimated and assigned separately to the street system. The addition of the project traffic and the cumulative base traffic represents the Cumulative (2005) Plus Project scenario. Each of these future traffic scenarios is further described in this chapter:

CUMULATIVE (2005) BASE TRAFFIC PROJECTIONS

The Cumulative (2005) Base traffic projections reflect growth in traffic from two primary sources: Firstly, the background or ambient growth to reflect the effects of overall area-wide regional growth both within and outside the study area; and secondly, from traffic generated by specific cumulative projects located within, or in the vicinity of, the study area. Each of these components is described below.

Area-wide Ambient Traffic Growth

An area-wide regional growth factor of 1.5% per year was estimated based on projections from the most recent City of Pasadena Mobility Element model. Future traffic increases due to regional growth and development are expected to continue at this rate. With the project completion date of

2005, the existing 2005 traffic volumes were adjusted upwards by a factor of 3% to reflect this area-wide ambient growth.

Cumulative Project Traffic Generation and Assignment

As indicated, the second potential source of traffic growth in the study area was that expected from other future development projects in the vicinity. These "cumulative projects" are those developments that are planned and expected to be in place within the same timeframe as the proposed expansion project. Data describing cumulative projects in the area was solicited from the City of Pasadena. Six cumulative projects were identified within the study area. The locations of these projects are shown in Figure 3.

The trip generation rates for the various related projects in the vicinity of the study area were obtained based on rates and equations provided in the *Trip Generation, 6th Edition* (Institute of Transportation Engineers, 1997). These rates and equations are described in detail in Table 3.

The trip generation estimates for the related projects were computed using these rates and these related projects' trip generation is shown in Table 4. The geographic distribution and the traffic assignment of the cumulative projects were performed and these related projects' traffic estimates were added to the existing plus ambient growth traffic to obtain the Cumulative (2005) Base traffic volumes. Figure 4 provides the Cumulative (Year 2005) Base traffic volumes at each of the analysis intersections during both AM and PM peak hours.

The traffic volumes presented in Figure 4, represent the Future Cumulative (2005) without project base conditions.

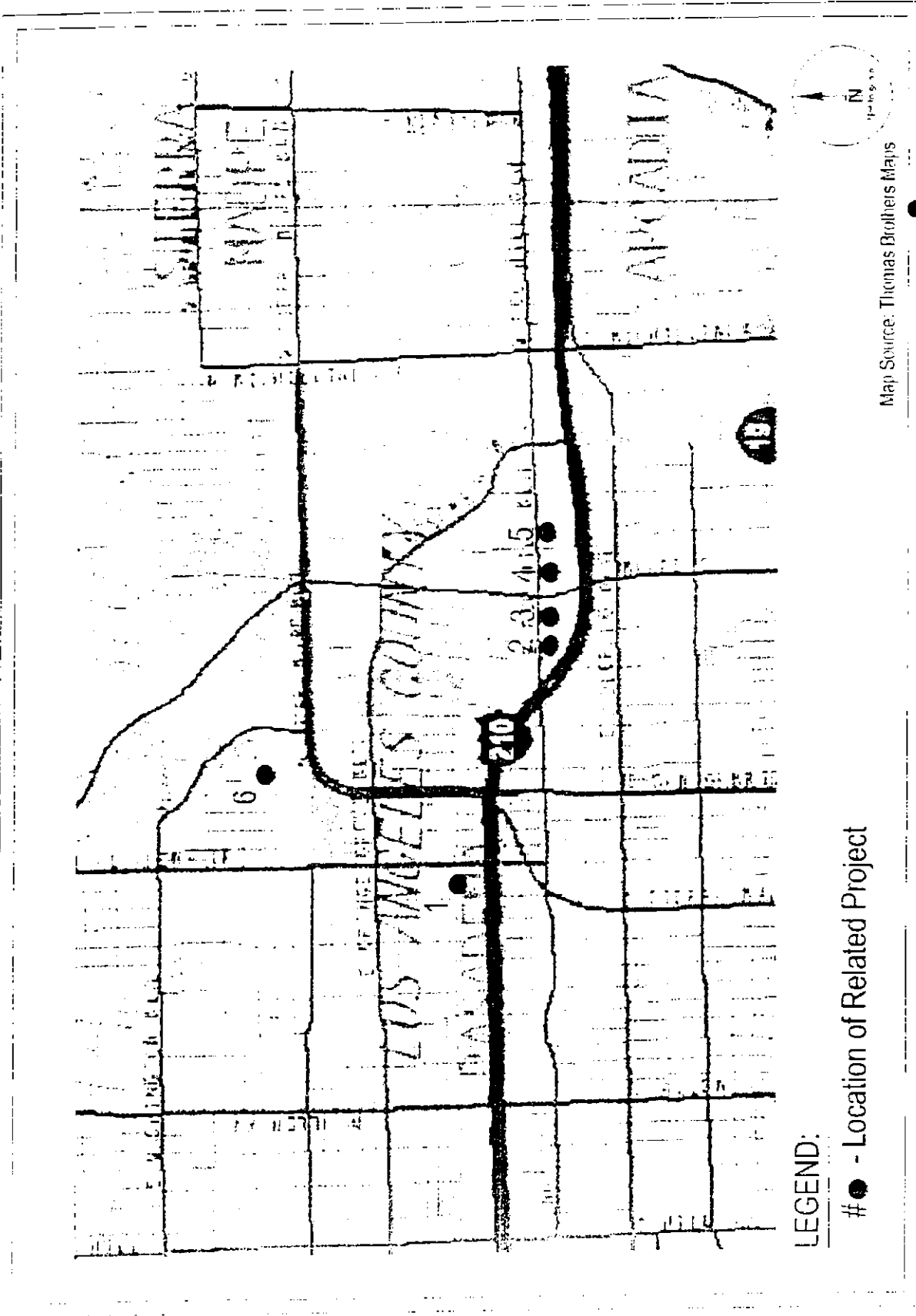


FIGURE 3
 LOCATION OF RELATED PROJECTS

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TABLE 3
TRIP GENERATION RATES - WEEKDAY

Land Use	Average Daily Rate	AM Peak Hour			PM Peak Hour		
		Rate	%In	%Out	Rate	%In	%Out
Retail (Trips per 1,000 sf)	[1]	[1]	31%	35%	[1]	43%	52%
Research & Development (Trips per 1,000 sf)	[2]	[2]	33%	17%	[2]	15%	85%
Condominium/Townhouse (Trips per dwelling unit)	5.86	0.44	17%	82%	0.54	37%	33%
Office Park (Trips per 1,000 sf)	[3]	[3]	89%	11%	[3]	14%	86%
Self-Storage (Trips per 1,000 sf)	[4]	0.15	69%	41%	0.26	51%	49%

Note

[1] Trip generation for retail was calculated using the following formulas:

Daily $\ln(T) = 0.643 \ln(X) + 5.866$

AM Peak Hour $\ln(T) = 0.596 \ln(X) + 2.329$

PM Peak Hour $\ln(T) = 0.660 \ln(X) + 3.403$

[2] Trip generation for research and development center was calculated using the following formulas:

Daily $\ln(T) = 0.824 \ln(X) + 3.135$

AM Peak Hour $\ln(T) = 0.875 \ln(X) + 0.883$

PM Peak Hour $\ln(T) = 0.832 \ln(X) + 1.05$

[3] Trip generation for office park was calculated using the following formulas:

Daily $T = 10.422(X) + 409.04$

AM Peak Hour $\ln(T) = 0.836 \ln(X) + 1.54$

PM Peak Hour $T = 1.213(X) + 106.215$

[4] Trip generation for self-storage was calculated using the following formulas:

Daily $\ln(T) = 1.01 \ln(X) + 0.815$

Where:

Ln = Natural logarithm

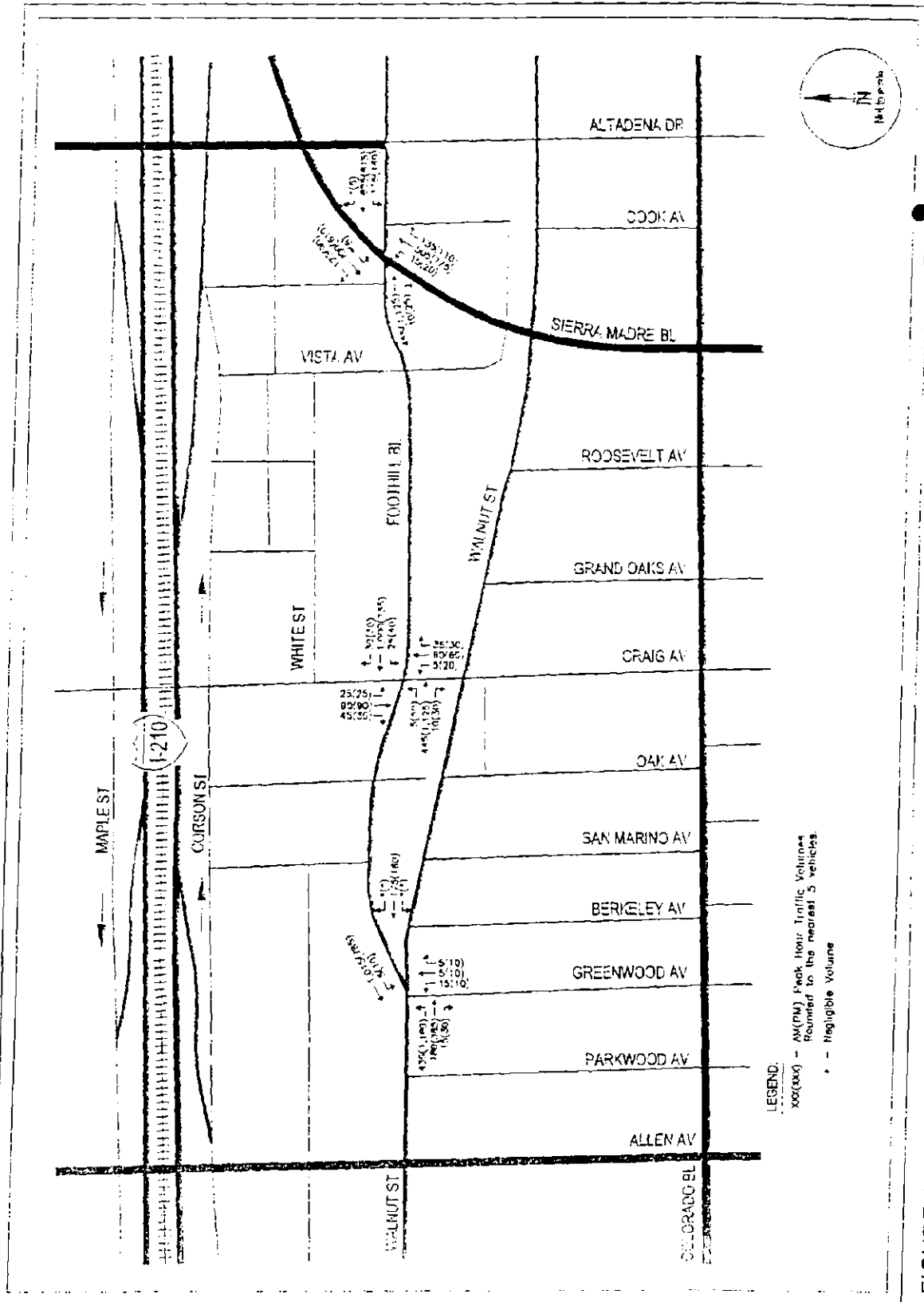
T = Two-way volume of traffic (total trip-ends)

X = Area in 1,000 gross square feet of leasable area

Source: ITE Trip Generation Manual, 5th Edition

TABLE 4
ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS

Map No.	Project Name	Location	Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
						IN	OUT	TOTAL	IN	OUT	TOTAL
1	Atascadero	435 N. Aladena Av	Condominium	52 d.u.	345	4	14	23	10	9	28
2	Storage Barn	3150 Foothill Bl	Retail	150,000 s.f.	8,847	124	74	203	304	427	921
3	Space Bay	3202 E. Foothill Bl	Self-Storage	375,000 s.f.	899	23	23	56	50	48	98
4	Sierra Leone Via	3360 E. Foothill Bl	Research and Development Residential	350,000 s.f. 188 d.u.	2,823	374	64	467	54	304	379
5	Teraceña Corporate Park	3455 E. Foothill Bl	Office Park	95,000 s.f.	1,002	14	89	83	88	52	140
6	Rose Court	1000 Rose Av	Townhomes	52 d.u.	1,399	18	23	74	31	194	241
TOTAL					15,739	704	257	1,006	635	1,020	1,656



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FIGURE 4
CUMULATIVE (2005) BASE PEAK HOUR TRAFFIC VOLUMES

PROJECT TRAFFIC VOLUMES

The implementation of the proposed expansion project consists of an additional 87,600 square feet of self-storage space replacing approximately 16,500 square feet of office use, 2,300 square feet of industrial use and 1,120 square feet of auto repair use existing on-site.

Project Trip Generation

Utilizing the Trip Generation, 5th Edition rates, the proposed project's net trip generation including the replacement of existing uses was determined. Table 5 presents details of the proposed project's trip generation including type of use, size, applicable rates or equations and trip generation estimates.

From Table 5, it can be observed that the proposed project's net trip generation would result in less overall trips on the transportation system than without the project. This is due to the fact that the currently existing replacement uses generate more traffic than the proposed self-storage use.

Project Trip Distribution

The trip distribution for project trips was assumed to be the following:

To and From the North:	15%
To and From the South:	25%
To and From the East:	30%
To and From the West:	30%

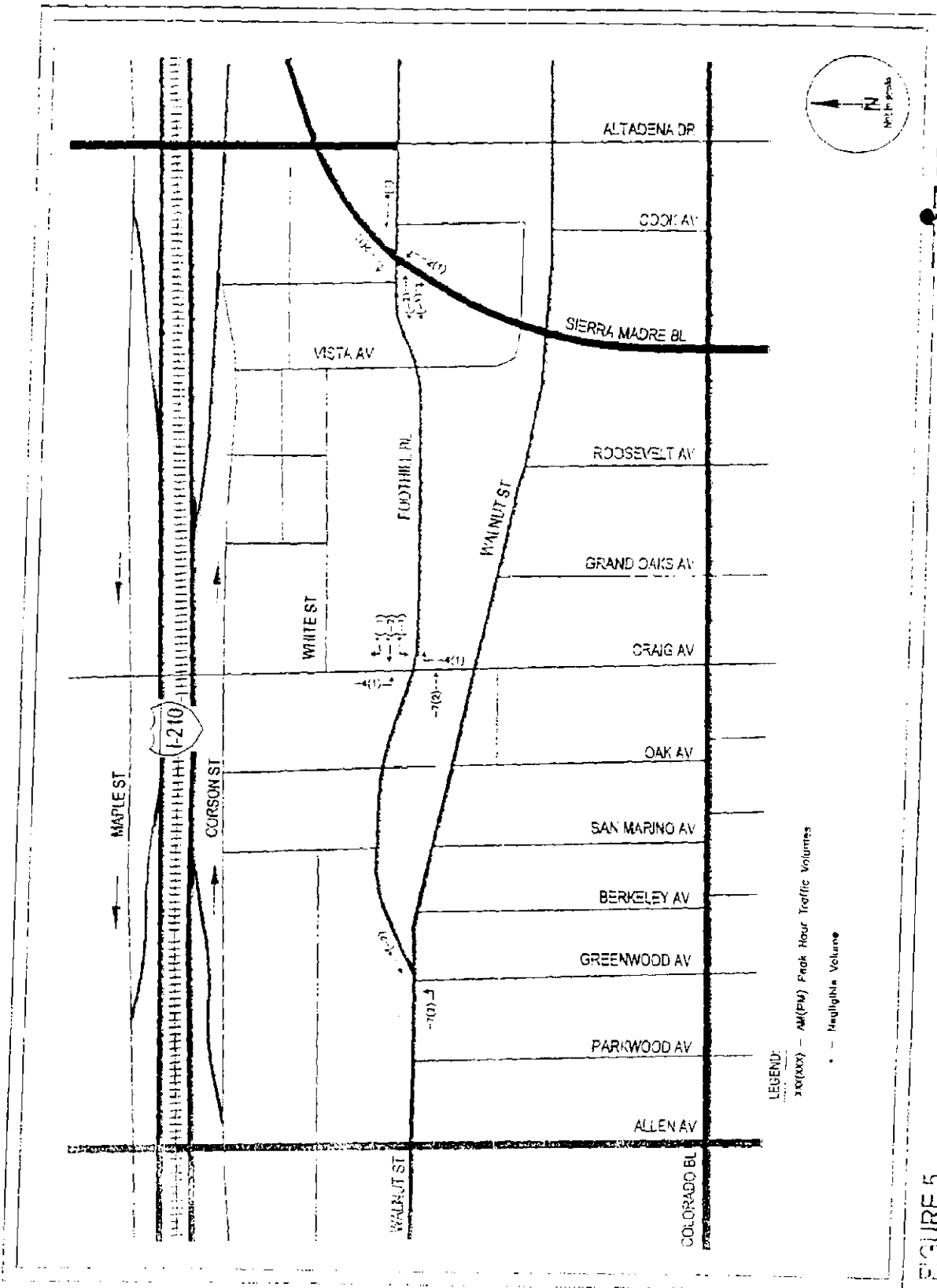
Intersection level distribution percentages are shown in Appendix D. Based on these distribution assumptions and trip generation from the proposed project, traffic estimates of project only trips were estimated. These project only trips are presented in Figure 5.

**TABLE 5
NET TRIP GENERATION OF PROPOSED PROJECT - TYPICAL WEEKDAY
STORBOX STORAGE EXPANSION PROJECT**

USE	SIZE (SF)	DAILY TRIP	A.M. PEAK HOUR TRIPS			P.M. PEAK HOUR TRIPS		
			IN	OUT	TOTAL	IN	OUT	TOTAL
PROPOSED PROJECT								
Mini-Ware	81,600	193	7	5	12	11	10	21
REPLACED USES								
Office	(10,280)	-231	26	-4	-30	-3	13	16
Industrial	(2,280)	-16	-2	0	-2	0	-2	-2
Auto-Repa	(1,120)		-2	-1	-3	2	-2	-4
Net Total Trip Gene		-54	-23	0	23	6	-7	1

Notes

Source: ITE Trip Generation, VI Edition, 1997, Informational Guide
 Mini-Warehouse: Daily: $\ln(T) = \ln(X) + 1.01 + 0$, Industrial Daily: $6.97/1000 \text{ sf}$ {50% in/out}
 A.M. Peak - Rate: $0.15 \text{ trips}/1000 \text{ sf}$ {59% in / A.M. Peak Rate: $0.92/1000 \text{ sf}$ {88% in/12%out}
 P.M. Peak - Rate: $0.26 \text{ trips}/1000 \text{ sf}$ {51% in P.M. Peak Rate: $0.98/1000 \text{ sf}$ {12% in/88%out}
 Office: Daily: $\ln(T) = 0.768 * \ln(X) + 3.654$ {50% Auto Repair Shop
 A.M. Peak: $\ln(T) = 0.797 * \ln(X) + 1.558$ {88% in A.M. Peak Rate: $2.94/1000 \text{ GLA}$ {55% in/35%out}
 P.M. Peak Rate: $1.49 \text{ trips}/1000 \text{ gsf}$ {17% in P.M. Peak Rate: $3.38/1000 \text{ GLA}$ {50% in/out}

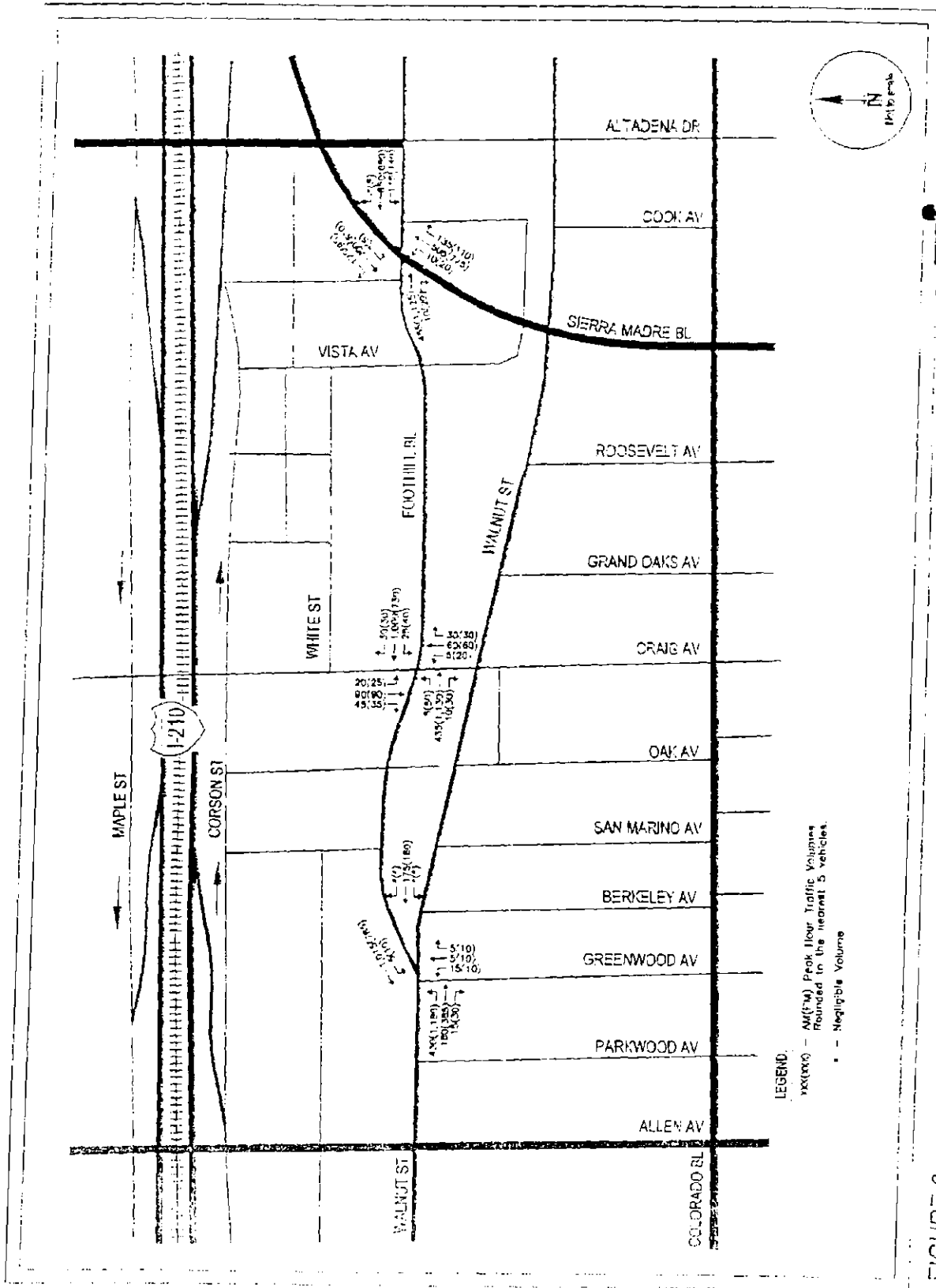


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FIGURE 5
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

FUTURE YEAR 2005 CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES

Utilizing the intersection specific project only traffic estimates developed for both AM and PM peak hours due to the proposed expansion project, the traffic forecasts for the Future Year 2005 with Project conditions were developed. The Future Year 2005 Cumulative Base traffic forecasts were combined with the project only traffic volumes to obtain the Future with Project traffic volume forecasts. The Future Year 2005 Cumulative plus Project traffic volumes during both A.M. and P.M. peak hours are presented in Figure 6.



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FIGURE 6
CUMULATIVE (2005) PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

IV. FUTURE YEAR 2006 TRAFFIC CONDITIONS & IMPACT ANALYSIS

The Future Year 2006 Cumulative Base and Cumulative plus Project conditions were analyzed utilizing the methodologies and assumptions per the City of Pasadena traffic study guidelines. The results were then used to assess the potential impact of the proposed project on the local street system.

The traffic impact analysis compares the volume to capacity (V/C) ratios at each study location under the cumulative base and cumulative plus project conditions to determine the incremental difference in V/C ratios caused by the proposed project. This provides the information needed to assess the potential impact of the project using significance criteria established by the City of Pasadena.

SIGNIFICANT TRAFFIC IMPACT CRITERIA

The City of Pasadena Department of Transportation has established threshold criteria that determine if a project has a significant traffic impact at a specific intersection. According to the criteria provided by the City of Pasadena, a project impact is considered significant if the following conditions are met:

Intersection LOS	Project-related Increase in V/C Ratio
A	0.06
B	0.05
C	0.04
D	0.03
E	0.02
F	0.01

All capacity calculation worksheets are attached in Appendix D of the report.

The Cumulative (2005) Plus Project peak hour traffic volumes were analyzed to determine the volume to capacity (V/C) ratio and LOS at each of the analyzed intersections. The results of this analysis are also summarized on Table 6. Table 6 indicates that with the proposed project, all the analyzed intersections will continue to operate at acceptable LOS during the peak hours. Operating V/C ratios at the intersections in comparison to the Cumulative (2005) Base conditions are projected to get better or be equal to those projected for the base conditions.

CUMULATIVE (2005) PLUS PROJECT TRAFFIC CONDITIONS

The Cumulative (2005) Base without proposed project peak hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio and corresponding level of service. Table 6 presents the results of the Year 2005 Cumulative Base (without project) traffic analysis. As indicated in the Table, all three analyzed intersections will continue to operate at LOS D or better during both morning and evening peak hours.

CUMULATIVE (2005) BASE TRAFFIC CONDITIONS

Using these criteria, for example, a project would have a significant impact at an intersection if it is operating at LOS A and the incremental change in V/C ratio due to the proposed project is 0.05 or greater. Similarly, the sliding scale criteria states that a project would have a significant impact at an intersection if the incremental increase in V/C ratio is 0.01 or greater when the intersection is operating at a LOS E.

**TABLE 6
INTERSECTION LEVEL OF SERVICE ANALYSIS
FUTURE YEAR 2005 CONDITIONS**

Intersection	Peak Hour	Cumulative (2005) Base		Cumulative (2005) Project Conditions		Increase in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1. Foothill Bl/Greenwood Av & Walnut St	AM	0.543	A	0.543	A	0.000	No
	PM	0.714	C	0.715	C	0.001	No
2. Craig Av & Foothill Bl	AM	0.526	A	0.524	A	0.002	No
	PM	0.592	A	0.592	A	0.000	No
3. Sierra Madre Bl & Foothill Bl	AM	0.522	A	0.520	A	-0.002	No
	PM	0.714	C	0.714	C	0.000	No

Notes:

ICJ method of capacity analysis was utilized for the study per City of Pasadena TIA guidelines.

PROJECT IMPACTS

Using the specified significant impact criteria, the traffic impacts at the analysis locations were determined. Table 6 identifies the individual impacts during both A.M. and P.M. peak hours at each of the analysis locations. It can be observed that none of the analyzed intersections would be significantly impacted by the proposed expansion project. Therefore, no mitigation measures would be required for the proposed project.

The City of Pasadena has established specific threshold criteria for impacts to any street segment by a project excluding amount growth and the required traffic mitigation. These thresholds are described in the following page:

Street Segment Impact Thresholds

Current daily traffic counts were conducted during the week of November 10, 2003 using machine counters. These traffic counts are included in Appendix D.

- 1. Foothill Boulevard east of Allen Avenue
- 2. Foothill Boulevard west of Altadena Drive
- 3. Craig Avenue north of White Street
- 4. Craig Avenue south of Walnut Street

The City of Pasadena Department of Transportation staff identified four roadway segment locations for analysis and assessment of conditions with the project. These roadway segments include:

ROADWAY SEGMENT ANALYSIS

This chapter provides analysis of roadway segments in the vicinity of the project. This analysis is targeted towards assessment of potential neighborhood traffic intrusion as a result of the proposed project. Additionally, on-street parking evaluation within the immediate vicinity of the site and other access/circulation issues are also addressed in this chapter.

V. ROADWAY SEGMENT & ACCESS/CIRCULATION ANALYSIS

Street Segment (ADT Impact Thresholds)

ADT Growth on Street Segment

Required Traffic Mitigation

0.0-2.4% ADT Growth

Project review & Initial Study

Staff Review & Conditions

2.5% - 4.9% ADT Growth

Examined by Initial Study

Focused Traffic Study

Soft Mitigation Required.

TDM, Rideshare, etc.

5.0% - 7.4% ADT Growth

Examined by Initial Study

Full Traffic Study Required

Soft Mitigation Required.

Physical Mitigation Required.

Project Alternatives Considered.

7.5%+ ADT Growth

Examined by Initial Study

Full Traffic Study Required

Soft Mitigation Required

Extensive Physical Mitigation Required.

Project Alternatives Considered.

The daily traffic volumes resulting from the addition of net trips generated by the proposed project to the existing daily traffic counts is shown in Table 7. The ADT impacts of the proposed project are also shown in Table 7.

From Table 7, it can be observed that none of the roadway segments have any positive changes (increases) due to the proposed project. This is due to the fact that the proposed project has a net effect of reducing the overall ADT traffic on the transportation system due to its daily trip generation being less than the daily trip generation of the office, industrial and auto repair use that the proposed project is replacing. Therefore, there are no ADT impacts associated with the proposed project.

**TABLE 7
AVERAGE DAILY TRAFFIC ANALYSIS**

Street Segment	Existing 2003 ADT	Project ADT	Existing 2003 Plus Project ADT	% Change	Significant Impact
Foothill Boulevard e/o Allen Avenue	21,915	-16	21,899	0.1%	No
Foothill Boulevard w/o Altadena Drive	20,649	-11	20,638	0.1%	No
Craig Avenue n/o White Street	2,940	-8	2,932	-0.3%	No
Craig Avenue s/o Walnut Street	3,142	8	3,134	-0.3%	No

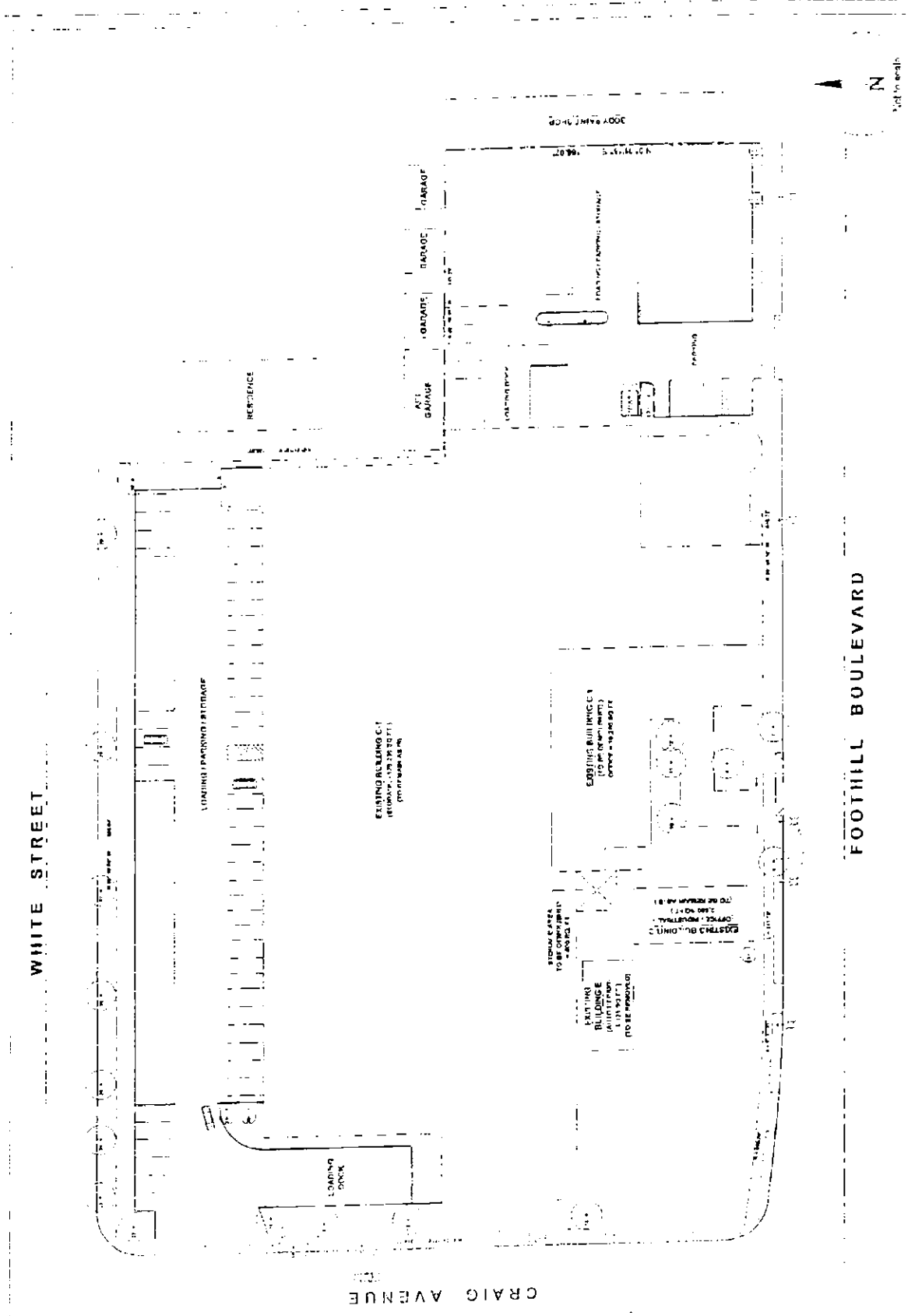
PARKING, ACCESS & CIRCULATION ISSUES

The existing Storbox Storage Facility obtains access to its parking along Foothill Boulevard and Craig Avenue. The expansion project proposes to obtain access to its own surface parking on-site from another driveway along Foothill Boulevard. The expansion project replaces existing office, industrial, and auto repair uses and seeks to close six other curb cuts or driveways serving these uses in the same area of the site.

Figures 7 and 8 present the Existing Site Plan and Proposed Site Plan for the Project Site. The following observations can be made from these exhibits:

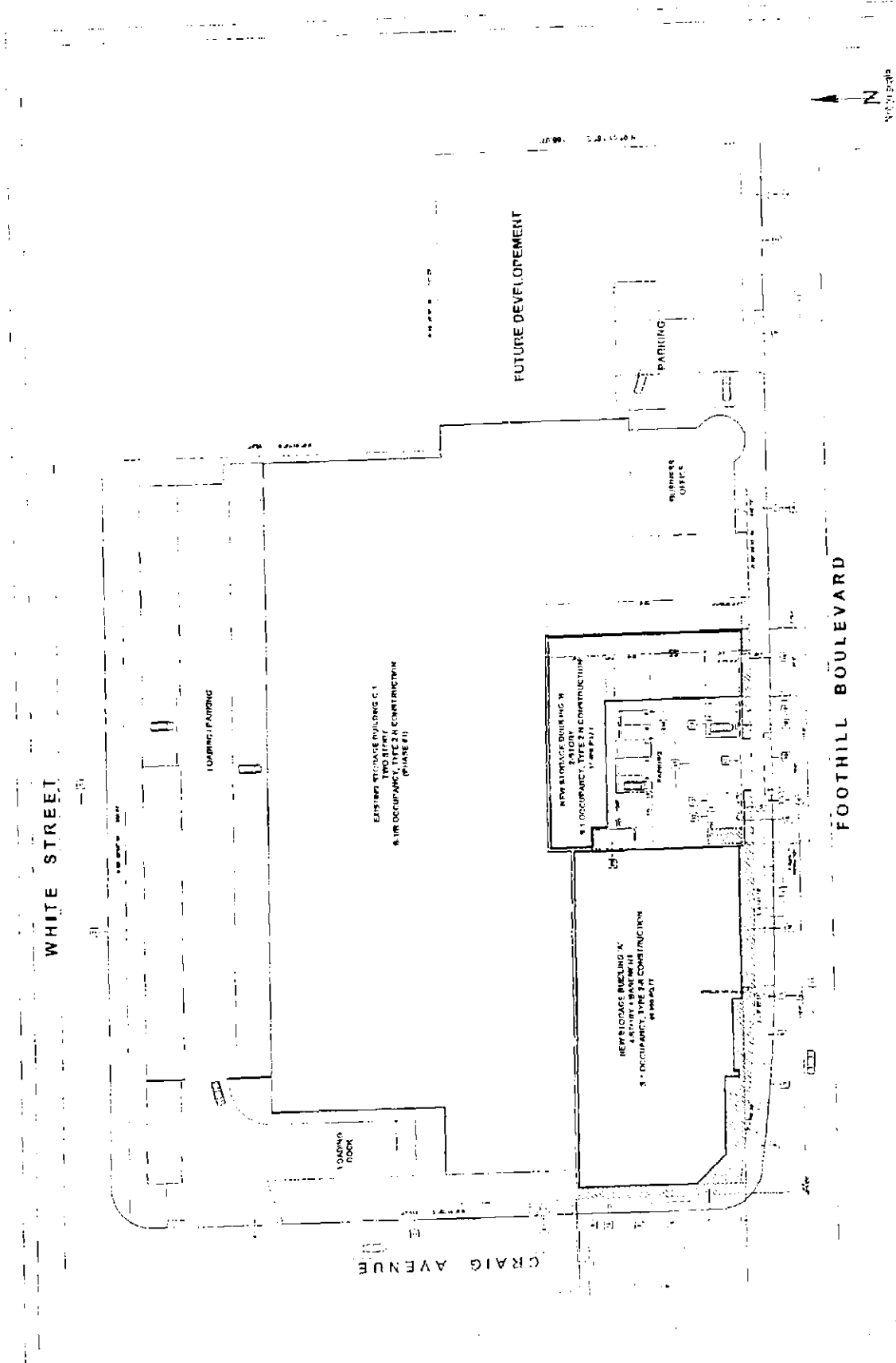
- Four curb cuts or driveways along Foothill Boulevard are being proposed to be closed and instead, a new driveway is being proposed immediately east of the office driveway.
- Two driveway or curb cuts along Craig Avenue are also proposed to be closed as part of the Proposed Project.
- There would be no net loss of on-street parking spaces. Project design features would be incorporated in a manner that there would be no sight distance issues arising from the proposed project's changes to on-site access and circulation system. That is, the on-street parking spaces along the north side of Foothill Boulevard would need to be provided around the proposed driveway in a manner that would not cause sight distance issues.
- There would be a security gate provided at the driveway to the parking spaces proposed for the expansion project. This security gate would be open to the general public during business hours and would be closed during non-business hours. There would be no impact on traffic flow due to vehicles waiting at the gate to the parking area for the expansion project.

Based on a review of the proposed site plan, the access and circulation proposed for the project's on-site parking would function adequately.



RAJU Associates, Inc.

FIGURE 7
EXISTING SITE PLAN



RAJU Associates, Inc.

FIGURE 8
PROPOSED SITE PLAN

On-Street Parking Analysis

Existing on-street parking inventory and utilization surveys during typical weekdays and weekend days were performed during the weeks of November 10 and 17, 2008. On-street parking available along Foothill Boulevard between Linda Rosa Avenue and Vista Avenue and along Craig Avenue between Corson Street and Walnut Street were surveyed as part of this analysis.

Table E presents the results from the on-street parking surveys performed for this project. The following observations can be made:

- Existing on-street inventory surveys indicate that approximately 60 spaces are currently available on the north side and 44 spaces on the south side of Foothill Boulevard within the survey boundaries. Along Craig Avenue, approximately 24 spaces exist along the east and west sides each, within the survey area.
- Typical weekday and weekend day (Saturday) utilization surveys were performed between 9:00 A.M. and 6:00 P.M. The number of parked cars within the survey area was counted every hour for the duration of the survey.
- Maximum utilization of 50% along Craig Avenue and 45% along Foothill Boulevard within the study area were observed during weekdays. During Saturdays, peak occupancies of 29% along Craig Avenue and 41% along Foothill Boulevard were observed within the study area.
- It can be concluded that adequate on-street parking currently exists (and will continue to exist with the proposed project) in the vicinity of the study area.

VI. SUMMARY OF CONCLUSIONS

This study was undertaken to assess existing traffic conditions, estimate future conditions with and without the proposed project, analyze potential traffic impacts of the proposed project, assess required improvements and identify/recommend project mitigation to alleviate the significant traffic impacts on the transportation system. Raju Associates, Inc. have performed this detailed study and the following summarizes the results of this analysis:

- A total of 3 intersections were analyzed within the study area for this project. These locations are all signalized intersections along Foothill Boulevard adjacent to the proposed project site within the City of Pasadena.

Currently, all three analyzed intersection locations are operating at acceptable levels of service (LOS D or better) during both morning and evening peak hours.

- In the Cumulative (Future Year 2005) Base conditions, i.e., future conditions without the implementation of the proposed expansion project, all three analyzed intersections would continue to operate at an acceptable LOS D or better during the weekday morning and evening peak hours.

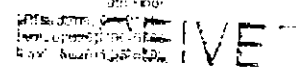
The proposed project, consisting of approximately 81,500 square feet of self-storage expansion space replacing approximately 10,300 square feet of office use, 2,300 square feet of industrial use and 1,100 square feet of auto repair use will generate less traffic than the uses it is replacing. In other words, the proposed project's net trip generation is negative.

- In the Cumulative (Future Year 2005) Plus Project conditions, both AM and PM peak hour operating conditions would be similar to those projected for the Cumulative Base conditions. All three analyzed intersections will continue to operate at acceptable levels of service.

The Cumulative (Future Year 2005) plus Project conditions show that the proposed expansion project would not cause any significant traffic impacts at any of the analysis locations.

- On-street parking and access/circulation system were assessed and a review of the proposed site plan and codes that the parking, access and circulation systems would function adequately and that there would be no adverse impact to the proposed project.

APPENDIX A



CITY OF PASADENA

SCOPING FOR TRAFFIC STUDY

NOV - 6 2003

CITY OF PASADENA
Department of Transportation

This Memorandum of Understanding (MOU) acknowledges City of Pasadena Public Works and Transportation Section requirements of traffic impact analysis for the following project:

Project Name: Storbox Storage Expansion Project Traffic Study
Project Address: 2233 E. Foothill Boulevard, Pasadena, CA 91107
Project Description: Proposed Project consists of expansion of Existing Storage Facility to provide additional storage space of approximately 81,500 sf. Project replaces existing Office, Industrial, Auto Repair and Recycling Facilities.

PROJECT TRIP GENERATION

Trip Generation Rate Source: ITE, VI Edition, 1997

Project Land Use 1: ITE Land Use Code: Mini-Warehouse (151)

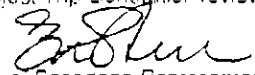
Summary Trip Generation Worksheet Attached: See Table A - Project Trip Generation

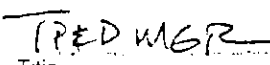
AM Peak Hour Trips			PM Peak Hour Trips			Total	Daily
In	Out	Total	In	Out	Total		
-23	0	-23	5	-7	-1	-54	

Trip Credits: Exact amount of credit subject to acceptance by City of Pasadena Dept. of Transportation

Transportation Demand Management (TDM)	Yes	<u>No</u>
Existing Active Land Use	<u>Yes</u>	No
Previous Land Use	Yes	No
Internal Trip Capture	Yes	No
Pass-by Trip	Yes	No

Project Trip Generation reviewed and accepted by Department of Transportation.


City of Pasadena Representative


Title

11/5/03
Date

PROJECT TRIP DISTRIBUTION

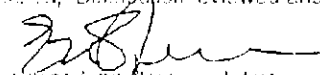
Geographic Distribution	North	15%	South	25%
	East	30%	West	30%

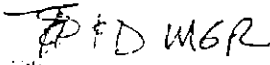
Summary Trip Distribution Exhibit(s) Attached

Project Site Plan Exhibit(s) Attached

Note: The project trip distribution may need to be revised upon receipt and review of the existing traffic volumes. Any changes will be submitted for review and acceptance by Department of Transportation staff.

Project Trip Distribution reviewed and accepted by Department of Transportation.


City of Pasadena Representative


Title

11/5/03
Date

CITY OF PASADENA

SCOPING FOR TRAFFIC STUDY (Continued)

Project Name Storage Expansion Project Traffic Study
Project Address 2001 E. Foothill Boulevard, Pasadena, CA 91107


PROJECT BUILD-OUT YEAR AND AMBIENT GROWTH RATE

Project Build-Out Year 2005

Ambient Growth Rate 1.5% per year

(Please note that the ambient growth rate is applied to both study intersections and street segments unless otherwise noted.)

Project Build-Out Year and Ambient Growth Rate reviewed and accepted by Department of Transportation


City of Pasadena Representative

TP&D MGR
Title

11/5/03
Date

STUDY INTERSECTIONS

- No. 1 E. Foothill Blvd / E. Walnut Street
- No. 2 E. Foothill Blvd / Craig Avenue
- No. 3 E. Foothill Blvd / S. Sierra Madre Blvd

Study Intersections reviewed and accepted by Department of Transportation


City of Pasadena Representative

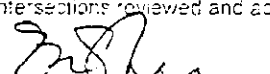
TP&D MGR
Title

11/5/03
Date

STUDY STREET SEGMENTS

- No. 1 E. Foothill Blvd east of Allen Avenue
- No. 2 E. Foothill Boulevard west of North Altadena Drive
- No. 3 Craig Avenue north of White Street
- No. 4 Craig Avenue south of Walnut Street

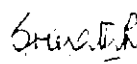
Study Intersections reviewed and accepted by Department of Transportation


City of Pasadena Representative

TP&D MGR
Title

11/5/03
Date

Raju Associates, Inc.
790 E. Colorado Blvd., Ste 903C
Pasadena, California 91101
Voice 626.796.6799 Fax 626.796.6799

Srinath Raju
Submitted by 

3-Nov-03
Date

CITY OF PASADENA

SCOPING FOR TRAFFIC STUDY (Continued)

Project Name Storage Storage Expansion Project Traffic Study
Project Address 2203 E. Foothill Boulevard Pasadena, CA 91107

RELATED PROJECTS

List of Related Projects Source(s) City of Pasadena Planning & Development Department, City's Redevelopment Plan Review Schedule and City's Projects of Community-wide Significance list

Summary List of Related Projects Worksheet Attached (Is or provided)

Related Projects Title, Gen. Source TPE&D MSR Informational Guide, 8th Edition, 1997

City of Pasadena Representative [Signature] Title TPE&D MSR Date 11/5/03

TRAFFIC COUNTS

New peak period manual counts will be conducted for some study inter-sections and 24-hour ADT counts will be conducted for some study street segments Yes No

Existing morning (7:00 to 9:00 AM) and afternoon (4:00 to 6:00 PM) peak period manual turning movement counts available for some study intersections Yes No

Source(s) for manual counts New Counts
Date(s) of the counts WEEK OF NOV 3, 03 & NOV 10, 03.

Existing 24-hour ADT counts available for some street segments Yes No

Source for ADT counts New Counts
Date of counts WEEK OF NOV 3, 03 & NOV 10, 03.

Traffic Counts reviewed and accepted by Department of Transportation:

City of Pasadena Representative [Signature] Title TPE&D MSR Date 11/5/03

OTHER PROJECT DATA/ASSUMPTIONS

THE STUDY SHALL PROVIDE EVIDENCES TO ON-STREET PARKING UTILIZATION, CROSS/LENGTH, AND ANY SIGHT VISIBILITY ISSUES. OPERATIONAL IMPROVEMENTS ADJ. TO THE SITE SHOULD BE IDENTIFIED & DOCUMENTED.

Other Project Data/Assumptions reviewed and accepted by Department of Transportation:

City of Pasadena Representative [Signature] Title TPE&D MSR Date 11/5/03

Raju Associates, Inc.
790 E. Colorado Blvd., Ste. 9030
Pasadena, California 91101
Voice 626 796 6796 Fax 626 796 6790

Submitted by Srinath Raju Date 3-Nov-03

Project:		Storbo Storage Expansion Project				
N/S Street:		Sierra Madre Boulevard				
E/W Street:		Foothill Boulevard				
Scenario:		CUMULATIVE (2005) PLUS PROJECT CONDITIONS				
Peak Period:		AM PEAK HOUR				
Thru Lane:	1500 vph			N-S Split Phase:	N	
Left Lane:	1500 vph			E-W Split Phase:	N	
Double Left Penalty:	10 %			Lost Time (% of cycle):	10	
ITS:	0 %			V/C Round Off (dec):	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	173	1,500	0.115	N-S(1): 0.108 N-S(2): 0.153 E-W(1): 0.216 E-W(2): 0.267 V/C: 0.420 Lost Time: 0.100
	TH	3.00	700	4,300	0.146 *	
	LT	0.00	2	1,500	0.001	
Westbound	RT	0.00	2	0	0.000	
	TH	2.00	652	3,200	0.207 *	
	LT	1.00	114	1,500	0.071	
Northbound	RT	1.00	135	1,500	0.090	ICU: 0.520 LOS: A
	TH	3.00	504	4,300	0.117	
	LT	0.00	11	1,500	0.007 *	
Eastbound	RT	0.00	10	0	0.000	
	TH	2.00	454	3,200	0.141	
	LT	0.00	0	0	0.000 *	
Peak Period:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	93	1,500	0.058	N-S(1): 0.170 N-S(2): 0.140 E-W(1): 0.444 E-W(2): 0.214 V/C: 0.514 Lost Time: 0.100
	TH	3.00	610	4,300	0.128	
	LT	0.00	6	1,500	0.004 *	
Westbound	RT	0.00	7	0	0.000	
	TH	2.00	678	3,200	0.214	
	LT	1.00	138	1,500	0.091 *	
Northbound	RT	1.00	110	1,500	0.073	ICU: 0.714 LOS: C
	TH	3.00	775	4,300	0.180 *	
	LT	0.00	19	1,500	0.012	
Eastbound	RT	0.00	22	0	0.000	
	TH	2.00	1,124	3,200	0.351 *	
	LT	0.00	0	0	0.000	

* - Denotes critical movement

Project:	Storbox Storage Expansion Project		
N/S Street:	Craig Avenue		
E/W Street:	Foothill Boulevard		
Scenario:	CUMULATIVE (2005) PLUS PROJECT CONDITIONS		
Peak Period:	AM PEAK HOUR		
Thru Lane:	1600 vph	N-S Split Phase:	N
Left Lane:	1600 vph	E-W Split Phase:	N
Double Lt Penalty:	10 %	Lost Time (% of cycle):	10
ITS:	0 %	V/C Round Off (dec):	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	43	0	0.000	N-S(1): 0.072
	TH	1.00	91	1,600	0.096 *	N-S(2): 0.098 *
	LT	0.00	19	1,600	0.012	E-W(1): 0.156
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.326 *
	TH	2.00	999	3,200	0.322 *	V/C: 0.424
	LT	1.00	25	1,600	0.016	Lost Time: 0.100
Northbound	RT	0.00	31	0	0.000	
	TH	1.00	62	1,600	0.060	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	12	0	0.000	ICU: 0.524
	TH	2.00	437	3,200	0.140	
	LT	1.00	6	1,600	0.004 *	LOS: A

Peak Period:	PM PEAK HOUR		
--------------	--------------	--	--

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	34	0	0.000	N-S(1): 0.085
	TH	1.00	88	1,600	0.093 *	N-S(2): 0.105 *
	LT	0.00	26	1,600	0.016	E-W(1): 0.387 *
Westbound	RT	0.00	28	0	0.000	E-W(2): 0.267
	TH	2.00	731	3,200	0.237	V/C: 0.492
	LT	1.00	40	1,600	0.025 *	Lost Time: 0.100
Northbound	RT	0.00	32	0	0.000	
	TH	1.00	60	1,600	0.069	
	LT	0.00	19	1,600	0.012 *	
Eastbound	RT	0.00	30	0	0.000	ICU: 0.592
	TH	2.00	1,129	3,200	0.362 *	
	LT	1.00	48	1,600	0.030	LOS: A

* - Denotes critical movement

Project:		Storbo. Storage Expansion Project				
N/S Street:		Foothill Boulevard/Greenwood Avenue				
E/W Street:		Walnut Street				
Scenario:		CUMULATIVE (2005) PLUS PROJECT CONDITIONS				
Peak Period:		AM PEAK HOUR				
Thru Lane:	1600 vph	N-S Split Phase:		N		
Left Lane:	1600 vph	E-W Split Phase:		N		
Double L Penalty:	0 %	Lost Time (% of cycle):		10		
ITS:	0 %	V/C Round Off (decs):		3		
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.335 *
	TH	2.00	1,020	3,200	0.319 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.108 *
	TH	1.00	173	1,600	0.108 *	
	LT	0.00	0	0	0.000	V/C: 0.443
Northbound	RT	0.00	6	0	0.000	Lost Time: 0.100
	TH	1.00	5	1,600	0.016 *	
	LT	0.00	14	1,600	0.009	
Eastbound	RT	0.00	16	0	0.000	ICU: 0.543
	TH	0.63	179	1,000	0.195	
	LT	1.37	428	2,198	0.195	LOS: A
Peak Period:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.016 *
	TH	2.00	795	3,200	0.248	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.499
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.599 *
	TH	1.00	160	1,600	0.100 *	
	LT	0.00	0	0	0.000	V/C: 0.615
Northbound	RT	0.00	9	0	0.000	Lost Time: 0.100
	TH	1.00	9	1,600	0.016 *	
	LT	0.00	8	1,600	0.005	
Eastbound	RT	0.00	29	0	0.000	ICU: 0.715
	TH	0.52	385	830	0.499	
	LT	1.48	1,182	2,370	0.499 *	LOS: C

* - Denotes critical movement.

Project:		Storbox Storage Expansion Project				
N/S Street:		Sierra Madre Boulevard				
E/W Street:		Foothill Boulevard				
Scenario:		CUMULATIVE (2005) BASE CONDITIONS				
Peak Period:		AM. PEAK HOUR				
Thru Lane:	1600 vph	N-S Split Phase:		N		
Left Lane:	1600 vph	E-W Split Phase:		N		
Double Left Penalty:	10 %	Lost Time (% of cycle):		10		
ITS:	0 %	V/C Round Off (dec.):		3		
APPROACH	MMVT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	175	1,600	0.109	N-S(1): 0.109 N-S(2): 0.154 E-W(1): 0.216 E-W(2): 0.258
	TH	3.00	700	4,800	0.146 *	
	LT	0.00	0	1,600	0.001	
Westbound	RT	0.00	0	0	0.000	V/C: 0.422 Lost Time: 0.100
	TH	2.00	856	3,200	0.268 *	
	LT	1.00	114	1,600	0.071	
Northbound	RT	1.00	125	1,600	0.078	ICU: 0.522
	TH	3.00	504	4,800	0.108	
	LT	0.00	0	1,600	0.008 *	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	2.00	454	3,200	0.145	
	LT	0.00	0	0	0.000 *	
Peak Period:		PM PEAK HOUR				
APPROACH	MMVT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	92	1,600	0.058	N-S(1): 0.169 N-S(2): 0.139 E-W(1): 0.445 E-W(2): 0.214
	TH	3.00	610	4,800	0.128	
	LT	0.00	0	1,600	0.004 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.614 Lost Time: 0.100
	TH	2.00	677	3,200	0.214	
	LT	1.00	138	1,600	0.086 *	
Northbound	RT	1.00	110	1,600	0.069	ICU: 0.714
	TH	3.00	776	4,800	0.165 *	
	LT	0.00	0	1,600	0.011	
Eastbound	RT	0.00	0	0	0.000	LOS: C
	TH	2.00	1,126	3,200	0.359 *	
	LT	0.00	0	0	0.000	

* - Denotes critical movement

Project:	Storbo: Storage Expansion Project					
N/S Street:	Foothill Boulevard/Greenwood Avenue					
E/W Street:	Walnut Street					
Scenario:	CUMULATIVE (2005) BASE CONDITIONS					
Peak Period:	AM PEAK HOUR					
Thru Lane:	1500 vph				N-S Split Phase	N
Left Lane:	1600 vph				E-W Split Phase	N
Double Lf Penalty:	0 %				Lost Time (% of cycle)	10
ITS:	0 %				V/C Round Off (decimals)	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.035 *
	TH	2.00	1,020	3,200	0.319 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.108 *
	TH	1.00	173	1,600	0.108 *	
	LT	0.00	0	0	0.000	V/C: 0.443
Northbound	RT	0.00	6	0	0.000	Los: Time: 0.100
	TH	1.00	5	1,600	0.016 *	
	LT	0.00	14	1,600	0.009	
Eastbound	RT	0.00	16	0	0.000	ICU: 0.543
	TH	0.62	179	990	0.197	
	LT	1.38	435	2,210	0.197	LOS: A
Peak Period:	PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.016 *
	TH	2.00	797	3,200	0.249	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.498
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.598 *
	TH	1.00	160	1,600	0.100 *	
	LT	0.00	0	0	0.000	V/C: 0.614
Northbound	RT	0.00	9	0	0.000	Los: Time: 0.100
	TH	1.00	9	1,600	0.016 *	
	LT	0.00	8	1,600	0.005	
Eastbound	RT	0.00	29	0	0.000	ICU: 0.714
	TH	0.52	385	831	0.498	
	LT	1.48	1,180	2,369	0.498 *	LOS: C

* - Denotes critical movement

Project:		Storbox Storage Expansion Project				
N/S Street:		Sierra Madre Boulevard				
E/W Street:		Foothill Boulevard				
Scenario:		EXISTING (2003) CONDITIONS				
Peak Period:		AM PEAK HOUR				
Thru Lane:	1500 vph			N-S Split Phase:	N	
Left Lane:	1500 vph			E-W Split Phase:	N	
Double L Penalty:	10 %			Lost Time (% of cycle):	10	
ICU:	0 %			V/C Round Off (dec):	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	170	1,500	0.106	N-S(1): 0.106 N-S(2): 0.150 E-W(1): 0.159 E-W(2): 0.241
	TH	3.00	580	4,500	0.142 *	
	LT	0.00	2	1,500	0.001	
Westbound	RT	0.00	2	0	0.000	V/C: 0.392 Lost Time: 0.100
	TH	2.00	772	3,200	0.242 *	
	LT	1.00	111	1,500	0.069	
Northbound	RT	1.00	131	1,500	0.013	ICU: 0.492
	TH	3.00	488	4,500	0.105	
	LT	0.00	15	1,500	0.008 *	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	2.00	278	3,200	0.090	
	LT	0.00	0	0	0.000 *	
Peak Period:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	89	1,500	0.056	N-S(1): 0.164 N-S(2): 0.136 E-W(1): 0.394 E-W(2): 0.138
	TH	3.00	592	4,800	0.125	
	LT	0.00	6	1,500	0.004 *	
Westbound	RT	0.00	7	0	0.000	V/C: 0.653 Lost Time: 0.100
	TH	2.00	435	3,200	0.133	
	LT	1.00	134	1,500	0.084 *	
Northbound	RT	1.00	107	1,500	0.000	ICU: 0.656
	TH	3.00	753	4,800	0.160 *	
	LT	0.00	17	1,500	0.011	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	2.00	969	3,200	0.310 *	
	LT	0.00	0	0	0.000	

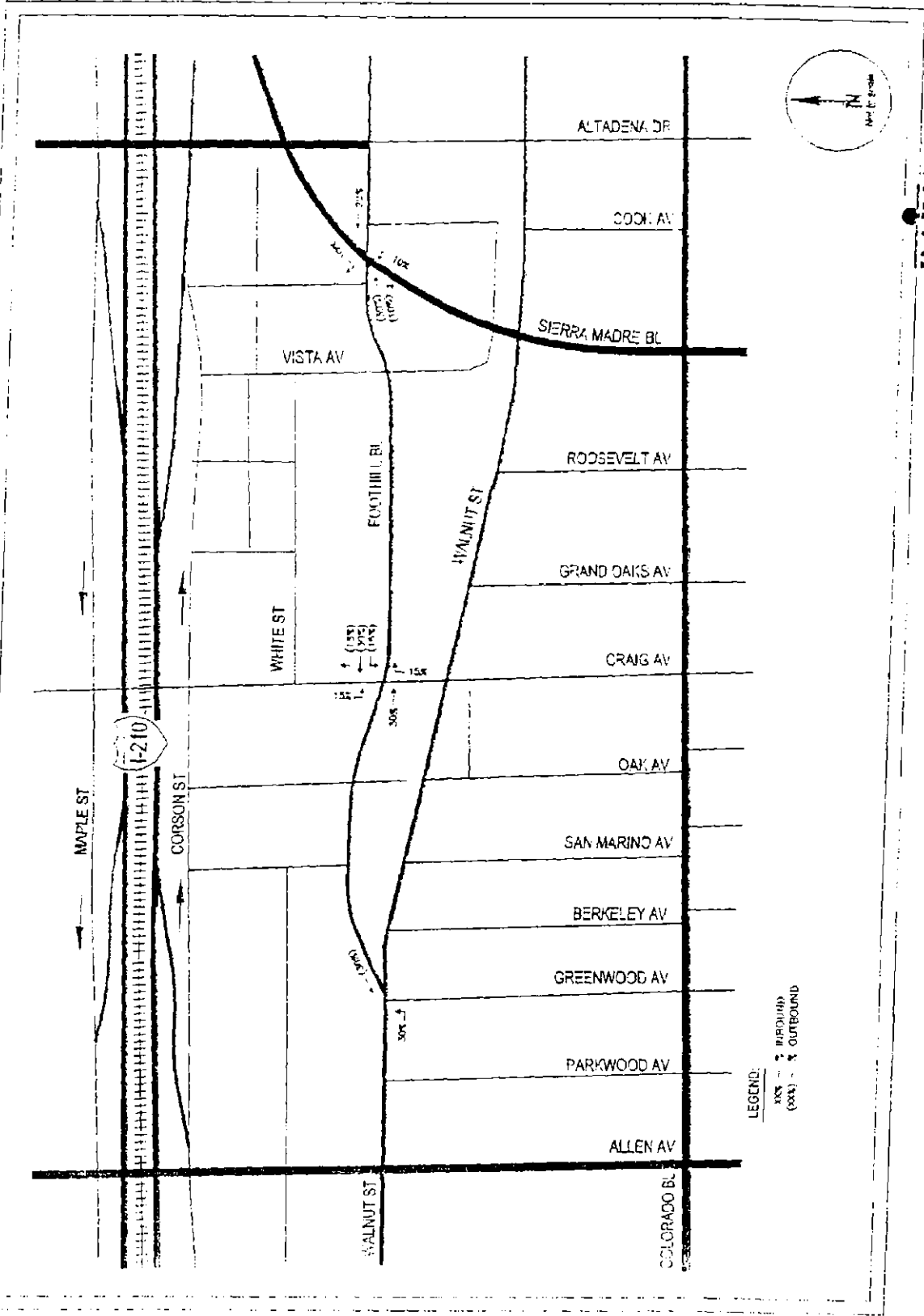
* - Denotes critical movement

Project:		Scenario:		Peak Period:	
Storbox Storage Expansion Project		EXISTING (2003) CONDITIONS		AM PEAK HOUR	
N/S Street: Craig Avenue		E/W Street: Foothill Boulevard		Thru Lane: 1500 vph	
				Left Lane: 1500 vph	
				Double Lt Penalty: 10 %	
				ITS: 0 %	
APPROACH		VOLUME		CAPACITY	
ICU ANALYSIS		V/C		V/C	
Southbound		RT		0.00	
N-S(1)		33		0.000	
N-S(2)		95		0.089	
E-W(1)		24		0.015	
E-W(2)		28		0.000	
Westbound		RT		0.00	
V/C		40		0.025	
Lost Time		30		0.000	
ICU		29		0.000	
LOS		47		0.029	
Northbound		RT		0.00	
V/C		34		0.030	
Lost Time		60		0.061	
ICU		12		0.000	
LOS		258		0.088	
Eastbound		RT		0.00	
V/C		911		0.294	
Lost Time		24		0.015	
ICU		3		0.002	
LOS		6		0.004	

* Denotes critical movement

Project:		Storbo: Storage Expansion Project				
N/S Street:		Foothill Boulevard/Greenwood Avenue				
E/W Street:		Walnut Street				
Scenario:		EXISTING (2003) CONDITIONS				
Peak Period:		AM PEAK HOUR				
Thru Lane	1600 vph			N-S Split Phase:	N	
Left Lane	1600 vph			E-W Split Phase:	N	
Double Lt Penalty	0 %			Lost Time (% of cycle):	10	
ITS	0 %			VIC Round Off (dec):	3	
APPROACH	MOVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.307 *
	TH	2.00	931	3,200	0.291 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.105 *
	TH	1.00	158	1,600	0.105 *	
	LT	0.00	0	0	0.000	VIC: 0.412
Northbound	RT	0.00	6	0	0.000	Lost Time: 0.100
	TH	1.00	5	1,600	0.016 *	
	LT	0.00	14	1,600	0.009	
Eastbound	RT	0.00	15	0	0.000	ICU: 0.512
	TH	0.85	174	1,354	0.140	
	LT	1.15	258	1,846	0.140	LOS: A
Peak Period:		PM PEAK HOUR				
APPROACH	MOVMT	LANES	VOLUME	CAPACITY	VIC	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.016 *
	TH	2.00	552	3,200	0.173	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.445
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.542 *
	TH	1.00	155	1,600	0.097 *	
	LT	0.00	0	0	0.000	VIC: 0.558
Northbound	RT	0.00	9	0	0.000	Lost Time: 0.100
	TH	1.00	9	1,600	0.016 *	
	LT	0.00	8	1,600	0.005	
Eastbound	RT	0.00	28	0	0.000	ICU: 0.658
	TH	0.57	374	904	0.445	
	LT	1.43	1,021	2,296	0.445 *	LOS: B

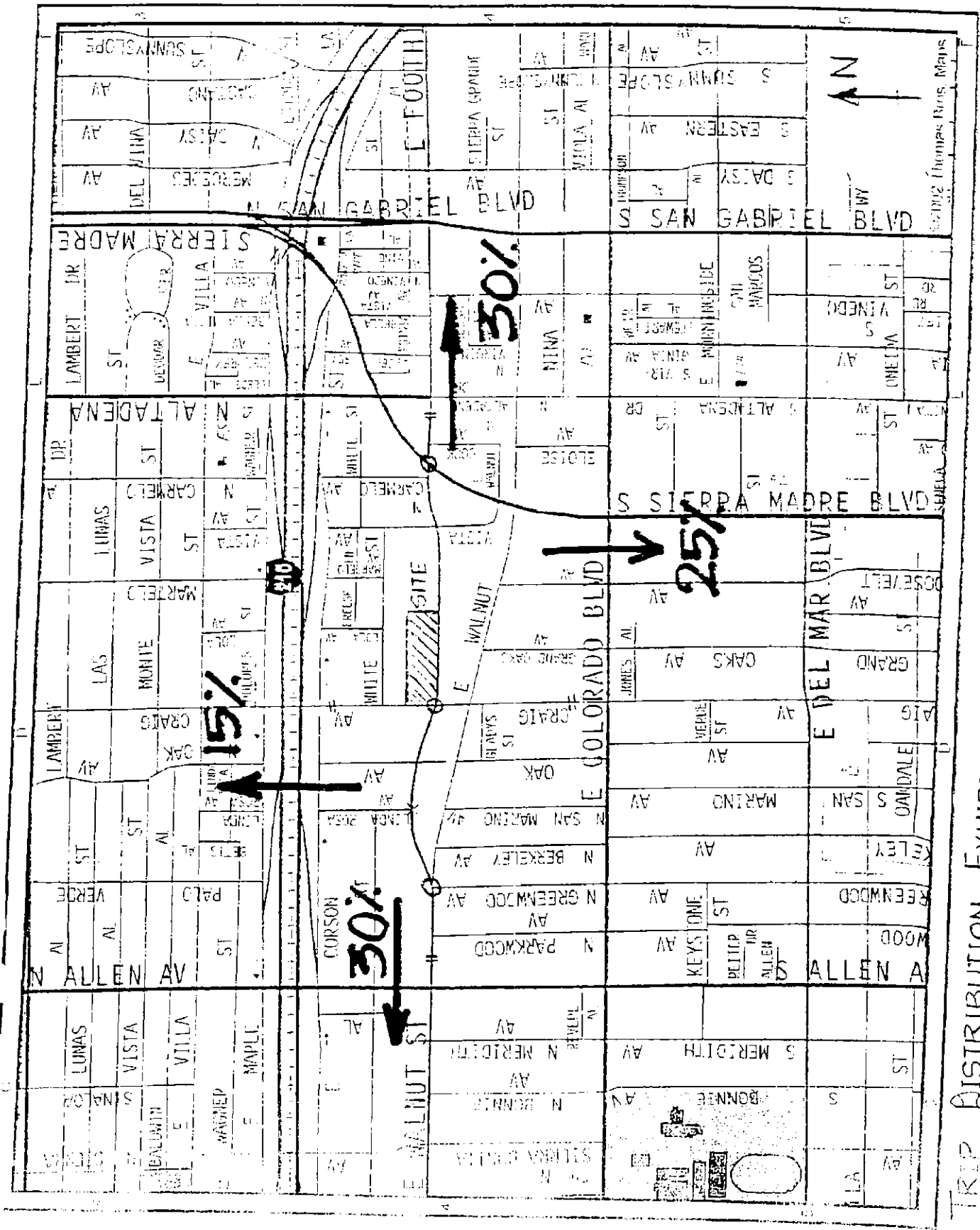
* Denotes critical movement



RAJU Associates, Inc.

PROJECT DISTRIBUTION

APPENDIX B



© 1992 Thomas Bros. Maps

TRIP DISTRIBUTION EXHIBIT

TABLE A
NETT TRIP GENERATION OF PROPOSED PROJECT - TYPICAL WEEKDAY
STORBOX STROAGE EXPANSION PROJECT

USE	SIZE (SF)	DAILY TRIPS	A.M. PEAK HOUR TRIPS			P.M. PEAK HOUR TRIPS		
			IN	OUT	TOTAL	IN	OUT	TOTAL
PROPOSED PROJECT								
Mini Warehouse	81,600	193	7	5	12	11	10	21
REPLACED USES								
Office	(10,280)	-231	-26	-4	30	-3	13	-16
Industrial	(2,280)	-16	-2	0	-2	0	-2	-2
Auto Repair	(1,120)		-2	-1	3	-2	-2	-4
Nett Total Trip Generation		-54	-23	0	23	6	7	-1

Notes:

Source: ITE Trip Generation, VI Edition, 1997, Informational Guide

Mini Warehouse: Daily: $\ln(T) = \ln(X) * 1.01 + 0.815$ {50% in/out}

A.M. Peak - Rate: 0.15 trips/1000 sf {59% in / 41% out}

P.M. Peak - Rate: 0.26 trips / 1000 sf {51% in / 49% out}

Office: Daily: $\ln(T) = 0.768 * \ln(X) + 3.654$ {50% in / 50% out}

A.M. Peak: $\ln(T) = 0.797 * \ln(X) + 1.558$ {88% in / 12% out}

P.M. Peak Rate: 1.49 trips / 1000 gsf {17% in / 83% out}

Industrial Daily: 6.97/1000 sf {50% in/out}

A.M. Peak Rate: 0.92/1000 sf {88% in/12% out}

P.M. Peak Rate: 0.98/1000 sf {12% in/88% out}

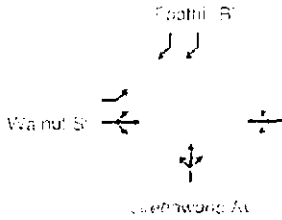
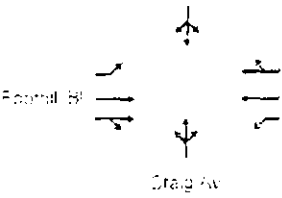
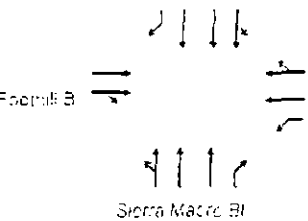
Auto Repair Shop:

A.M. Peak Rate: 2.94/1000 GLA {65% in/35% out}

P.M. Peak Rate: 3.38/1000 GLA {50% in/out}

APPENDIX C

INTERSECTION LANE CONFIGURATIONS

SHEET	EXIST'G NO. 2000	FUTURE (2035) CONDITIONS
1. NS - FOOTBALL BL/GREENWYND AV EW - WALNUT ST		Same as Existing
2. NW - DRAG AVENUE EW - FOOTBALL BL		Same as Existing
3. NS - SIERRA MADRE BL EW - FOOTBALL BL		Same as Existing

APPENDIX D

TOTAL BI-DIRECTIONAL VOLUME	3142
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TIME PERIOD	1	2	3	4	TOTAL
07:00-08:00	0	0	0	0	0
08:00-09:00	4	0	0	0	4
09:00-10:00	0	0	0	0	0
10:00-11:00	0	0	0	0	0
11:00-12:00	0	0	0	0	0
12:00-13:00	0	0	0	0	0
13:00-14:00	0	0	0	0	0
14:00-15:00	0	0	0	0	0
15:00-16:00	0	0	0	0	0
16:00-17:00	0	0	0	0	0
17:00-18:00	0	0	0	0	0
18:00-19:00	0	0	0	0	0
19:00-20:00	0	0	0	0	0
20:00-21:00	0	0	0	0	0
21:00-22:00	0	0	0	0	0
22:00-23:00	0	0	0	0	0
23:00-24:00	0	0	0	0	0
TOTAL	4	0	0	0	4

TIME PERIOD	1	2	3	4	TOTAL
07:00-08:00	0	0	0	0	0
08:00-09:00	0	0	0	0	0
09:00-10:00	0	0	0	0	0
10:00-11:00	0	0	0	0	0
11:00-12:00	0	0	0	0	0
12:00-13:00	0	0	0	0	0
13:00-14:00	0	0	0	0	0
14:00-15:00	0	0	0	0	0
15:00-16:00	0	0	0	0	0
16:00-17:00	0	0	0	0	0
17:00-18:00	0	0	0	0	0
18:00-19:00	0	0	0	0	0
19:00-20:00	0	0	0	0	0
20:00-21:00	0	0	0	0	0
21:00-22:00	0	0	0	0	0
22:00-23:00	0	0	0	0	0
23:00-24:00	0	0	0	0	0
TOTAL	0	0	0	0	0

FILE NO. _____
 DATE _____
 LOCATION _____
 PROJECT _____
 CLIENT _____
 PLAN ASSOCIATE _____

THE TRAFFIC SOLUTION - ADT WORKSHEET

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: RAJL ASSOCIATES
 PROJECT: STORAGE EXPANSION PROJECT - MADRIENA
 LOCATION: GRAVE AVENUE AND WHITE STREET
 DATE: THURSDAY, NOVEMBER 13, 2003
 FILE NO: A-3

DIRECTION	NORTHBOUND				TOTAL
	00-15	15-30	30-45	45-60	
00:00	21	3	3	1	9
01:00	1	0	2	0	3
02:00	1	0	1	0	2
03:00	0	2	0	0	2
04:00	0	1	1	1	3
05:00	0	5	1	0	6
06:00	7	5	2	6	20
07:00	6	15	21	27	69
08:00	20	21	21	18	81
09:00	17	18	11	23	69
10:00	13	15	12	27	65
11:00	21	15	27	29	52
12:00	27	29	25	25	117
13:00	19	23	20	21	63
14:00	28	31	32	36	127
15:00	47	43	42	35	168
16:00	30	34	32	27	123
17:00	44	30	35	23	143
18:00	40	36	26	18	115
19:00	22	25	10	13	70
20:00	8	12	11	9	40
21:00	7	13	7	3	30
22:00	7	10	10	3	30
23:00	5	2	3	2	12
TOTAL					1479
AM PEAK HOUR				11:00-12:00	
VOLUME					82
PM PEAK HOUR				14:45-15:45	
VOLUME					165

DIRECTION	SOUTHBOUND				TOTAL
	00-15	15-30	30-45	45-60	
00:00	3	2	1	2	8
01:00	1	1	0	0	2
02:00	1	1	0	1	3
03:00	0	1	0	0	1
04:00	1	0	0	1	2
05:00	0	0	1	0	1
06:00	4	3	6	0	13
07:00	12	15	32	53	112
08:00	22	22	29	35	129
09:00	30	26	20	25	101
10:00	29	22	22	21	85
11:00	10	29	17	25	61
12:00	22	19	20	17	78
13:00	25	18	28	25	96
14:00	26	22	26	36	112
15:00	42	42	25	31	140
16:00	26	37	41	33	137
17:00	39	23	31	23	136
18:00	14	27	20	20	61
19:00	27	17	13	2	59
20:00	4	15	8	5	33
21:00	5	9	8	0	22
22:00	5	5	9	6	25
23:00	3	1	0	0	4
TOTAL					1461
AM PEAK HOUR				07:30-08:30	
VOLUME					150
PM PEAK HOUR				16:15-17:15	
VOLUME					150

TOTAL BIDIRECTIONAL VOLUME	2940
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THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: FAIR ASSOCIATES
 PROJECT: STORAGE EXPANSION PROJECT - CALIFORNIA
 LOCATION: BROADWAY BOULEVARD W. ALTADENA DRIVE
 DATE: THURSDAY, NOVEMBER 10, 2000
 FILE NO: 40

DIRECTION:		WESTBOUND				TOTALS
TIME	00-15	15-30	30-45	45-60		
00:00	11	18	10	6	45	
01:00	4	9	4	5	22	
02:00	4	4	2	1	11	
03:00	1	4	3	6	14	
04:00	3	7	5	9	28	
05:00	6	12	15	25	67	
06:00	27	56	83	105	296	
07:00	180	195	202	252	876	
08:00	270	220	221	202	916	
09:00	176	128	145	108	557	
10:00	107	102	105	123	437	
11:00	118	144	142	156	560	
12:00	153	165	152	172	642	
13:00	141	149	124	134	548	
14:00	135	137	142	135	549	
15:00	123	153	152	157	585	
16:00	171	144	175	195	675	
17:00	205	216	228	242	891	
18:00	240	207	181	153	781	
19:00	149	83	80	68	360	
20:00	67	47	66	64	244	
21:00	50	52	72	50	224	
22:00	33	22	24	11	90	
23:00	15	18	9	6	48	
TOTAL					6473	
AM PEAK HOUR		07:30-08:30				
VOLUME		987				
PM PEAK HOUR		17:15-18:15				
VOLUME		576				

DIRECTION:		EASTBOUND				TOTALS
TIME	00-15	15-30	30-45	45-60		
00:00	9	12	2	3	26	
01:00	2	3	5	3	13	
02:00	2	4	2	1	9	
03:00	3	3	1	4	11	
04:00	2	1	5	5	13	
05:00	2	5	15	15	37	
06:00	19	22	34	43	118	
07:00	58	75	97	101	331	
08:00	134	115	116	135	474	
09:00	102	109	104	108	423	
10:00	112	112	105	130	459	
11:00	129	141	167	145	582	
12:00	177	164	164	191	696	
13:00	151	171	144	159	625	
14:00	159	156	195	205	715	
15:00	241	255	228	259	1186	
16:00	407	373	375	398	1553	
17:00	375	344	365	349	1433	
18:00	258	248	276	255	1240	
19:00	194	120	143	113	570	
20:00	107	95	65	45	315	
21:00	49	54	43	48	194	
22:00	27	26	25	15	93	
23:00	12	13	19	6	50	
TOTAL					11176	
AM PEAK HOUR		11:00-12:00				
VOLUME		582				
PM PEAK HOUR		16:00-17:00				
VOLUME		1553				

TOTAL BIDIRECTIONAL VOLUME	20049
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THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: RAJA ASSOCIATES
 PROJECT: OXFORD STORAGE EXPANSION PROJECT - PALMDENA
 LOCATION: F. FORTHILL BOULEVARD @ ALLEN AVENUE
 DATE: THURSDAY, NOVEMBER 13, 2008
 FILE NO: A-1

DIRECTION	WESTBOUND				
	00-30	30-45	45-60	60-75	HOUR TOTALS
00:00-00:15	15	14	8	8	45
00:15-00:30	8	13	5	6	32
00:30-00:45	6	4	3	1	14
00:45-01:00	1	5	2	4	12
01:00-01:15	3	7	5	6	21
01:15-01:30	6	14	13	25	58
01:30-01:45	29	35	52	112	268
01:45-02:00	140	215	274	309	938
02:00-02:15	213	268	238	258	1077
02:15-02:30	214	142	158	159	673
02:30-02:45	130	114	139	140	523
02:45-03:00	120	172	151	189	632
03:00-03:15	175	161	192	193	721
03:15-03:30	183	172	196	155	711
03:30-03:45	162	154	172	153	651
03:45-04:00	157	183	171	194	705
04:00-04:15	185	185	183	218	751
04:15-04:30	208	254	270	259	1001
04:30-04:45	236	248	223	182	879
04:45-05:00	146	107	89	109	451
05:00-05:15	76	57	62	63	258
05:15-05:30	63	46	69	70	253
05:30-05:45	41	33	22	25	121
05:45-06:00	21	14	12	9	56
TOTAL					10954
AMPER HOUR					07:30-08:30
VOLUME					1162
AMPER HOUR					17:15-18:15
VOLUME					1029

DIRECTION	EASTBOUND				
	00-15	15-30	30-45	45-60	HOUR TOTALS
00:00-00:15	17	14	4	4	39
00:15-00:30	9	5	6	2	22
00:30-00:45	2	5	3	3	13
00:45-01:00	2	1	0	1	4
01:00-01:15	3	3	2	7	15
01:15-01:30	5	2	15	19	41
01:30-01:45	32	20	34	58	134
01:45-02:00	44	74	107	130	355
02:00-02:15	144	111	122	113	490
02:15-02:30	111	108	123	130	472
02:30-02:45	107	120	117	162	516
02:45-03:00	121	150	151	179	591
03:00-03:15	208	172	184	169	733
03:15-03:30	159	153	165	162	640
03:30-03:45	144	164	174	221	703
03:45-04:00	232	243	285	313	1063
04:00-04:15	345	343	349	356	1393
04:15-04:30	302	302	370	337	1292
04:30-04:45	331	252	233	212	1068
04:45-05:00	199	145	135	121	600
05:00-05:15	105	85	76	51	327
05:15-05:30	58	54	69	51	240
05:30-05:45	39	35	18	22	115
05:45-06:00	25	15	26	7	73
TOTAL					11061
AMPER HOUR					11:00-12:00
VOLUME					598
AMPER HOUR					17:15-18:15
VOLUME					1421

TOTAL BI-DIRECTIONAL VOLUME	21915
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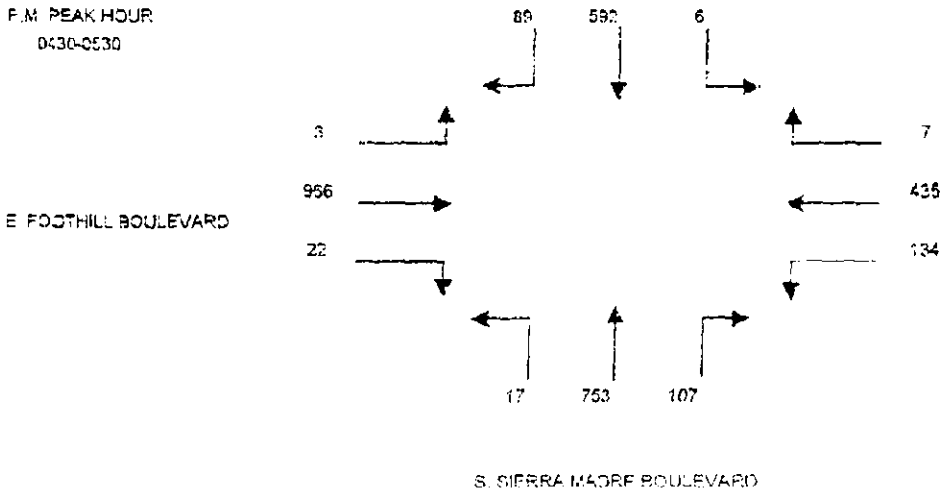
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: RAJU ASSOCIATES
 PROJECT: STORAGE EXPANSION PROJECT - PASADENA
 DATE: THURSDAY, NOVEMBER 10, 2005
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S S. SIERRA MADRE BOULEVARD
 E/W E. FOOTHILL BOULEVARD
 FILE NUMBER: 0-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-415	26	166	0	2	94	26	41	142	5	9	211	2
415-430	25	170	0	2	104	55	31	158	5	8	235	1
430-445	10	157	3	1	112	41	27	174	3	5	227	1
445-500	20	127	0	0	117	28	21	167	4	2	225	0
500-515	27	156	1	1	106	31	22	152	4	7	253	1
515-530	21	140	2	5	100	34	37	200	6	5	255	1
530-545	26	124	0	7	85	46	25	167	5	7	237	0
545-600	20	130	4	3	113	33	44	142	4	8	209	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
400-500	92	520	3	5	427	150	120	601	17	24	958	4	3028
415-515	82	522	4	4	438	155	101	711	16	22	937	3	3107
430-530	88	562	6	7	425	134	107	753	17	22	958	3	3131
445-545	97	555	3	13	408	139	106	745	19	24	961	2	3096
500-600	94	552	7	16	404	144	131	701	19	30	954	2	3034

F.M. PEAK HOUR
0430-0530



THE TRAFFIC SOLUTION
 329 DRAHOND STREET
 PASADENA, CALIFORNIA 91103
 626.446.7976

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

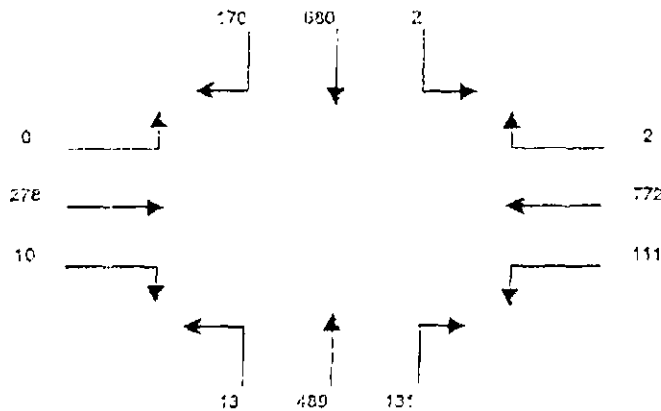
CLIENT: RAJ ASSOCIATES
 PROJECT: STORBY STORAGE EXPANSION PROJECT - PASADENA
 DATE: THURSDAY, NOVEMBER 10, 2000
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: NS: S SIERRA MADRE BOULEVARD
 EW: E FOOTHILL BOULEVARD
 FILE NUMBER: 10AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
7:00-7:15	28	84	0	1	127	15	10	58	2	0	41	0
7:15-7:30	22	101	1	1	126	21	11	82	1	1	50	0
7:30-7:45	50	173	1	1	187	25	26	119	2	2	72	0
7:45-8:00	45	205	0	1	202	29	34	117	3	3	67	0
8:00-8:15	37	177	1	0	207	35	39	124	5	2	67	0
8:15-8:30	30	125	0	0	170	16	37	129	2	3	72	0
8:30-8:45	25	103	1	1	207	31	19	120	3	7	75	0
8:45-9:00	22	94	0	2	150	31	33	130	2	5	72	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
7:00-8:00	150	572	2	4	644	90	81	370	6	6	230	0	2167
7:15-8:15	152	658	0	0	724	114	110	442	12	6	256	0	2490
7:30-8:30	173	630	2	2	772	111	131	489	10	10	278	0	2558
7:45-8:45	137	630	2	2	790	117	124	505	14	15	281	0	2519
8:00-9:00	114	519	2	4	750	109	123	518	13	17	285	0	2450

A.M. PEAK HOUR
0730-0830

E FOOTHILL BOULEVARD



S SIERRA MADRE BOULEVARD

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

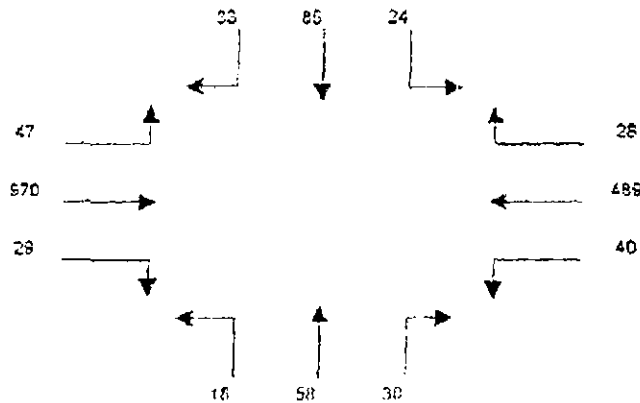
CLIENT: RAJO ASSOCIATES
 PROJECT: STORAGE STORAGE EXPANSION PROJECT - PASADENA
 DATE: THURSDAY, NOVEMBER 12, 2009
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S CRAIG STREET
 F/W: E. FOOTHILL BOULEVARD
 FILE NUMBER: 1-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WETH	WBLT	NBRT	NETH	NBLT	EBRT	EBTH	EBLT
400-415	6	27	6	6	50	9	19	24	4	7	226	10
415-430	6	22	7	9	125	7	9	16	4	7	215	13
430-445	6	19	6	6	121	10	6	24	6	7	219	10
445-500	8	22	3	5	110	11	13	11	2	7	221	12
500-515	11	20	9	5	135	10	5	22	5	6	275	10
515-530	6	14	6	12	120	9	6	11	5	9	245	15
530-545	5	14	6	8	101	4	4	13	9	7	220	9
545-600	5	22	7	6	114	5	5	10	6	11	183	7

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WETH	WBLT	NBRT	NETH	NBLT	EBRT	EBTH	EBLT	TOTALS
430-500	28	90	22	26	453	37	41	70	16	28	893	45	1751
415-515	33	93	25	25	495	38	33	63	17	27	940	45	1834
430-530	33	85	24	26	489	40	30	58	16	29	870	47	1851
445-545	31	80	20	30	469	34	28	57	21	29	854	46	1832
500-600	32	86	27	31	475	28	20	55	27	33	836	41	1784

P.M. PEAK HOUR
0430-0530

E. FOOTHILL BOULEVARD



CRAIG STREET

THE TRAFFIC SOLUTION
 122 DIAMOND STREET
 IRVINE, CALIFORNIA 92614
 (949) 440-7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

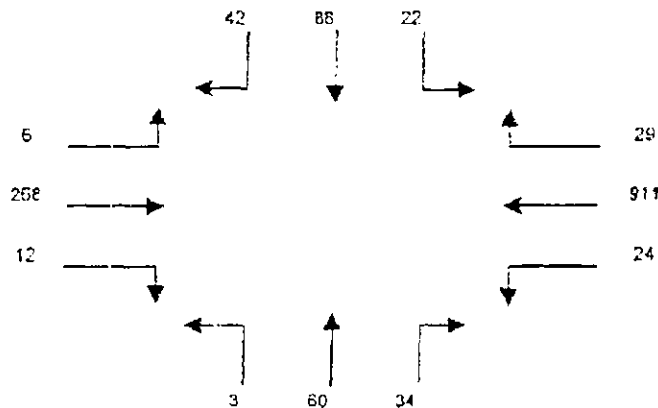
CLIENT: RAJA ASSOCIATES
 PROJECT: STORAGE EXPANSION PROJECT - PASADENA
 DATE: THURSDAY, NOVEMBER 13, 2003
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S CRAIG STREET
 E/W E. FOOTHILL BOULEVARD
 FILE NUMBER: 1-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	7	11	1	1	160	1	0	12	1	1	43	1
715-730	9	10	1	1	195	2	10	14	0	1	56	2
730-745	12	12	4	4	205	7	9	13	1	0	56	2
745-800	12	30	5	5	243	5	7	19	0	1	56	1
800-815	11	27	0	0	240	7	5	11	2	3	72	0
815-830	7	20	5	7	205	5	9	14	1	3	66	3
830-845	12	11	0	11	219	0	14	16	0	5	74	2
845-900	8	14	4	5	165	3	5	21	2	2	54	3

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
700-800	40	71	11	11	807	15	32	58	0	3	211	6	1700
715-815	44	67	10	16	867	21	31	57	4	5	240	5	1415
730-830	42	68	30	22	857	25	28	57	5	7	250	6	1445
745-845	42	56	27	25	911	24	34	60	3	12	268	6	1498
800-900	38	72	21	37	830	22	37	62	5	10	265	8	1407

A.M. PEAK HOUR
 0745-0845

E. FOOTHILL BOULEVARD



CRAIG STREET

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: RAJK ASSOCIATES
 PROJECT: STORBRON STORAGE EXPANSION PROJECT - PASADENA
 DATE: THURSDAY, NOVEMBER 13, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S GREENWOOD AVENUE
 E/W E. FOOTHILL BLVD / WALNUT ST.
 FILE NUMBER: 0-PM

15 MINUTE	5 F-W	6 F-G	6 F-W	4 W-F	5 W-W	6 W-G	7 G-F	7 G-W	9 G-W	10 W-G	11 W-W	11 W-F
TOTALS	WBTH	WBRT	WBLT	WBRT	WBTH	WBLT	NBRT	NBRT	NBLT	EBRT	EBTH	EBTH
400-415	124	4	0	0	36	0	1	3	3	5	55	221
415-430	123	1	0	0	29	0	3	2	2	6	57	244
430-445	136	1	0	0	32	0	0	4	4	4	77	210
445-500	119	6	0	0	40	0	4	2	3	7	109	251
500-515	181	1	0	0	53	0	2	1	3	9	53	277
515-530	105	1	0	0	21	0	2	5	1	7	100	277
530-545	135	4	0	0	41	0	1	1	1	5	62	216
545-600	117	2	0	0	35	0	1	1	1	4	70	213

1 HOUR	5 F-W	6 F-G	6 F-W	4 W-F	5 W-W	6 W-G	7 G-F	7 G-W	9 G-W	10 W-G	11 W-W	11 W-F	TOTALS
TOTALS	WBTH	WBRT	WBLT	WBRT	WBTH	WBLT	NBRT	NBRT	NBLT	EBRT	EBTH	EBTH	TOTALS
400-500	502	12	0	0	136	0	8	11	12	25	309	626	1843
415-515	559	9	0	0	152	0	9	8	12	29	336	902	2096
430-530	541	8	0	0	146	0	8	12	11	27	369	1015	2136
445-545	540	12	0	0	155	0	9	9	8	28	374	1021	2150
500-600	538	8	0	0	150	0	6	8	6	25	335	853	2056

THE TRAFFIC SOLUTION
 328 DIAMOND STREET
 URBANA, CALIFORNIA 91316
 916 446 7378

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: RAJ, ASSOCIATED
 PROJECT: STORAGE EXPANSION PROJECT - PASADENA
 DATE: THURSDAY, NOVEMBER 13, 2003
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S GREENWOOD AVENUE
 E/W E. FOOTHILL BLVD / WALNUT ST
 FILE NUMBER: 2-AM

15 MINUTE	2 F-W	6 F-G	6 F-W	4 W-F	5 W-W	6 W-G	7 G-F	7 G-W	8 G-W	10 W-G	11 W-W	11 W-F
TOTALS	WETH	WBLT	WBLT	WBRT	WETH	WBRT	NBRT	NBRT	NBLT	EBRT	EBTH	EBTH
700-715	157	0	0	0	10	0	0	1	2	1	17	39
715-730	198	2	0	0	17	0	1	0	1	2	20	46
730-745	233	1	0	0	41	0	2	2	0	4	39	50
745-800	243	4	0	0	30	0	0	3	1	3	51	57
800-815	234	0	0	0	42	0	5	1	8	6	47	67
815-830	221	0	0	0	54	0	0	2	3	3	38	62
830-845	209	0	0	0	36	0	0	0	2	4	30	73
845-900	179	1	0	0	41	0	1	0	2	4	34	60

1 HOUR	2 F-W	6 F-G	6 F-W	4 W-F	5 W-W	6 W-G	7 G-F	7 G-W	8 G-W	10 W-G	11 W-W	11 W-F	TOTALS
TOTALS	WETH	WBLT	WBLT	WBRT	WETH	WBRT	NBRT	NBRT	NBLT	EBRT	EBTH	EBTH	TOTALS
700-800	822	6	0	0	107	0	3	6	10	10	127	137	1262
715-815	899	6	0	0	133	0	6	6	16	15	157	225	1465
730-830	931	4	0	0	170	0	7	8	18	16	175	241	1570
745-845	927	4	0	0	162	0	5	6	14	15	174	259	1573
800-900	853	1	0	0	176	0	6	3	15	17	157	262	1500