Appendix G
Transportation Memorandum

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MEMORANDUM

Date:	October 7, 2021	Project #26284
To:	City of Gardena	
From:	Michael Sahimi and Tim Erney, Kittelson & Associates, Inc.	
Project:	Gardena U-Haul Zone Change, Conditional Use Permit, and Site Plan Review Project	
Subject:	Transportation Memorandum	

This transportation memorandum summarizes the transportation assessment conducted for the proposed Gardena U-Haul Zone Change, Conditional Use Permit, and Site Plan Review Project (project), located at 14206 Van Ness Avenue in the City of Gardena, California. This assessment addresses the estimated trip generation, the California Environmental Quality Act (CEQA) vehicle miles traveled (VMT) analysis, and the non-CEQA local transportation assessment for the project. This memo includes the following sections:

- Project Description
- Trip Generation Estimates
- VMT Impact Assessment
- Local Transportation Assessment
- Summary and Conclusions

The analysis methodologies and contents of this assessment are based on the City's *SB 743 Implementation Transportation Analysis Updates* (June 2020).

PROJECT DESCRIPTION

The project site is located at 14206 Van Ness Avenue in the City of Gardena, at the northwest corner of Van Ness Avenue and Rosecrans Avenue. The project site is currently developed with an existing U-Haul self-storage facility; in addition, an unoccupied former restaurant building is within the southern portion of the site. The current occupied and operating U-Haul uses consist of:

- 3,750 square feet of retail
- 23,536 square feet of storage
- 15,981 square feet of office

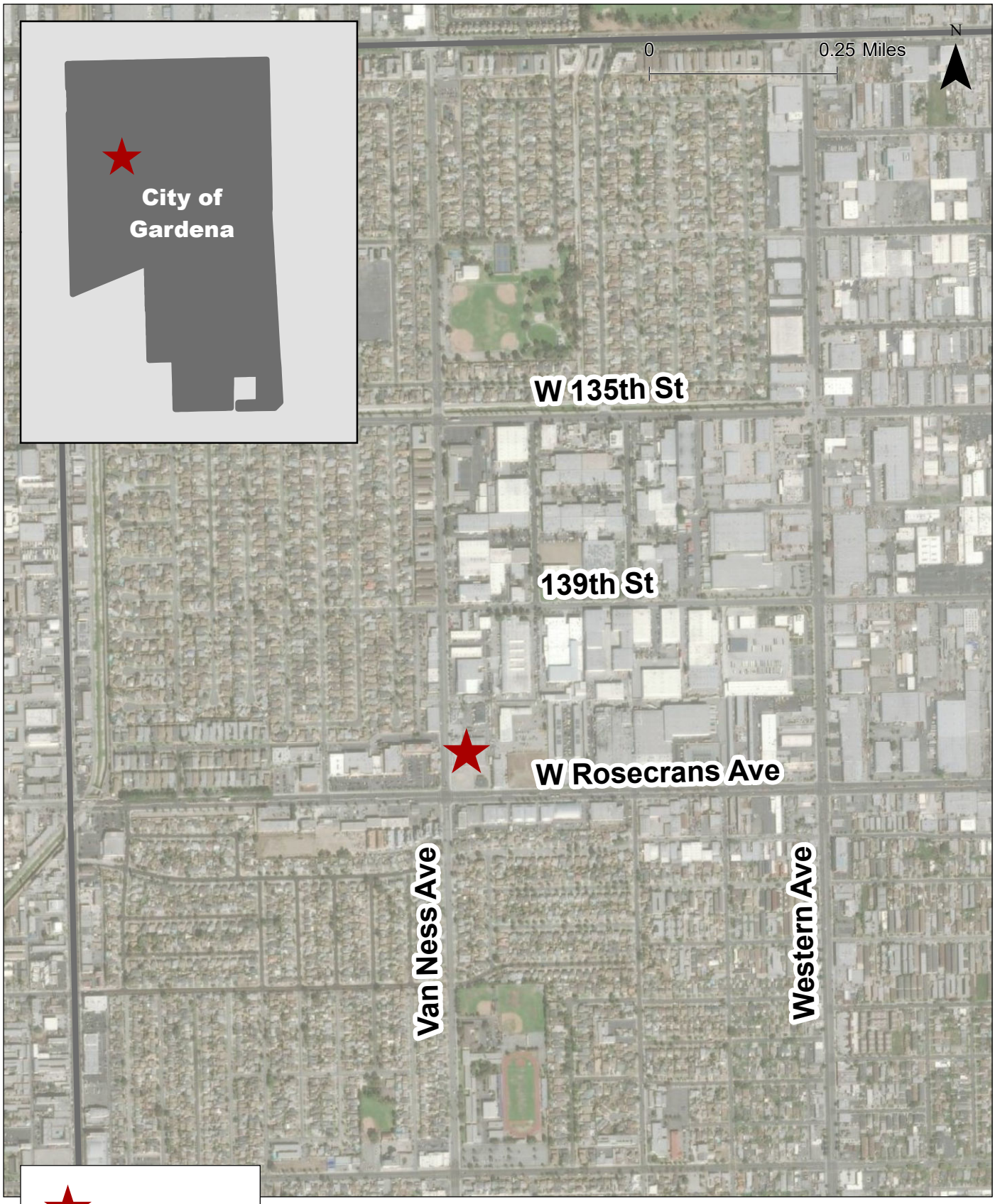
The project proposes to remove the existing on-site structures and develop a new U-Haul moving and storage facility which would provide U-Haul truck and trailer rentals and retail sales of moving and storage related products, plus house regional U-Haul marketing operations. An approximately 177,573-square foot, five-story storage facility would be located within the northern portion of the site and a

separate 8,000-square foot single-story building for retail sales and office use would be located within the southern portion of the site. The proposed storage facility would provide a total of 1,620 storage units. The proposed project would provide a total of 60 parking spaces; 49 spaces would be for customer and employee use and 11 spaces would be used for display of U-Haul trucks.

The project site is currently served by two driveways along Van Ness Avenue (there is also a third driveway located at the northwest portion of the project site which provides access to parking spaces used by post office patrons). In addition, there are three driveways/curb cuts along Rosecrans Avenue. With the project in place, access would continue to be provided by the two existing driveways on Van Ness Avenue, with an additional third driveway within the northern portion of the site. Two of the existing driveways on Rosecrans Avenue would be removed, with the driveway at the southeastern corner of the project site remaining in place. Two of the driveways would continue to function as right-in-right-out driveways. The driveway on Rosecrans Avenue would serve right-in-right-out access due to the raised median, and the southernmost driveway on Van Ness Avenue would continue to function as right-in-right-out due to the yellow centerline and the presence of the southbound left-turn lane for the Van Ness Avenue/Rosecrans Avenue intersection.

The site is currently designated as General Commercial according to the City's Land Use Map and as General Commercial (C-3) with a Mixed-Use Overlay according to the City's Zoning Map. The project includes changing the site's zoning designation to Heavy Commercial (C-4), a conditional use permit (CUP) to allow for the self-storage facility within the C-4 zone, and a site plan review.

The project location is shown in Figure 1. The proposed site plan is shown in Figure 2 (dated 5/24/21, received 8/27/21).



Project Location
Gardena, California

Figure
1

KITTELSON & ASSOCIATES

Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet

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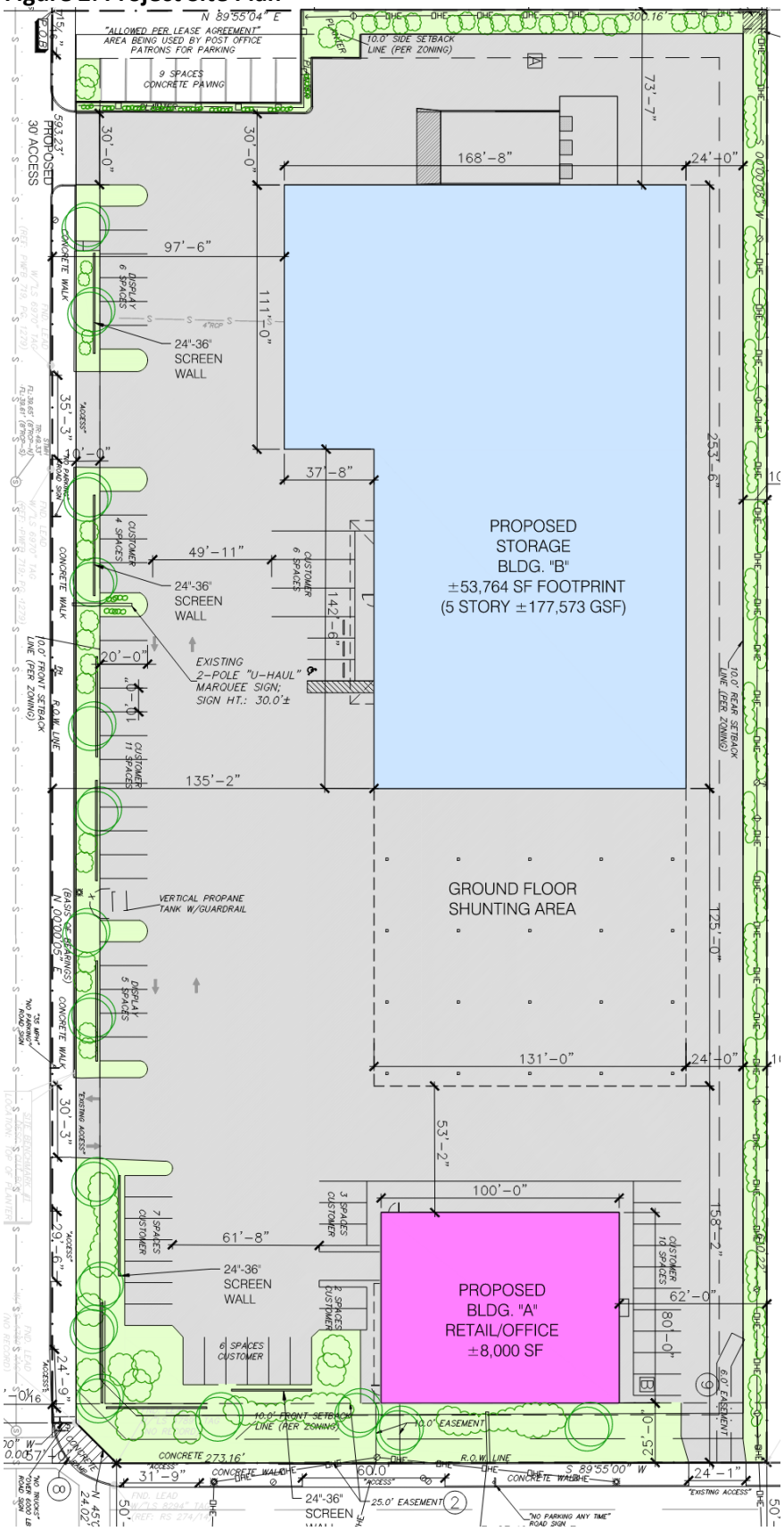
Figure 2: Project Site Plan



TRIP GENERATION ESTIMATES

Project trip generation was estimated for the following three time periods:

- Weekday daily
- Weekday AM peak hour
- Weekday PM peak hour

Trips were estimated using trip generation data provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition and shown in Table 1. Trip generation was estimated using the mini-warehouse land use code (141) for the project's self-storage portion, general office building land use code (710) for the office portion, and building materials and lumber store land use code (812) for the retail portion. Given that a matching land use category is not available for the retail portion, the building materials and lumber store land use code was selected as it best represents the proposed nature of the project's retail component, with customers looking for specialty items associated with storage and shipment of goods. In addition, the retail component's trip generation takes into account the truck and trailer rentals. This approach is consistent with other U-Haul transportation studies.

In addition to the proposed project's total trip generation, Table 1 also includes estimated trip generation for the existing active uses at the site and estimates the net new trips when taking a credit for these existing uses.

Table 1: Project Trip Generation Estimate

Trip Generation Rates								
Land Use	**Rate**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Mini-Warehouse	Per KSF	1.51	60%	40%	0.10	47%	53%	0.17
General Office Building	Per KSF	9.74	86%	14%	1.16	16%	84%	1.15
Building Materials and Lumber Store	Per KSF	18.05	63%	37%	1.57	47%	53%	2.06
Trip Generation Estimates								
Existing Uses	**Size**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Mini-Warehouse	23.536 KSF	36	1	1	2	2	2	4
General Office Building	15.981 KSF	156	16	3	19	3	15	18
Building Materials and Lumber Store	3.750 KSF	68	4	2	6	4	4	8
TOTAL TRIPS (EXISTING USES)		**260**	**21**	**6**	**27**	**9**	**21**	**30**
Proposed Uses	**Size**	**Daily**	**AM Peak Hour**			**PM Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Mini-Warehouse	177.573 KSF	268	11	7	18	14	16	30
General Office Building	3.820 KSF	37	3	1	4	1	3	4
Building Materials and Lumber Store	4.180 KSF	75	4	3	7	4	5	9
TOTAL TRIPS (PROPOSED USES)		**380**	**18**	**11**	**29**	**19**	**24**	**43**
NET NEW PROJECT TRIPS		**120**	**-3**	**5**	**2**	**10**	**3**	**13**

Source: Kittelson & Associates, Inc., 2021; Institute of Transportation Engineers, 2017.
Note: KSF denotes thousand square feet

As shown in Table 1, the proposed project is expected to generate 380 weekday daily vehicle trips, 29 weekday AM peak hour vehicle trips, and 43 weekday PM peak hour vehicle trips. When taking a credit for the existing site uses, the project is expected to generate 120 net new daily vehicle trips, 2 net new AM peak hour vehicle trips, and 13 net new PM peak hour vehicle trips. As shown in the table, the project is expected to result in a decrease in inbound vehicle trips during the AM peak hour; this is due to the shift in square footage from office to self-storage despite the overall increase in square footage with the proposed project.

VMT IMPACT ASSESSMENT

The City's transportation analysis guidelines include criteria for individual project screening, which can be used to screen projects or components of mixed-use projects that are expected to generate low VMT out of a detailed VMT analysis. The City's three VMT screening criteria and determinations are listed below.

(1) Project Type Screening

Projects that generate fewer than 110 daily trips, local-serving retail projects less than 50,000 square feet, and affordable housing projects may be screened from conducting a VMT analysis. Since the project would generate approximately 120 daily trips and is not an affordable housing project, neither of these conditions would apply to this project. However, the local-serving retail screening criterion does apply to the retail component of the project since it is less than 50,000 square feet. Therefore, the project's retail component can be screened out of requiring a detailed VMT analysis under the project type screening criteria.

(2) Transit Proximity Screening

Projects located within a high-quality transit area (within a half-mile radius of an existing or planned major transit stop, or an existing stop along a high-quality transit corridor, which has fixed route bus service with service intervals no longer than 15 minutes during peak commute hours) would be screened from a detailed VMT analysis if the project does not have certain characteristics. This screening criteria cannot be applied if the project:

- Has a Floor Area Ratio (FAR) of less than 0.75 (for office, retail, hotel, and industrial projects) or less than 20 units per acre (for residential projects).
- Includes more parking for use by residents, customers, or employees than required by the City (unless additional parking is being provided for design feasibility, such as completing the floor of a subterranean or structured parking facility, or if additional parking is located within the project site to serve adjacent uses).
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the City).
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

According to Figure 3 in the City's guidelines, the proposed project site is located within a frequent transit area. In addition, this project would meet the other criteria necessary to screen out due to transit proximity:

- The proposed FAR is 1.01, which is over the required 0.75.
- The City has determined that the project needs 60 parking spaces. The project will supply 60 spaces on site, and therefore would not exceed City requirements.
- The project is consistent with the Southern California Association of Governments (SCAG) Sustainable Communities Strategy (SCS) since it consists of rezoning the site from C-3 to C-4, not resulting in land use type changes and inconsistency with the SCAG SCS.
- The project would not replace residential units.

Therefore, the entirety of the proposed project can be screened out of requiring a detailed VMT analysis under the transit proximity screening criteria.

(3) Low VMT Area Screening

Projects that are assessed using home-based VMT per resident (such as residential projects) or home-based work VMT per employee (such as offices) in a low-VMT generating area may be screened from a VMT analysis. According to Figure 2 in the City's guidelines, the proposed project is not located in an area that generates low VMT per employee. As such, this screening criteria would not apply to this project.

Screening Analysis Results

To be screened out of a detailed VMT analysis, a project or project component would need to satisfy at least one of the VMT screening criteria. The project's retail component meets the requirements for project type screening; in addition, the overall project meets the requirements for transit proximity screening, meaning that the entirety of the project is screened out of a detailed VMT analysis. Therefore, the project would result in a **less-than-significant** VMT impact.

LOCAL TRANSPORTATION ASSESSMENT

To fulfill the City's local transportation assessment requirements, this section summarizes the trip generation, trip distribution, and trip assignment for the proposed project. As documented above and summarized in Table 1, the project is expected to generate 120 net new daily vehicle trips, 2 net new AM peak hour vehicle trips, and 13 net new PM peak hour vehicle trips. Given that the project is expected to generate fewer than 20 peak hour vehicle trips, this local transportation assessment summarizes project trip distribution and assignment; a cumulative project review and level of service (LOS) analysis are not required and have not been conducted.

For this analysis, project trip distribution was estimated using existing vehicle volumes and traffic patterns on adjacent arterial roadways such as Van Ness Avenue, Rosecrans Avenue, and 135th Street.

Generally, it is expected that the majority of project trips would travel in the eastbound/westbound directions along Rosecrans Avenue, followed by project trips traveling in the northbound/southbound directions along Van Ness Avenue; a smaller percentage is expected to travel in the eastbound/westbound direction along 135th Street. This is based on recent traffic counts in the study area. Project trip distribution percentages are shown in Figure 3.

Based on these trip distribution estimates, the net new weekday AM and PM peak hour project trips were assigned to the study area roadways based on local travel patterns, project driveway locations, and local roadway configurations and traffic controls. The weekday AM and PM inbound and outbound project trip assignments are shown in Figure 4 and Figure 5. Note, Figure 4 does not include inbound AM peak hour trip assignments since the project is expected to not generate net new inbound AM trips when taking credit for existing uses.

Project Trip Distribution
Gardena, California

Figure
3

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Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet

H:\26\26284 - Gardena U-Haul Transportation Assessment\GIS\Figure 03 - Project Trip Distribution.mxd - msahimi - 10:43 AM 9/17/2021

PM Net New Project Trip Assignment (Inbound)
Gardena, California

Figure **4**

Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet

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(AM/PM) Net New Project Trip Assignment (Outbound)
Gardena, California

Figure **5**

Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet

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SUMMARY AND CONCLUSIONS

The following summarizes the findings of the CEQA VMT impact assessment:

- Per the City's guidelines, the project can be screened out of a detailed VMT analysis since it meets the requirements for transit proximity screening.
- Since the project screens out of a detailed VMT analysis, it would result in a **less-than-significant** VMT impact.

The following summarizes the findings of the non-CEQA local transportation assessment:

- The proposed project is expected to generate 120 net new daily vehicle trips, 2 net new AM peak hour vehicle trips, and 13 net new PM peak hour vehicle trips when taking a credit for existing site uses.
- It is expected that the majority of project trips would travel in the eastbound/westbound directions along Rosecrans Avenue, followed by project trips traveling in the northbound/southbound directions along Van Ness Avenue; a smaller percentage is expected to travel in the eastbound/westbound direction along 135th Street.