

DRAFT TRAFFIC STUDY
FOR THE
STORBOX STORAGE PHASE 3 EXPANSION PROJECT

Submitted to:

Barnard Foothill I, LLC

February 2004

Submitted by:


RAIU Associates, Inc.

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Prepared for:

Barnard Foothill I, LLC

Prepared by:

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

Ref: RA 121.01

EXECUTIVE SUMMARY

A detailed traffic study was performed by Raju Associates, Inc. to assess the traffic impacts of the proposed Stobox Storage Phase 3 Expansion project located at 2233 E. Foothill Boulevard in the City of Pasadena

The Proposed Project consists of an additional expansion of an existing self-storage facility to provide storage space of approximately 75,850 gross square feet and approximately 1,800 gross square feet of office use. This expansion is proposed in addition to the Stobox's Phase 2 expansion of approximately 81,500 gross square feet of storage space.

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 2007) 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 75,850 square feet and 1,800 square feet of office use located at 2233 E. Foothill Boulevard in the City of Pasadena will result in 199 daily trips, 14 A.M. peak hour trips and 23 P.M. peak hour trips.

in the Cumulative (Future Year 2007) 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

- The Cumulative (Future Year 2057) plus Project conditions show that the proposed Phase 3 expansion project would not cause any significant traffic impacts at any of the three analyzed intersection locations
 - 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 remain the same 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.
- 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.

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Associated parking equivalent to thirteen off-street (on-site) parking spaces in addition to ten existing spaces is proposed as part of the Phase 3 expansion project.

The currently existing driveway along Foothill Boulevard will provide access to parking for the expansion component of the Project proposed along Foothill Boulevard.

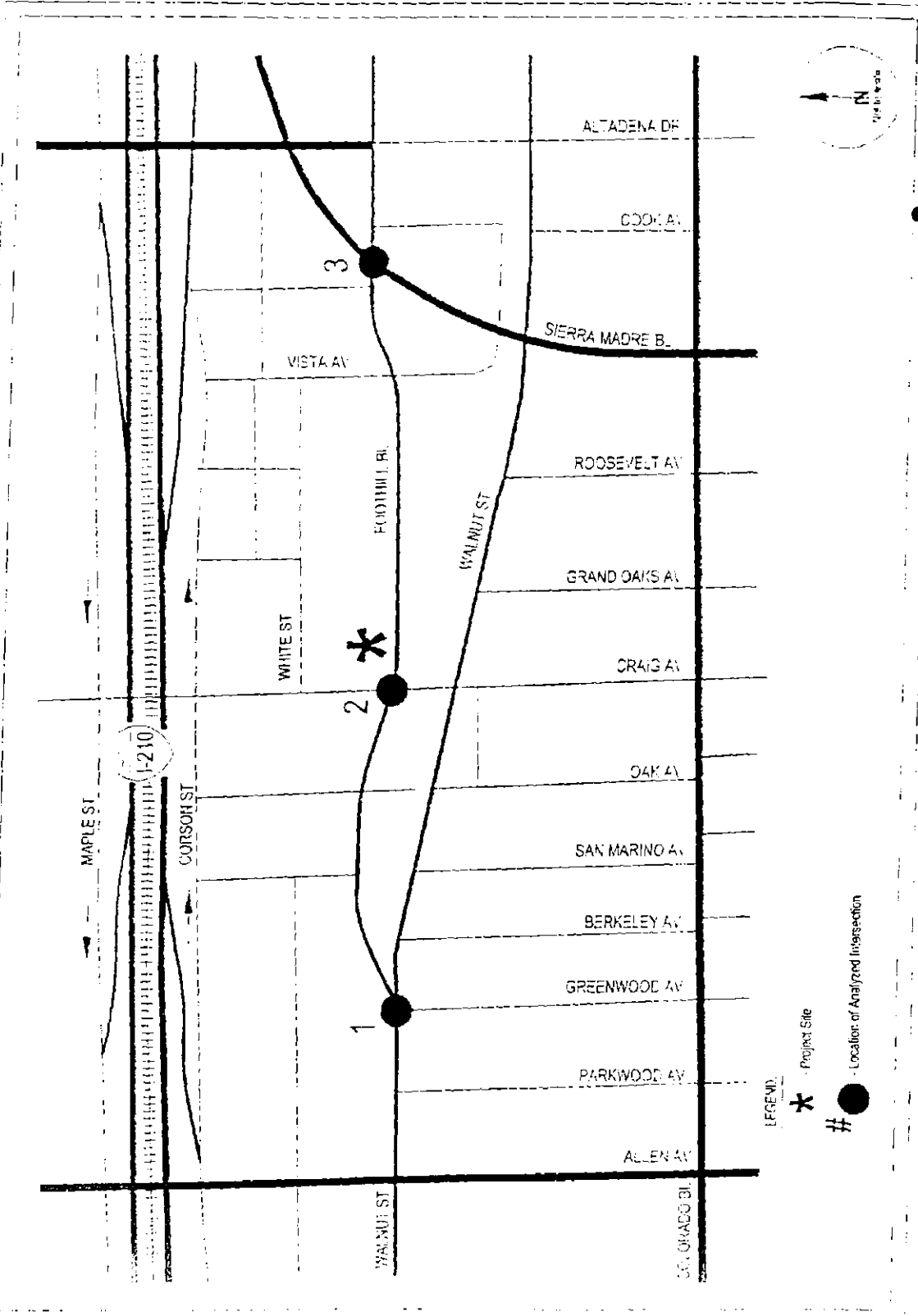
The Proposed Project would be located at 2253 E. Foothill Boulevard. Figure 1 illustrates the location of the Proposed Project in relation to the surrounding street system.

The Proposed Project consists of additional expansion of an existing self-storage facility to provide storage space of approximately 75,850 gross square feet; and 1,800 square feet of office use. This expansion would be in addition to the Storbox's Phase 2 expansion project that consisted of approximately 81,600 gross square feet of additional storage space replacing 10,300 square feet of office use, 2,300 square feet of industrial use and 1,120 square feet of auto repair use.

PROJECT DESCRIPTION

This report documents the assumptions, methodologies and findings of a study conducted by Raju Associates, Inc. to evaluate the potential traffic impacts of the proposed Storbox Storage Phase 3 Expansion Project. This project is located along the 2200 block of Foothill Boulevard in the City of Pasadena, California.

1. INTRODUCTION



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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 proposed expansion project and includes an analysis of the following scenarios:

- Current (Existing) 2002 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 streets, traffic volumes, and operating conditions.

- Cumulative Base (2007) Conditions - Future traffic conditions without the proposed project was developed for the year 2007. 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 2007.

- Cumulative Plus Project (2007) Conditions - The net traffic expected to be generated by the proposed project was estimated and added to the Cumulative Base (2007) traffic forecasts. The impacts 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 Alien Avenue
2. Foothill Boulevard west of North Altadena Avenue
3. Craig Avenue north of White Street
4. Craig Avenue south of Walnut Street

ORGANIZATION OF REPORT

An executive summary presenting key details of the proposed project, existing and future traffic conditions with and without the project, traffic impacts, 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 2007 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.

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.

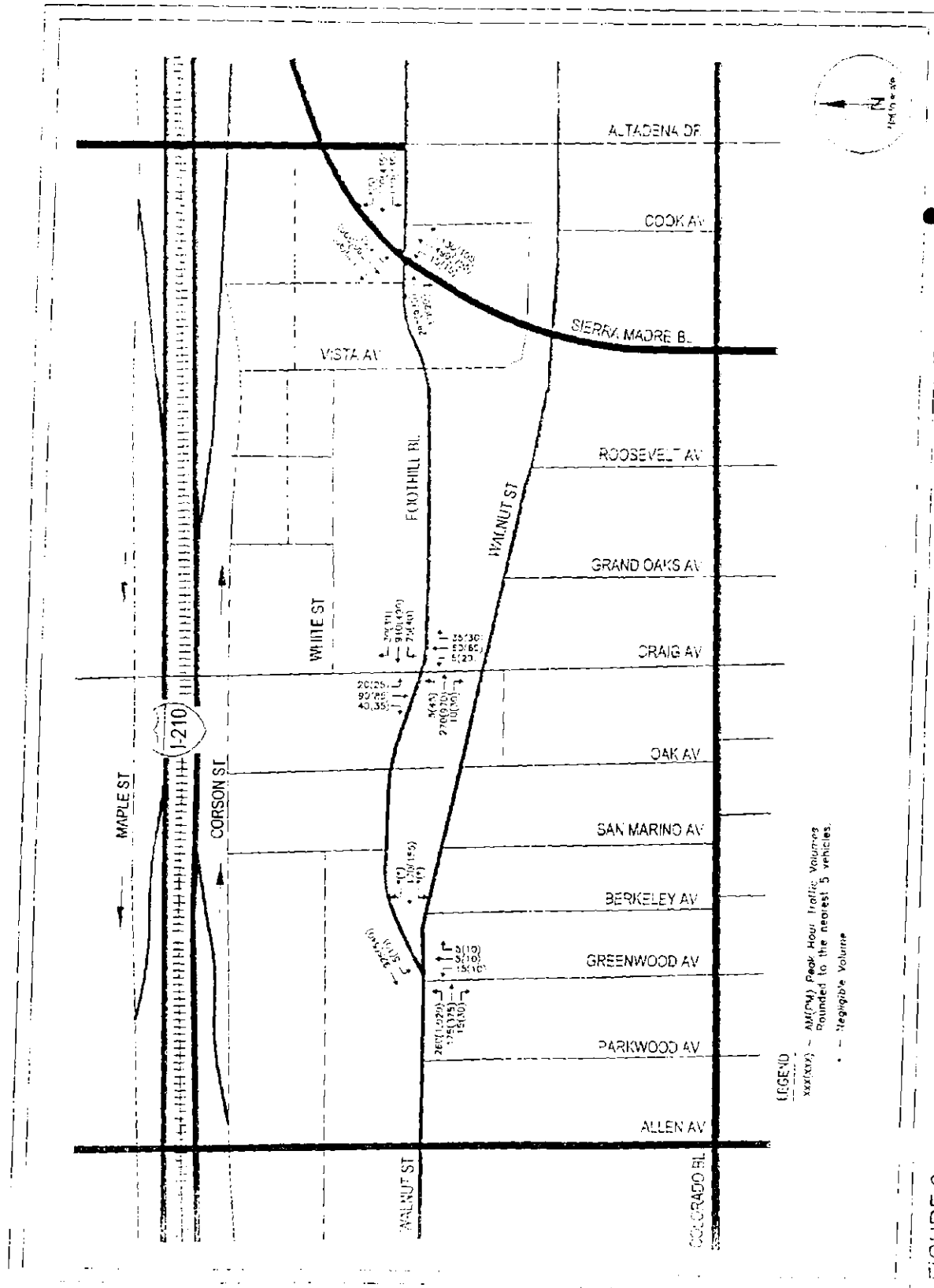
The existing lane configurations of the analyzed intersections are included in Appendix A.

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 B.



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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 C 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 A, 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 1,600 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	< 0.500 - 0.600	EXCELLENT - No vehicle waits longer than one red light and no approach phase is fully used.
B	< 0.600 - 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; backups may develop behind turning vehicles.
D	< 0.800 - 0.900	F.A.E. - Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
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 - Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, *Transportation Research Circular No. 212: Interim Materials on Highway Capacity*, 1980.

TABLE 2
INTERSECTION LEVEL OF SERVICE ANALYSIS - EXISTING (2000) CONDITIONS

INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	V/C	LOS	V/C	LOS
1. Foothill Bl/ Greenwood Av & Walnut St	0.512	A	0.658	B
2. Craig Av & Foothill Bl	0.498	A	0.637	A
3. Sierra Madre Bl & Foothill Bl	0.492	A	0.656	B

NOTES

ICU method of capacity analysis was utilized for this study per City of Pasadena TIF agreement.

III. FUTURE YEAR 2007 TRAFFIC PROJECTIONS

In order to properly evaluate the potential impact of the proposed project on the local street system, estimates of the Future Year 2007 traffic volumes both with and without the project were developed. The Future Year 2007 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 (2007) 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 (2007) Plus Project scenario. Each of these future traffic scenarios is further described in this chapter.

CUMULATIVE (2007) BASE TRAFFIC PROJECTIONS

The Cumulative (2007) 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

project base conditions

The traffic volumes presented in Figure 4 represent the Future Cumulative (2007) without

analysis intersections during both AM and PM peak hours

volumes. Figure 4 provides the Cumulative Year 2007 Base traffic volumes at each of the

were added to the existing plus ambient growth traffic to obtain the Cumulative (2007) Base traffic assignment of the cumulative projects were performed and these related projects' traffic estimates

related projects' trip generation is shown in Table 4. The geographic distribution and the traffic

The trip generation estimates for the related projects were computed using these rates and these

Transportation Engineers, 1997). These rates and equations are described in detail in Table 3

obtained based on rates and equations provided in the *Trip Generation, 6th Edition* (Institute of The trip generation rates for the various related projects in the vicinity of the study area were

projects. The locations of related projects are shown in Figure 3

noting that the Storox Storage Phase 2 Expansion Project is included as one of the related

the City of Pasadena. Seven cumulative projects were identified within the study area. It is worth proposed expansion project. Data describing cumulative projects in the area was solicited from

developments that are planned and expected to be in place within the same timeframe as the

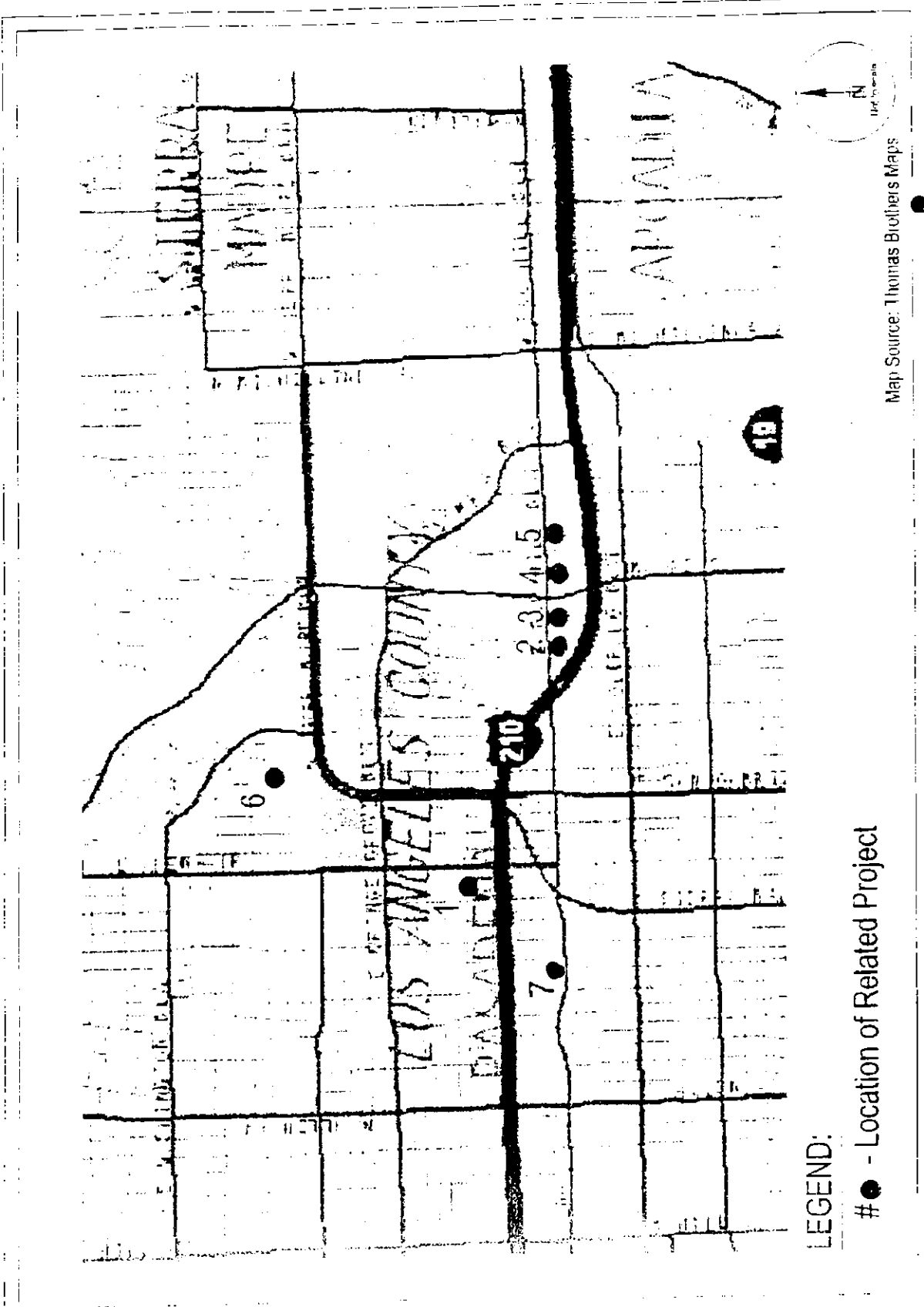
from other future development projects in the vicinity. These "cumulative projects" are those

As indicated, the second potential source of traffic growth in the study area was that expected

Cumulative Project Traffic Generation and Assignment

area-wide ambient growth

2007, the existing 2007 traffic volumes were adjusted upward by a factor of 6% to reflect this



LEGEND:

● - Location of Related Project

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FIGURE 3
LOCATION OF RELATED PROJECTS

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]	41%	39%	[1]	48%	52%
Research & Development (Trips per 1,000 sf)	[2]	[2]	63%	17%	[2]	16%	86%
Condominium/Townhouse (Trips per dwelling unit)	5.88	0.44	17%	63%	0.64	67%	33%
Office Park (Trips per 1,000 sf)	[3]	[3]	63%	11%	[3]	14%	86%
Self-Storage (Trips per 1,000 sf)	[4]	0.15	59%	41%	0.26	51%	49%

Note

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

Daily $\ln(T) = 0.643 \ln(X) - 5.856$

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 $\ln(T) = 0.832 \ln(X) + 1.06$

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

Daily $T = 10.422(X) + 409.04$

AM Peak Hour $\ln(T) = 0.535 \ln(X) + 1.54$

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)

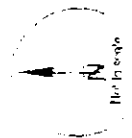
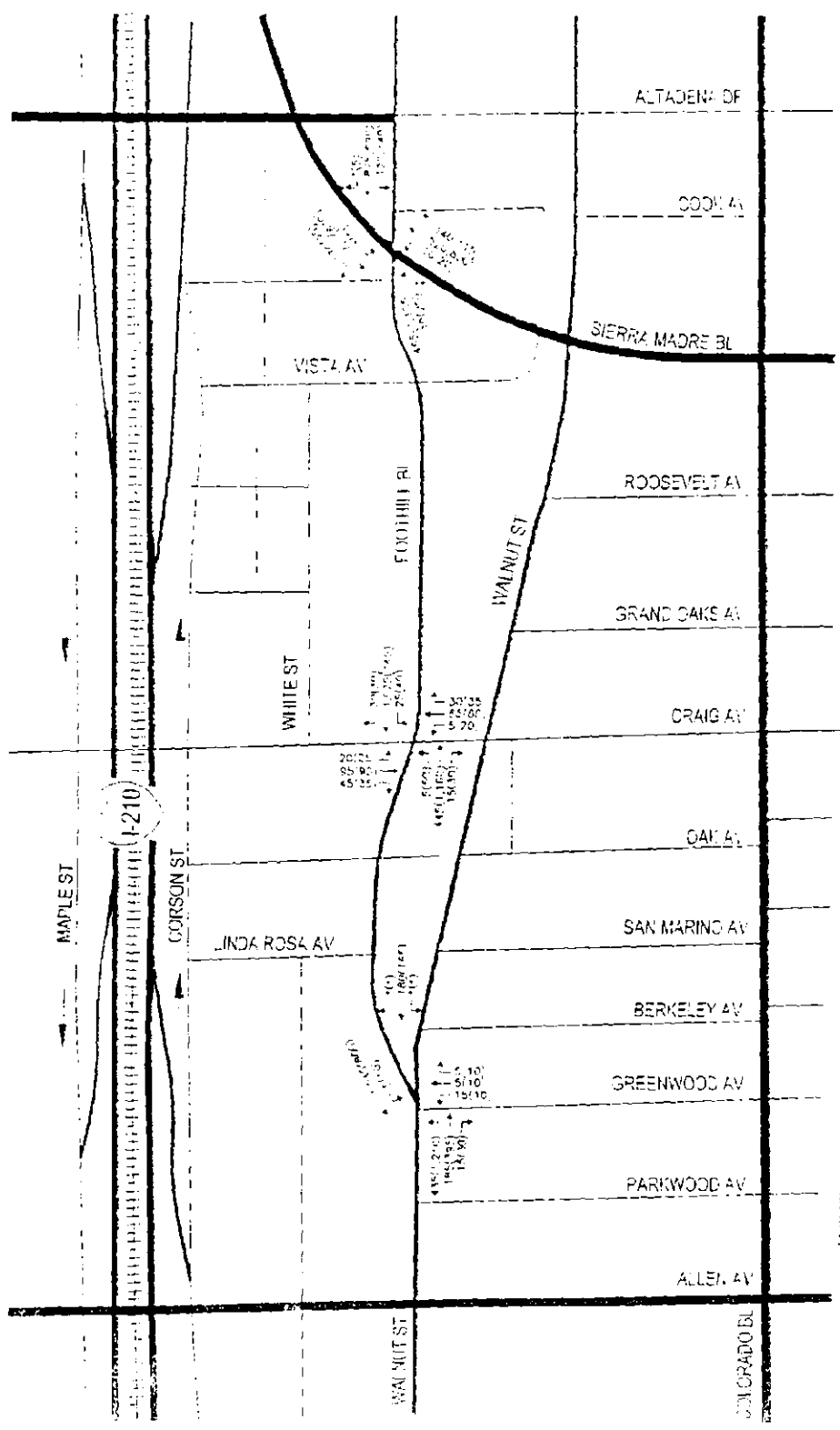
X = Area in 1,000 gross square feet of leasable area

Source: ITE Trip Generation Manual, 6th Edition

TABLE 4
ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS

No.	Project Name	Location	Land Use	Size	Daily Trips	AM Peak Hour		PM Peak Hour		TOTAL	
						IN	OUT	IN	OUT		
1	14555 - Courts	435 N. Altadena Av	Condominium	52 d.u.	305	4	19	23	19	9	28
2	14555 - Courts	3160 Foothill Bl	Retail	150,000 sf	8,847	124	73	243	394	477	871
3	14555 - Courts	3202 F. Foothill Bl	Self-Storage	375,000 sf	849	33	23	56	50	45	95
4	14555 - Courts	3360 E. Foothill Bl	Research and Development	360,000 sf	2,893	238	69	407	51	33	439
5	14555 - Courts	3465 E. Foothill Bl	Residential	128 d.u.	1,102	14	69	53	63	34	107
6	14555 - Courts	1000 Rose Av	Office Park	95,000 sf	1,199	187	23	219	31	159	221
7	14555 - Courts	2233 E. Foothill Bl	Townhomes	52 d.u.	305	4	19	23	19	9	28
8	14555 - Courts	2233 E. Foothill Bl	Self Storage	81,500 sf	54	(23)	0	(23)	6	(1)	(1)
			TOTAL		15,695	581	397	932	641	1,013	1,654

Source: 14555 Courts Traffic Study for the Stobex Expansion Project, Raju Associates, November 2003



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FIGURE 4
CUMULATIVE (2007) BASE PEAK HOUR TRAFFIC VOLUMES

LEGEND
 (XXXXXX) Peak Hour Traffic Volumes Bounded to the nearest 5 vehicles.
 • Negligible Volume

PROJECT TRAFFIC VOLUMES

The implementation of the proposed expansion project consists of an additional 75,850 gross square feet of self-storage space and 1,800 gross square feet of office use.

Project Trip Generation

Utilizing the Trip Generation, 6th 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 trip generation would result in 199 daily trips in which 14 trips would occur during the morning peak hour and 23 trips would occur during the evening peak hour.

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
ESTIMATED PROJECT TRIP GENERATION

	Size	Daily	AM Peak Hour		PM Peak Hour		TOTAL
			IN	OUT	IN	OUT	
Self-Storage	75,850 sf	179	7	4	10	10	20
Office	1,800 sf	20	2	1	1	2	3
Total		199	9	5	11	12	23

Note:

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

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

Daily

AM Peak Hour

PM Peak Hour

Inbound 58% Outbound 41%

Inbound 41% Outbound 59%

Trip generation for office was calculated using the following formulas:

$$T = 11.01 (X)$$

Daily

AM Peak Hour

PM Peak Hour

Inbound 88% Outbound 12%

Inbound 17% Outbound 83%

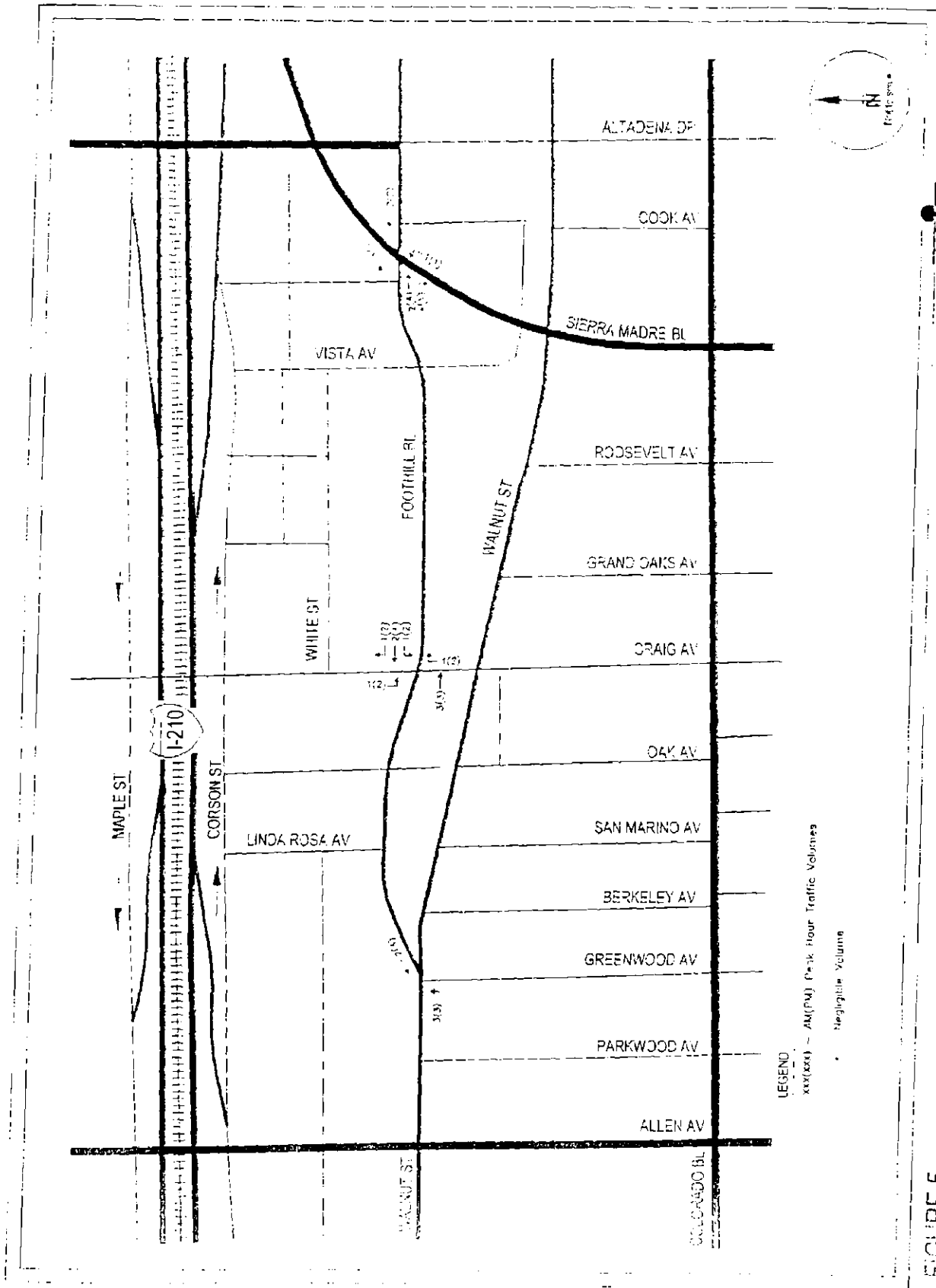
Where:

\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, 6th Edition



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**FIGURE 5
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES**

FUTURE YEAR 2007 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 2007 with Project conditions were developed. The Future Year 2007 Cumulative Base traffic forecasts were combined with the project only traffic volumes to obtain the Future with Project traffic volume forecasts. The Future Year 2007 Cumulative plus Project traffic volumes during both A.M. and P.M. peak hours are presented in Figure 6.

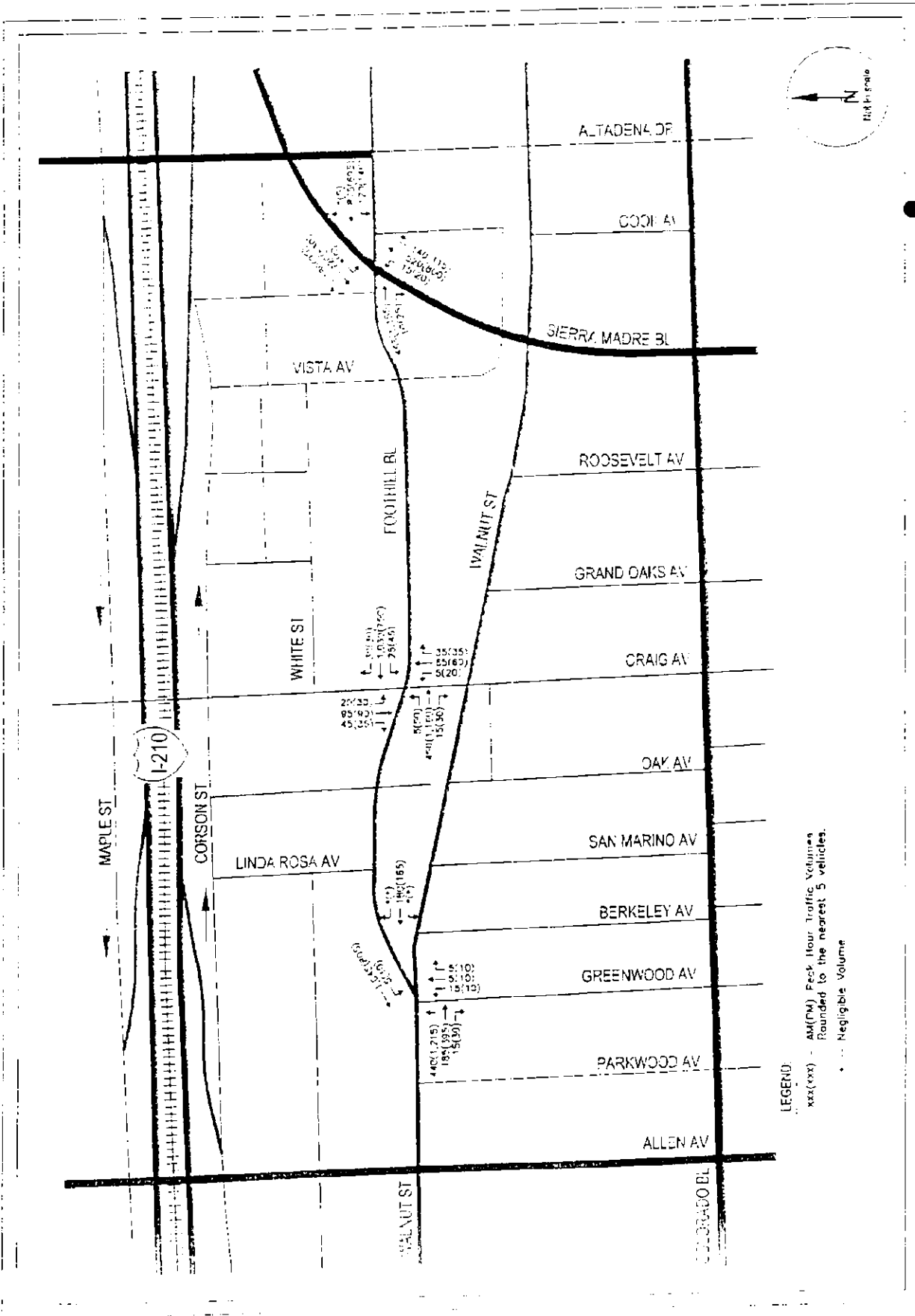


FIGURE 6
 CUMULATIVE (2007) PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

IV. FUTURE YEAR 2007 TRAFFIC CONDITIONS & IMPACT ANALYSIS

The Future Year 2007 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	0.09
B	0.05
C	0.04
D	0.03
E	0.02
F	0.01

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 0.06 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 F.

CUMULATIVE (2007) BASE TRAFFIC CONDITIONS

The Cumulative (2007) 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 5 presents the results of the Year 2007 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 (2007) PLUS PROJECT TRAFFIC CONDITIONS

The Cumulative (2007) 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 both the morning and evening peak hours. Operating V/C ratios at the intersections in comparison to the Cumulative (2007) Base conditions are projected to slightly increase from a range of 0.001 to 0.004 to those projected for the base conditions.

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

**TABLE 6
INTERSECTION LEVEL OF SERVICE ANALYSIS
FUTURE YEAR 2007 CONDITIONS**

Intersection	Peak Hour	Cumulative (2007) Base		Cumulative (2007) + Project Conditions		Increase in V/C	Significant Impact
		V/C	LOS	V/C	LOS		
1 Foothill Bl/Greenwood Av & Walnut St	AM	0.548	A	0.551	A	0.002	No
	PM	0.733	C	0.734	C	0.001	No
2 Craig Av & Foothill Bl	AM	0.535	A	0.537	A	0.002	No
	PM	0.604	B	0.608	B	0.004	No
3 Sierra Madre Bl & Foothill Bl	AM	0.533	A	0.534	A	0.001	No
	PM	0.730	C	0.732	C	0.002	No

Notes:

1) Method of capacity analysis was utilized for the study per City of Pasadena IIA 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 ambient 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 B.

1. Foothill Boulevard east of Allen Avenue
2. Foothill Boulevard west of Akadena 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 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 the analyzed roadway segments have an increase in ADT ranging from 0.2% to 1% due to the proposed project. 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
E Foothill Boulevard e/o Allen Avenue	21,915	60	21,975	0.3%	No
E Foothill Boulevard w/o Altadena Drive	20,649	40	20,689	0.2%	No
Craig Avenue n/o White Street	2,940	30	2,970	1.0%	No
Craig Avenue s/o Walnut Street	3,142	30	3,172	1.0%	No

PARKING, ACCESS & CIRCULATION ISSUES

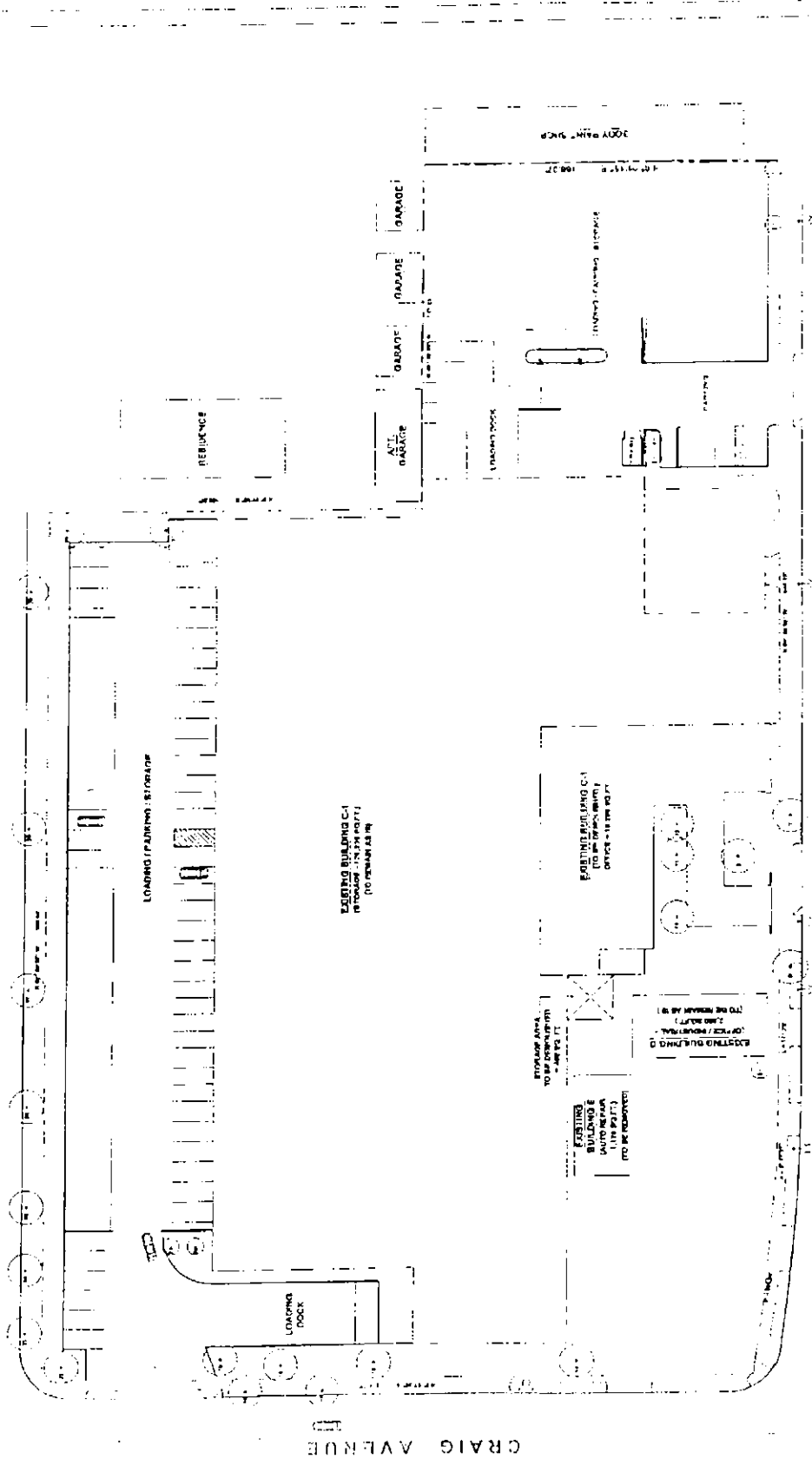
The existing Storage Facility obtains access to its parking along Foothill Boulevard and Craig Avenue. The Phase 3 expansion project proposes to obtain access to its own surface parking on-site from the currently existing driveway along Foothill Boulevard.

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 closed and instead, a new driveway is being proposed immediately east of the office driveway by Phase 2. The Proposed Phase 3 Project would not change access and egress conditions beyond Phase 2. The Proposed Phase 3 Project would obtain access to its parking from the currently existing driveway along Foothill Boulevard.
- There would be no net loss of on-street parking spaces. Project design features would be incorporated in such a manner that there would be no sight distance issues arising from the proposed projects construction.

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

WHITE STREET



CRAIG AVENUE

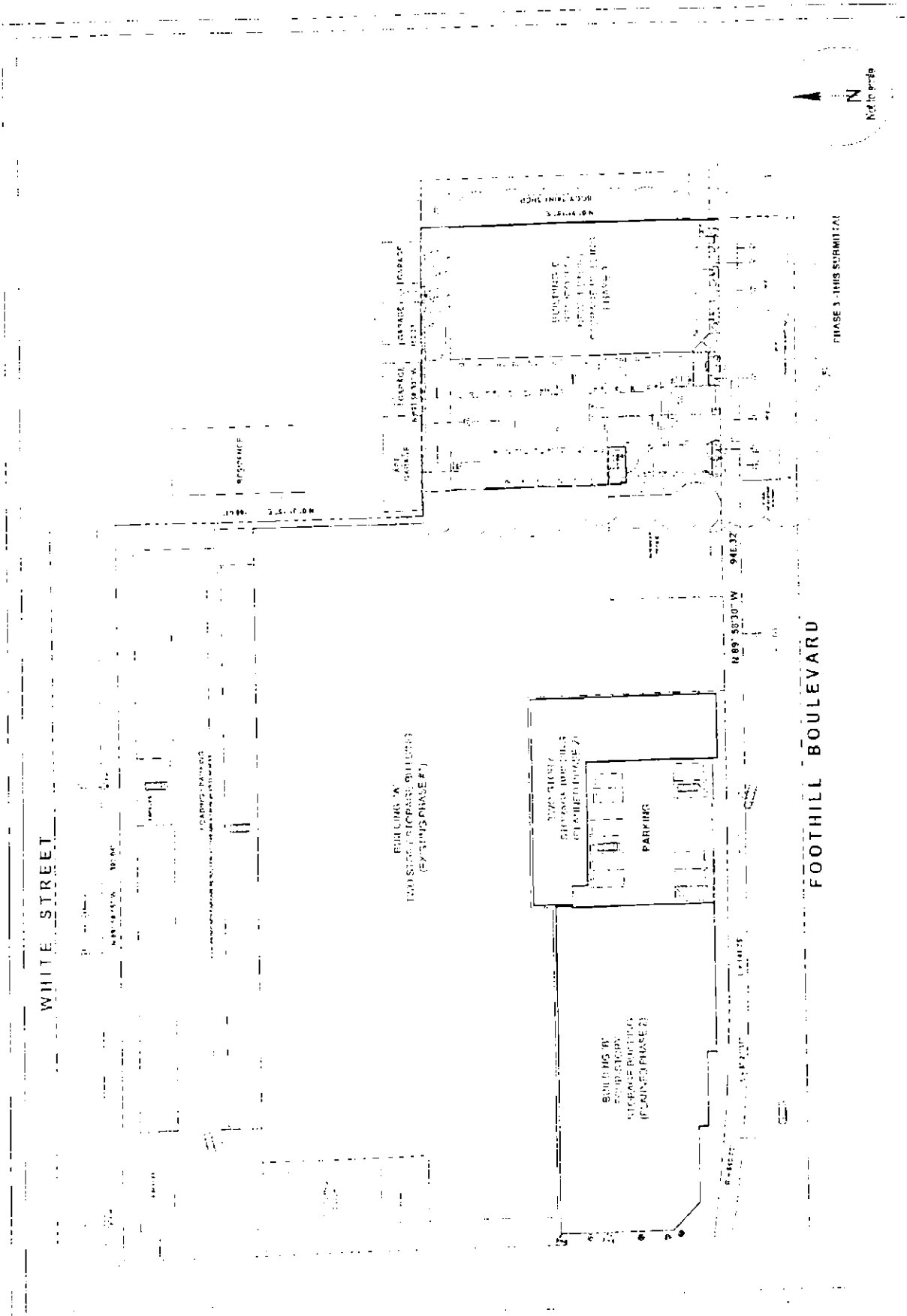
FOOTHILL BOULEVARD



1" = 50' 0"

FIGURE 7
EXISTING SITE PLAN

RAJU Associates, Inc.



PHASE 3 - THIS SUBMITTAL

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, 2003. 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 3 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 50 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.

Parking Provisions for the Proposed Project

The Proposed Phase 3 Expansion Project would be providing an additional 13 spaces adjacent to 10 existing parking spaces in the parking area for the Proposed Project and a small portion of existing self-storage use. Based on a detailed parking study performed for the Phase 2 Project, the Proposed Phase 3 Expansion Project would require 9 spaces. There would be adequate off-site parking for the Proposed Phase 3 Expansion Project.

TABLE 4
 OR-STREET PARKING UTILIZATION SUMMARY - EXISTING CONDITIONS

Street	From/To	Site	Supply	PARKING UTILIZATION BY TIME OF DAY																	
				9:30 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM	
				Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
Craig Av	Corson St to White St	West	3	2	2	1	2	3	2	1	5	1	3	1	2	1	1	2	3	2	
				17%	17%	13%	13%	21%	17%	25%	21%	21%	17%	13%	17%	9%	21%	17%	21%	13%	13%
Craig Av	White St to Foch III Bl	West	11	2	1	2	1	2	1	3	1	4	2	3	1	3	1	3	1	3	
				18%	11%	20%	11%	20%	15%	36%	27%	36%	27%	27%	23%	27%	23%	27%	23%	27%	23%
Craig Av	Foch III Bl to Walnut St	East	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
				100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Subtotal along Craig Av	Subtotal along Foch III Bl	West	24	7	6	5	4	7	6	7	9	6	10	7	7	5	7	7	7	7	
				29%	25%	21%	17%	29%	25%	21%	17%	29%	25%	21%	17%	29%	25%	21%	17%	29%	25%
Foch III Bl	Lincoln Plaza Av to Oak Av	North	12	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	
				8%	0%	0%	0%	0%	0%	0%	0%	8%	8%	0%	8%	8%	0%	8%	8%	8%	8%
Foch III Bl	Oak Av to Craig Av	North	7	5	4	4	4	4	4	5	5	7	6	5	5	5	5	6	4	4	
				71%	57%	57%	57%	57%	57%	71%	71%	71%	71%	71%	71%	71%	71%	71%	71%	57%	57%
Foch III Bl	Craig Av to Vista Av	South	3	2	3	3	3	3	3	3	3	3	4	2	4	0	3	0	1	1	
				67%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	100%	0%	100%	100%	100%
Foch III Bl	Subtotal along Foch III Bl	South	33	5	8	6	8	9	7	6	9	14	13	10	10	14	2	9	5	10	
				15%	24%	18%	24%	27%	23%	30%	27%	23%	27%	30%	27%	27%	27%	14%	27%	18%	27%
Foch III Bl	Percent Utilization	South	44	15%	27%	20%	30%	27%	30%	39%	45%	41%	25%	25%	32%	18%	23%	9%	27%	27%	
				34%	61%	45%	68%	61%	77%	100%	61%	61%	61%	61%	61%	61%	61%	61%	61%	61%	61%

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 2007) 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 75,850 square feet of self-storage expansion space and 1,800 square feet of office use. The proposed project would generate approximately 199 daily trips in which 14 trips would occur during the morning peak hour and 23 trips would occur during the evening peak hour.
- In the Cumulative (Future Year 2007) 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 2007) plus Project conditions show that the proposed Phase 3 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 indicates that the parking, access and circulation systems would function adequately and that there would be no adverse impact from the proposed project.

APPENDIX A

INTERSECTION LANE CONFIGURATIONS

STREET	EXISTING 2018	FUTURE 2037+ CONDITIONS
1 N/S: FOOTHILL BL, GREENWOOD AV E/W: WALNUT ST		Same as Existing
2 N/S: CRAIG AVENUE E/W: FOOTHILL BL		Same as Existing
3 N/S: SIERRA MADRE BL E/W: FOOTHILL BL		Same as Existing

APPENDIX B

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: RAJM ASSOCIATED
 PROJECT: OTORBOX STORAGE EXPANSION PROJECT - PASADENA
 DATE: THURSDAY, NOVEMBER 13, 2008
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S GREENWOOD AVENUE
 E/W E FOOTHILL BLVD / WALNUT ST
 FILE NUMBER: 2-AM

10 MINUTE TOTALS	S F-W	S F-G	S 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
	WETH	WBLT	WBLT	WBRT	WETH	WBLT	NBRT	NBRT	NBLT	EBRT	EBTH	EBTH
700-715	157	0	0	0	10	0	0	1	2	1	17	29
715-730	188	2	0	0	17	0	1	0	1	2	20	46
730-745	233	0	0	0	41	0	2	2	0	4	38	55
745-800	243	4	0	0	32	0	0	2	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	229	0	0	0	38	0	0	0	2	4	30	73
845-900	179	1	0	0	41	0	1	0	2	4	34	60

1 HOUR TOTALS	S F-W	S F-G	S 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	WBLT	NBRT	NBRT	NBLT	EBRT	EBTH	EBTH	
700-800	822	6	0	0	101	0	3	6	10	10	127	137	1262
715-815	896	6	0	0	133	0	6	6	16	15	157	225	1465
730-830	931	4	0	0	170	0	7	6	18	15	175	241	1570
745-845	827	4	0	0	168	0	5	6	14	16	174	259	1373
800-900	853	1	0	0	176	0	6	3	15	17	157	262	1500

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: RAJU ASSOCIATES
 PROJECT: STORAGE STORAGE EXPANSION PROJECT PASADENA
 DATE: THURSDAY, NOVEMBER 18, 2009
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S GREENWOOD AVENUE
 E/W E. FOOTHILL BLVD / WALNUT ST
 FILE NUMBER: 2-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	8 G-W	10 W-G	11 W-W	11 W-F
TOTALS	WETH	WBLT	WBLT	WBRT	WETH	WBLT	NBRT	NBRT	NBLT	EBRT	EBTH	EBTH
400-415	124	4	0	0	36	0	1	3	3	5	56	221
415-430	123	1	0	0	29	0	3	2	2	9	67	244
430-445	136	1	0	0	32	0	0	4	4	4	77	210
445-500	116	6	0	0	40	0	4	2	3	7	109	251
500-515	181	1	0	0	52	0	2	1	3	9	83	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	6	62	216
545-600	117	2	0	0	35	0	1	1	1	4	70	212

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	8 G-W	10 W-G	11 W-W	11 W-F	TOTALS
TOTALS	WETH	WBLT	WBLT	WBRT	WETH	WBLT	NBRT	NBRT	NBLT	EBRT	EBTH	EBTH	TOTALS
400-500	502	12	0	0	138	0	8	11	12	25	309	926	1943
415-515	559	9	0	0	152	0	6	9	10	29	336	962	2096
430-530	541	8	0	0	146	0	8	12	11	27	366	1015	2138
445-545	540	12	0	0	150	0	9	9	8	28	374	1021	2156
500-600	538	8	0	0	150	0	6	6	6	25	335	853	2058

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91709
 909-445-7970

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

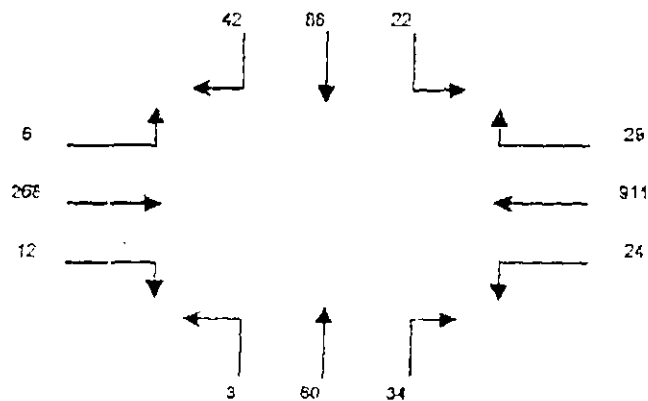
CLIENT: PALM ASSOCIATED
 PROJECT: STORAGE STORAGE EXPANSION PROJECT - PASADENA
 DATE: THURSDAY, NOVEMBER 10, 2005
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S CRAIG STREET
 E/W E. FOOTHILL BOULEVARD
 FILE NUMBER: 1-AM

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	150	1	0	12	1	1	43	1
715-730	9	16	1	1	195	2	10	14	0	1	56	2
730-745	12	12	4	4	235	7	6	13	2	0	56	2
745-800	12	30	5	5	243	6	7	19	0	1	56	1
800-815	11	27	6	6	240	7	5	11	2	3	72	0
815-830	7	20	5	7	209	6	8	14	1	3	66	3
830-845	12	11	6	11	213	6	14	16	0	0	74	2
845-900	8	14	4	8	168	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	3	3	211	6	1258
715-815	44	67	16	16	887	21	31	57	4	6	240	5	1413
730-830	42	89	20	22	657	25	29	57	5	7	250	6	1449
745-845	42	66	22	29	911	24	34	60	3	12	266	6	1496
800-900	36	72	21	37	836	22	32	62	5	13	256	8	1407

A.M. PEAK HOUR
0745-0845

E. FOOTHILL BOULEVARD



CRAIG STREET

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 909-446-7973

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

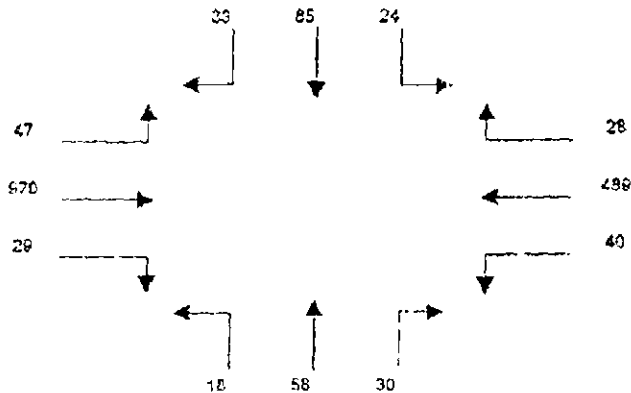
CLIENT: RAJL ASSOCIATES
 PROJECT: STORSON STORAGE EXPANSION PROJECT - PASADENA
 DATE: THURSDAY, NOVEMBER 11, 2002
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/C CRAIG STREET
 E/W E FOOTHILL BOULEVARD
 FILE NUMBER: 1-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SETH	SBLT	WBRT	WETH	WBLT	NBRT	NETH	NBLT	EBRT	EETH	EBLT
430-415	6	27	0	0	93	9	13	23	4	7	238	10
415-430	8	22	7	9	129	7	6	16	4	7	215	13
430-445	8	19	6	6	121	10	6	14	6	7	219	10
445-500	8	20	3	5	110	11	13	11	2	7	201	12
500-515	11	30	9	5	125	10	5	22	5	6	275	10
515-530	6	14	6	12	125	9	6	11	5	9	245	15
530-545	6	14	5	8	101	4	4	13	9	7	203	9
545-600	8	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	SETH	SBLT	WBRT	WETH	WBLT	NBRT	NETH	NBLT	EBRT	EETH	EBLT	TOTALS
430-500	25	90	21	26	453	37	41	70	16	25	853	45	1751
415-515	30	93	25	25	495	36	33	63	17	27	940	45	1634
430-530	30	85	24	20	489	40	30	56	18	29	970	47	1851
445-545	31	86	23	30	469	34	28	57	21	26	954	46	1632
500-600	30	80	27	31	473	28	20	56	27	33	826	41	1784

P.M. PEAK HOUR
0430-0530

E. FOOTHILL BOULEVARD



CRAIG STREET

THE TRAFFIC SOLUTION
 309 DIAMOND STREET
 ARCADIA, CALIFORNIA 91709
 926.446.7870

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

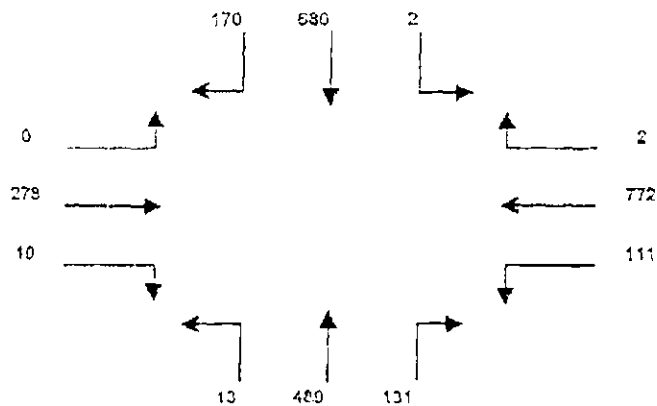
CLIENT: RAJM ASSOCIATES
 PROJECT: STORAGE STORAGE EXPANSION PROJECT - PASADENA
 DATE: THURSDAY, NOVEMBER 11, 2009
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/O S. SIERRA MADRE BOULEVARD
 E/W E. FOOTHILL BOULEVARD
 FILE NUMBER: 0-AM

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	26	84	0	1	137	15	10	50	2	0	4*	0
715-730	22	101	1	1	125	21	11	62	1	1	50	0
730-745	50	173	1	1	157	25	26	119	2	7	77	0
745-800	45	205	0	1	202	29	34	117	3	3	67	0
800-815	57	177	1	0	207	39	39	124	6	2	67	0
815-830	30	125	0	0	176	16	22	109	2	3	72	0
830-845	25	123	1	1	207	31	15	135	3	7	75	0
845-900	22	94	0	0	160	21	33	130	2	5	70	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
700-800	153	573	2	4	644	90	91	376	8	6	230	0	2167
715-815	162	656	3	3	724	114	110	442	12	8	256	0	2486
730-830	170	580	2	2	772	111	121	489	13	10	278	0	2858
745-845	137	630	2	2	752	117	124	505	14	15	281	0	2619
800-900	114	510	2	4	750	109	123	516	13	17	285	0	2455

A.M. PEAK HOUR
0730-0830

E. FOOTHILL BOULEVARD



S. SIERRA MADRE BOULEVARD

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

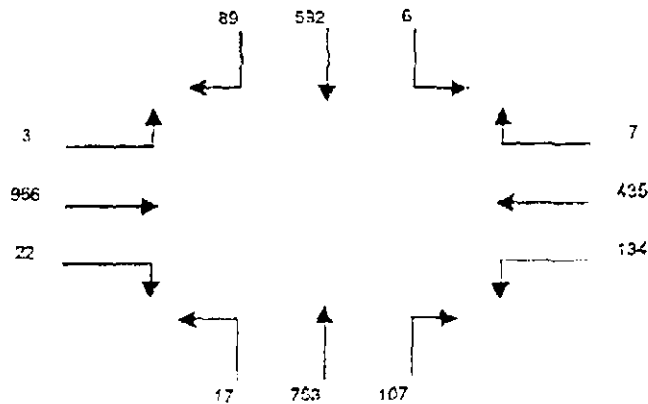
CLIENT: RAJU ASSOCIATES
 PROJECT: STORAGE STORAGE EXPANSION PROJECT - PASADENA
 DATE: THURSDAY, NOVEMBER 13, 2008
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S S. SIERRA MADRE BOULEVARD
 E/W E. FOOTHILL BOULEVARD
 FILE NUMBER: 08-PM

10 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	160	0	2	84	25	41	142	5	8	211	2
415-430	25	170	0	2	104	55	31	158	5	8	235	1
430-445	18	157	3	1	112	41	27	174	3	5	222	1
445-500	22	137	0	0	117	28	21	167	4	2	225	0
500-515	27	151	1	1	105	31	27	192	4	7	253	1
515-530	21	140	2	5	100	34	57	200	6	8	265	1
530-545	26	124	0	7	85	46	28	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
400-530	82	630	3	5	427	150	120	621	17	24	895	4	3525
415-515	82	520	4	4	435	155	101	711	16	22	937	3	3107
430-530	88	582	6	7	435	134	107	752	17	22	956	3	3131
445-545	67	559	5	13	408	132	106	746	16	24	961	2	3098
500-600	64	552	7	16	404	144	131	701	19	30	954	2	3064

P.M. PEAK HOUR
0430-0530

E. FOOTHILL BOULEVARD



S. SIERRA MADRE BOULEVARD

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ANAHEIM, CALIFORNIA 91703
 626 445 7978

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: RAJO ASSOCIATES
 PROJECT: STORAGE EXPANSION PROJECT - PASADENA
 LOCATION: EL FORTILL BOULEVARD @ ALLEN AVENUE
 DATE: THURSDAY, NOVEMBER 13, 2003
 FILE NO: A-1

DIRECTION		WESTBOUND				TOTAL
TIME	00-15	15-30	30-45	45-00	TOTAL	TOTAL
00:00-00:15	15	14	8	8	45	
00:15-00:30	6	10	5	8	29	
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	329	958	
02:00-02:15	313	266	236	258	1073	
02:15-02:30	214	140	153	159	671	
02:30-02:45	130	114	139	140	523	
02:45-03:00	120	172	101	159	552	
03:00-03:15	175	161	192	193	721	
03:15-03:30	188	172	195	165	711	
03:30-03:45	162	164	172	163	651	
03:45-04:00	157	183	171	194	705	
04:00-04:15	185	185	163	216	751	
04:15-04:30	208	254	270	269	1001	
04:30-04:45	236	248	233	162	879	
04:45-05:00	148	107	89	109	451	
05:00-05:15	76	67	62	63	268	
05:15-05:30	68	45	69	70	253	
05:30-05:45	41	33	22	25	121	
05:45-06:00	21	14	12	9	56	
TOTAL					10854	
AMPER HOUR		07:30-08:30				
VOLUME		1162				
AMPER HOUR		17:15-18:15				
VOLUME		1029				

DIRECTION		EASTBOUND				TOTAL
TIME	00-15	15-30	30-45	45-00	TOTAL	TOTAL
00:00-00:15	17	14	4	4	39	
00:15-00:30	9	3	6	2	20	
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	21	20	34	56	131	
01:45-02:00	44	74	107	130	355	
02:00-02:15	144	111	122	113	490	
02:15-02:30	111	109	123	130	473	
02:30-02:45	107	130	117	152	506	
02:45-03:00	121	150	151	176	598	
03:00-03:15	208	172	184	199	763	
03:15-03:30	159	153	165	162	640	
03:30-03:45	144	164	174	221	703	
03:45-04:00	232	243	295	310	1080	
04:00-04:15	345	343	349	356	1393	
04:15-04:30	302	323	370	337	1332	
04:30-04:45	331	292	233	212	1068	
04:45-05:00	199	145	125	121	600	
05:00-05:15	105	85	76	51	327	
05:15-05:30	96	64	89	51	240	
05:30-05:45	39	25	19	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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THE TRAFFIC SOLUTION - ADT WORKSHEET

OFFICE: FALLADON TEE
 PROJECT: STORAGE/STORAGE EXPANSION PROJECT - FALLADON
 LOCATION: E. BOOTHILL BOULEVARD W. ALTADENA, CA 91704
 DATE: THURSDAY, NOVEMBER 13, 2008
 CLIENT: AD

DIRECTION	WESTBOUND				TOTAL
	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	
07:30-08:00	11	18	13	9	49
08:00-08:30	4	9	4	5	22
08:30-09:00	4	4	3	11	11
09:00-09:30	1	4	3	6	14
09:30-10:00	8	7	5	8	28
10:00-10:30	5	12	15	35	67
10:30-11:00	37	65	68	108	259
11:00-11:30	182	195	252	252	670
11:30-12:00	270	223	221	262	916
12:00-12:30	175	128	145	108	537
12:30-13:00	107	102	105	103	407
13:00-13:30	118	144	142	156	509
13:30-14:00	153	159	157	172	643
14:00-14:30	141	149	174	134	648
14:30-15:00	135	137	142	135	649
15:00-15:30	123	153	162	157	585
15:30-16:00	171	144	175	195	675
16:00-16:30	205	216	226	242	891
16:30-17:00	249	207	181	153	781
17:00-17:30	149	83	60	68	360
17:30-18:00	57	47	66	64	244
18:00-18:30	50	52	72	50	224
18:30-19:00	33	22	24	11	90
19:00-19:30	15	18	8	6	48
TOTAL					8473
AM PEAK HOUR					
07:30-08:30					997
PM PEAK HOUR					
17:15-18:15					876

DIRECTION	EASTBOUND				TOTAL
	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	
07:30-08:00	0	12	2	3	26
08:00-08:30	2	3	5	3	13
08:30-09:00	2	4	2	1	9
09:00-09:30	3	2	1	4	11
09:30-10:00	2	1	5	2	13
10:00-10:30	2	5	15	15	37
10:30-11:00	19	22	34	43	118
11:00-11:30	58	75	97	101	302
11:30-12:00	134	116	116	105	471
12:00-12:30	102	103	104	108	423
12:30-13:00	112	112	105	130	459
13:00-13:30	128	141	157	145	562
13:30-14:00	177	164	154	181	696
14:00-14:30	151	171	144	159	625
14:30-15:00	180	156	196	205	724
15:00-15:30	241	255	228	259	1166
15:30-16:00	437	373	375	398	1553
16:00-16:30	375	344	305	349	1423
16:30-17:00	358	348	278	256	1240
17:00-17:30	194	123	143	113	533
17:30-18:00	107	95	65	45	315
18:00-18:30	49	54	43	48	194
18:30-19:00	27	26	25	15	83
19:00-19:30	12	13	19	6	50
TOTAL					11176
AM PEAK HOUR					
11:00-12:00					582
PM PEAK HOUR					
16:00-17:00					1553

TOTAL BY DIRECTIONAL VOLUME	20649
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THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: RAJ, ASSOCIATES
 PROJECT: STORAGE/STORAGE EXPANSION PROJECT - RAYMONDA
 LOCATION: CRAIG AVENUE N/O WHITE STREET
 DATE: THURSDAY, NOVEMBER 13, 2003
 FILE NO.: A-3

DIRECTION	NORTHBOUND				TOTAL
	00-15	15-30	30-45	45-60	
00:00-01:00	2	3	3	1	9
01:00-02:00	1	0	2	0	3
02:00-03:00	1	0	1	0	2
03:00-04:00	0	2	0	0	2
04:00-05:00	0	1	1	1	3
05:00-06:00	0	5	1	0	6
06:00-07:00	7	5	2	6	20
07:00-08:00	6	15	21	27	69
08:00-09:00	20	21	21	19	81
09:00-10:00	17	18	11	23	69
10:00-11:00	13	13	12	27	65
11:00-12:00	21	13	27	29	82
12:00-13:00	37	29	26	25	117
13:00-14:00	19	23	20	21	83
14:00-15:00	28	31	32	36	127
15:00-16:00	47	43	42	36	168
16:00-17:00	30	34	32	27	123
17:00-18:00	44	30	36	23	143
18:00-19:00	40	36	20	19	115
19:00-20:00	22	25	10	13	70
20:00-21:00	8	12	11	9	40
21:00-22:00	7	13	7	3	30
22:00-23:00	7	10	10	3	30
23:00-00:00	5	2	3	2	12
TOTAL					1479
11:00-12:00					82
14:45-15:45					168

DIRECTION	SOUTHBOUND				TOTAL
	00-15	15-30	30-45	45-60	
00:00-01:00	3	2	1	2	8
01:00-02:00	1	1	0	0	2
02:00-03:00	1	1	0	1	3
03:00-04:00	0	1	0	0	1
04:00-05:00	1	0	0	1	2
05:00-06:00	0	0	1	0	1
06:00-07:00	4	3	2	0	13
07:00-08:00	17	19	22	53	112
08:00-09:00	33	32	28	35	179
09:00-10:00	30	26	20	25	101
10:00-11:00	20	22	23	21	83
11:00-12:00	10	29	17	25	81
12:00-13:00	22	19	20	17	78
13:00-14:00	25	18	28	25	96
14:00-15:00	26	22	29	36	112
15:00-16:00	42	42	25	31	140
16:00-17:00	29	37	41	33	137
17:00-18:00	39	33	31	33	136
18:00-19:00	14	27	20	20	81
19:00-20:00	27	17	13	2	59
20:00-21:00	4	15	9	5	33
21:00-22:00	5	9	8	0	22
22:00-23:00	5	5	9	6	25
23:00-00:00	3	1	0	0	4
TOTAL					1461
07:30-08:30					150
10:15-17:15					150

TOTAL BI-DIRECTIONAL VOLUME	2940
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THE TRAFFIC SOLUTION, INC. WORKSHEET

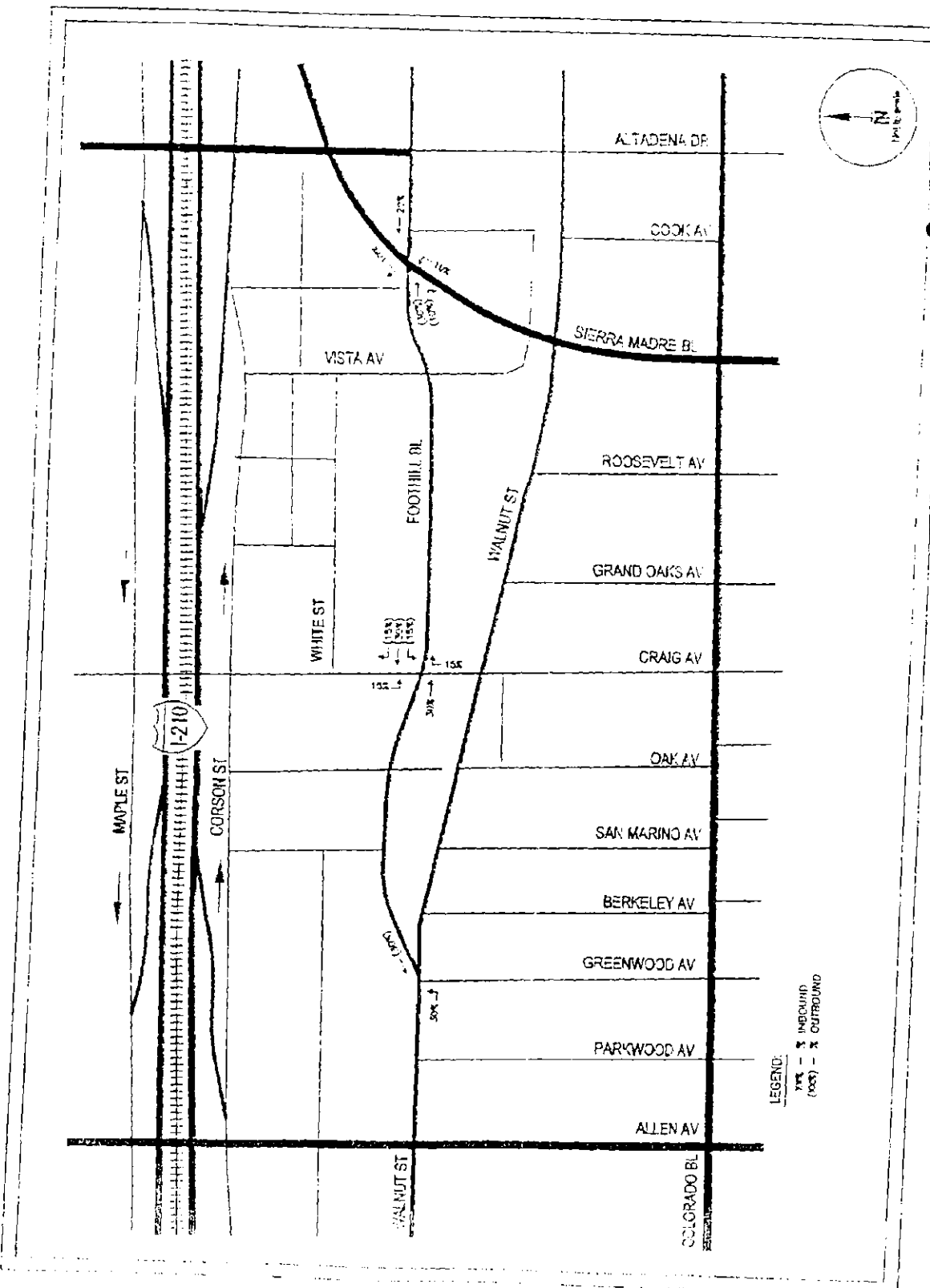
CLIENT: FAJRO INDUSTRIES
 PROJECT: STORAGE EXPANSION PROJECT - IRVINE
 LOCATION: GRAVE AVENUE @ WALNUT STREET
 DATE: THURSDAY, NOVEMBER 10, 2000
 FILE NO: 11

SECTION	NORTHBOUND				TOTAL
	1	2	3	4	
00:00	2	0	1	1	5
01:00	0	1	0	2	3
02:00	0	1	2	0	3
03:00	0	1	0	0	1
04:00	0	1	3	3	7
05:00	1	2	4	3	10
06:00	2	4	5	10	23
07:00	10	17	34	19	80
08:00	22	24	21	25	92
09:00	20	20	27	27	94
10:00	12	19	25	19	65
11:00	28	28	17	15	88
12:00	22	22	31	17	92
13:00	15	39	34	26	114
14:00	35	37	21	22	125
15:00	36	44	29	31	140
16:00	36	15	33	24	108
17:00	29	25	34	18	106
18:00	26	24	19	15	83
19:00	17	18	5	7	47
20:00	12	13	11	9	45
21:00	4	10	13	5	32
22:00	8	11	6	0	25
23:00	2	1	2	2	7
TOTAL				1412	
AM PEAK HOUR				10:30-11:30	
VOLUME				110	
PM PEAK HOUR				15:00-16:00	
VOLUME				140	

SECTION	SOUTHBOUND				TOTAL
	1	2	3	4	
00:00	4	0	0	2	6
01:00	0	0	6	1	7
02:00	1	3	0	1	5
03:00	0	2	1	0	3
04:00	9	1	1	1	12
05:00	1	0	1	1	3
06:00	0	3	3	0	6
07:00	13	11	26	22	72
08:00	30	35	15	18	98
09:00	24	24	14	20	82
10:00	16	28	24	28	96
11:00	19	36	25	25	105
12:00	35	35	32	30	132
13:00	35	37	31	30	133
14:00	32	35	35	25	127
15:00	46	47	52	35	180
16:00	22	33	44	59	158
17:00	34	35	42	30	141
18:00	27	33	20	25	105
19:00	24	18	14	11	67
20:00	13	18	16	15	62
21:00	13	3	14	9	39
22:00	0	12	3	5	20
23:00	4	3	7	2	16
TOTAL				1730	
AM PEAK HOUR				07:30-08:30	
VOLUME				123	
PM PEAK HOUR				15:00-16:00	
VOLUME				180	

TOTAL BI-DIRECTIONAL VOLUME	3142
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APPENDIX C



RAJU Associates, Inc.

PROJECT DISTRIBUTION

Project:		Storbox 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	1500 vph			N-S Split Phase	N		
Left Lane	1500 vph			E-W Split Phase	N		
Double Left Penalty	0 %			Lost Time (% of cycle)	10		
ITS	0 %			V/C Round Off (decimals)	2		
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	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	168	1,600	0.105 *	V/C: 0.412	
	LT	0.00	0	0	0.000	Lost Time: 0.100	
Northbound	RT	0.00	6	0	0.000		
	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	LOS: A	
	LT	1.15	259	1,846	0.140		
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	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 *	V/C: 0.558	
	LT	0.00	0	0	0.000	Lost Time: 0.100	
Northbound	RT	0.00	9	0	0.000		
	TH	1.00	9	1,600	0.016 *		
	LT	0.00	6	1,600	0.005		
Eastbound	RT	0.00	28	0	0.000	ICU: 0.658	
	TH	0.57	374	904	0.445 *	LOS: B	
	LT	1.43	1,021	2,296	0.445 *		

* - Denotes critical movement

Project: Storbor Storage Expansion Project
 N/S Street: Craig Avenue
 E/W Street: Foothill Boulevard
 Scenario: EXISTING (2003) CONDITIONS
 Peak Period: AM PEAK HOUR
 Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 10 %
 ITS: 0 %
 N-S Split Phase: N
 E-W Split Phase: N
 Lost Time (% of cycle): 10
 V/C Round Off (decs): 3

APPROACH		MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Peak Period: PM PEAK HOUR								
Southbound	RT	0.00	42	0.00	0	0.000	N-S(1): 0.075	N-S(1): 0.097
	TH	1.00	88	1.600	1.600	0.095	N-S(2): 0.103	E-W(1): 0.298
	LT	0.00	22	1.600	0	0.014	E-W(2): 0.395	V/C: 0.100
Westbound	RT	0.00	29	0.00	0	0.000	Lost Time: 0.100	ICU: 0.435
	TH	2.00	911	1.600	3.200	0.294	LOS: A	
	LT	1.00	24	1.600	1.600	0.015		
Northbound	RT	0.00	34	0.00	0	0.000		
	TH	1.00	60	1.600	1.600	0.061		
	LT	0.00	3	1.600	0	0.002		
Eastbound	RT	0.00	12	0.00	0	0.000		
	TH	2.00	268	3.200	3.200	0.058		
	LT	1.00	6	1.600	1.600	0.004		
* Denotes critical movement								
Southbound	RT	0.00	33	0.00	0	0.000	N-S(1): 0.081	N-S(2): 0.100
	TH	1.00	85	1.600	1.600	0.089	E-W(1): 0.237	E-W(2): 0.191
	LT	0.00	24	1.600	0	0.015	V/C: 0.437	Lost Time: 0.100
Westbound	RT	0.00	26	0.00	0	0.000		
	TH	2.00	489	3.200	3.200	0.162		
	LT	1.00	40	1.600	1.600	0.025		
Northbound	RT	0.00	30	0.00	0	0.000		
	TH	1.00	58	1.600	1.600	0.056		
	LT	0.00	18	1.600	0	0.011		
Eastbound	RT	0.00	29	0.00	0	0.000		
	TH	2.00	970	3.200	3.200	0.312		
	LT	1.00	47	1.600	1.600	0.029		

Project:		Storbox Storage Expansion Project				
N/S Street:		Sierra Madre Boulevard				
E/W Street:		Foothill Boulevard				
Scenario:		EXISTING (2002) 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 (appro):	3	

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	170	1,600	0.106	N-S(1): 0.105 N-S(2): 0.150 * E-W(1): 0.159 E-W(2): 0.242 * V/C: 0.392 Lost Time: 0.100
	TH	3.00	680	4,800	0.142 *	
	LT	0.00	0	1,600	0.000	
Westbound	RT	0.00	0	0	0.000	
	TH	2.00	772	3,200	0.242 *	
	LT	1.00	111	1,600	0.069	
Northbound	RT	1.00	131	1,600	0.073	V/C: 0.392 Lost Time: 0.100 ICU: 0.492 LOS: A
	TH	3.00	489	4,800	0.105	
	LT	0.00	0	1,600	0.000 *	
Eastbound	RT	0.00	0	0	0.000	
	TH	2.00	278	3,200	0.090	
	LT	0.00	0	0	0.000 *	

Peak Period:		PM PEAK HOUR				
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APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	89	1,600	0.056	N-S(1): 0.154 * N-S(2): 0.136 E-W(1): 0.394 * E-W(2): 0.135 V/C: 0.558 Lost Time: 0.100
	TH	3.00	592	4,800	0.125	
	LT	0.00	0	1,600	0.004 *	
Westbound	RT	0.00	0	0	0.000	
	TH	2.00	435	3,200	0.138	
	LT	1.00	134	1,600	0.084 *	
Northbound	RT	1.00	167	1,600	0.090	V/C: 0.558 Lost Time: 0.100 ICU: 0.658 LOS: B
	TH	3.00	753	4,800	0.150 *	
	LT	0.00	0	1,600	0.011	
Eastbound	RT	0.00	0	0	0.000	
	TH	2.00	989	3,200	0.310 *	
	LT	0.00	0	0	0.000	

* - Denotes critical movement

Project:	Storboz Storage Expansion Project		
N/S Street:	Foothill Boulevard/Greenwood Avenue		
E/W Street:	Walnut Street		
Scenario:	CUMULATIVE (2007) 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 Lt 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	1,048	3,200	0.328 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.002
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.113 *
	TH	1.00	172	1,500	0.111 *	V/C: 0.448
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	6	0	0.000	
	TH	1.00	5	1,500	0.016 *	
	LT	0.00	15	1,500	0.009	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.548
	TH	0.53	184	1,010	0.199	
	LT	1.37	436	2,190	0.199	LOS: A

Peak Period:	PM PEAK HOUR		
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APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.018 *
	TH	2.00	812	3,200	0.254	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.512
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.615 *
	TH	1.00	164	1,500	0.103 *	V/C: 0.633
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	
	TH	1.00	10	1,600	0.018 *	
	LT	0.00	8	1,600	0.005	
Eastbound	RT	0.00	30	0	0.000	ICU: 0.733
	TH	0.52	396	832	0.512	
	LT	1.48	1,212	2,368	0.512 *	LOS: C

* Denotes critical movement

Project:	Storbo: Storage Expansion Project		
N/S Street:	Craig Avenue		
E/W Street:	Foothill Boulevard		
Scenario:	CUMULATIVE (2007) 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 L' 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	45	0	0.000	N-S(1): 0.074
	TH	1.00	93	1,600	0.098 *	N-S(2): 0.100 *
	LT	0.00	19	1,600	0.012	E-W(1): 0.159
Westbound	RT	0.00	31	0	0.000	E-W(2): 0.335 *
	TH	2.00	1,027	3,200	0.331 *	V/C: 0.435
Northbound	LT	1.00	25	1,600	0.016	Lost Time: 0.100
	RT	0.00	32	0	0.000	
	TH	1.00	64	1,600	0.052	
Eastbound	LT	0.00	3	1,600	0.002 *	ICU: 0.535
	RT	0.00	13	0	0.000	
	TH	2.00	445	3,200	0.143	LOS: A
	LT	1.00	6	1,600	0.004 *	

Peak Period:	PM PEAK HOUR		
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APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	35	0	0.000	N-S(1): 0.057
	TH	1.00	90	1,600	0.094 *	N-S(2): 0.106 *
	LT	0.00	26	1,600	0.016	E-W(1): 0.398 *
Westbound	RT	0.00	29	0	0.000	E-W(2): 0.273
	TH	2.00	745	3,200	0.242	V/C: 0.504
Northbound	LT	1.00	41	1,600	0.025 *	Lost Time: 0.100
	RT	0.00	33	0	0.000	
	TH	1.00	61	1,600	0.071	
Eastbound	LT	0.00	19	1,600	0.012 *	ICU: 0.504
	RT	0.00	31	0	0.000	
	TH	2.00	1,158	3,200	0.372 *	LOS: B
	LT	1.00	50	1,600	0.031 *	

* - Denotes critical movement

Project:		Storbox Storage Expansion Project				
N/S Street:		Sierra Madre Boulevard				
E/W Street:		Foothill Boulevard				
Scenario:		CUMULATIVE (2007) 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 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	1.00	178	1,600	0.111	N-S(1): 0.111 N-S(2): 0.159 * E-W(1): 0.222 E-W(2): 0.274 *
	TH	3.00	721	4,800	0.151 *	
	LT	0.00	0	1,600	0.001	
Westbound	RT	0.00	0	0	0.000	V/C: 0.433 Lost Time: 0.100
	TH	2.00	875	3,200	0.274 *	
	LT	1.00	118	1,600	0.074	
Northbound	RT	1.00	139	1,600	0.013	ICU: 0.533 LOS: A
	TH	3.00	518	4,800	0.110	
	LT	0.00	0	1,600	0.008 *	
Eastbound	RT	0.00	0	0	0.000	
	TH	2.00	463	3,200	0.148	
	LT	0.00	0	0	0.000 *	

Peak Period:		PM PEAK HOUR				
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APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	95	1,600	0.059	N-S(1): 0.174 * N-S(2): 0.144 E-W(1): 0.456 * E-W(2): 0.218
	TH	3.00	628	4,800	0.132	
	LT	0.00	6	1,600	0.004 *	
Westbound	RT	0.00	7	0	0.000	V/C: 0.630 Lost Time: 0.100
	TH	2.00	691	3,200	0.218	
	LT	1.00	142	1,600	0.089 *	
Northbound	RT	1.00	113	1,600	0.000	ICU: 0.730 LOS: C
	TH	3.00	798	4,800	0.170 *	
	LT	0.00	19	1,600	0.012	
Eastbound	RT	0.00	22	0	0.000	
	TH	2.00	1,153	3,200	0.367 *	
	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 (2007) 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 %	Los. 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	1,050	3,200	0.328 *	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.005
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.116 *
	TH	1.00	178	1,600	0.111 *	
	LT	0.00	0	0	0.000	V/C: 0.451
Northbound	RT	0.00	6	0	0.000	Lost Time: 0.100
	TH	1.00	5	1,600	0.016 *	
	LT	0.00	15	1,600	0.039	
Eastbound	RT	0.00	17	0	0.000	ICU: 0.551
	TH	0.63	184	1,005	0.200	
	LT	1.37	439	2,195	0.200	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): 0.018 *
	TH	2.00	616	3,200	0.255	N-S(2): 0.000
	LT	0.00	0	0	0.000	E-W(1): 0.513
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.516 *
	TH	1.00	164	1,600	0.103 *	
	LT	0.00	0	0	0.000	V/C: 0.634
Northbound	RT	0.00	10	0	0.000	Lost Time: 0.100
	TH	1.00	10	1,600	0.018 *	
	LT	0.00	8	1,600	0.005	
Eastbound	RT	0.00	30	0	0.000	ICU: 0.734
	TH	0.52	396	831	0.513	
	LT	1.48	1,215	2,369	0.513 *	LOS: C

* - Denotes critical movement

Project:		Storbo: Storage Expansion Project				
N/S Street:		Craig Avenue				
E/W Street:		Foothill Boulevard				
Scenario:		CUMULATIVE (2007) 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 Lt Penalty:	10 %	Lost Time (% of cycle) :		10		
ITS:	0 %	VIC Round Off (decs.) :		3		
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	45	0	0.000	N-S(1): 0.076
	TH	1.00	93	1,600	0.099 *	N-S(2): 0.101 *
	LT	0.00	20	1,600	0.013	E-W(1): 0.160
Westbound	RT	0.00	32	0	0.000	E-W(2): 0.336 *
	TH	2.00	1,029	3,200	0.332 *	V/C: 0.437
	LT	1.00	25	1,600	0.016	Lost Time: 0.100
Northbound	RT	0.00	33	0	0.000	
	TH	1.00	64	1,600	0.053	
	LT	0.00	3	1,600	0.002 *	
Eastbound	RT	0.00	13	0	0.000	ICU: 0.537
	TH	2.00	448	3,200	0.144	
	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	35	0	0.000	N-S(1): 0.090
	TH	1.00	90	1,600	0.096 *	N-S(2): 0.108 *
	LT	0.00	28	1,600	0.018	E-W(1): 0.400 *
Westbound	RT	0.00	31	0	0.000	E-W(2): 0.275
	TH	2.00	749	3,200	0.244	V/C: 0.508
	LT	1.00	43	1,600	0.027 *	Lost Time: 0.100
Northbound	RT	0.00	35	0	0.000	
	TH	1.00	61	1,600	0.072	
	LT	0.00	19	1,600	0.012 *	
Eastbound	RT	0.00	31	0	0.000	ICU: 0.608
	TH	2.00	1,161	3,200	0.373 *	
	LT	1.00	50	1,600	0.031	LOS: B

* - Denotes critical movement

Project:	Storbor Storage Expansion Project		
N/S Street:	Sierra Madre Boulevard		
E/W Street:	Foothill Boulevard		
Scenario:	CUMULATIVE (2007) 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	1.00	179	1,600	0.112	N-S(1): 0.112 N-S(2): 0.159 * E-W(1): 0.223 E-W(2): 0.275 *
	TH	3.00	721	4,800	0.151 *	
	LT	0.00	2	1,600	0.001	
Westbound	RT	0.00	2	0	0.000	V/C: 0.434 Lost Time: 0.100
	TH	2.00	877	3,200	0.275 *	
	LT	1.00	118	1,600	0.074	
Northbound	RT	1.00	139	1,600	0.013	ICU: 0.534
	TH	3.00	518	4,800	0.111	
	LT	0.00	13	1,600	0.008 *	
Eastbound	RT	0.00	11	0	0.000	LOS: A
	TH	2.00	465	3,200	0.149	
	LT	0.00	0	0	0.000 *	

Peak Period:	PM PEAK HOUR		
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APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	96	1,600	0.060	N-S(1): 0.174 * N-S(2): 0.145 E-W(1): 0.458 * E-W(2): 0.219
	TH	3.00	628	4,800	0.132	
	LT	0.00	6	1,600	0.004 *	
Westbound	RT	0.00	7	0	0.000	V/C: 0.632 Lost Time: 0.100
	TH	2.00	693	3,200	0.219	
	LT	1.00	142	1,600	0.089 *	
Northbound	RT	1.00	113	1,600	0.000	ICU: 0.732
	TH	3.00	798	4,800	0.170 *	
	LT	0.00	20	1,600	0.013	
Eastbound	RT	0.00	23	0	0.000	LOS: C
	TH	2.00	1,157	3,200	0.369 *	
	LT	0.00	0	0	0.000	

* - Denotes critical movement