LOS Engineering, Inc.
Traffic and Transportation

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July 25, 2018

Mr. Nick Ortiz
County of San Diego, Dept. of Public Works
5510 Overland Avenue
San Diego, CA 92123

Subject: Trip Generation Analysis for Ace Self-Storage on Bonita Road (PDS2016-MUP-16-010 PDS2016-ER-16-18-002)

Dear Mr. Ortiz:

LOS Engineering, Inc. is pleased to present this trip generation analysis to determine if a Traffic Impact Study (TIS) is required for a proposed Ace Self-Storage project located on Bonita Rd between Central Ave and Acacia Ave in the Sweetwater area of San Diego County.

PROJECT DESCRIPTION

The proposed Ace Self-Storage facility is planned with approximately 900 storage units/vaults within a building of 140,129 SF on 4.18 acres to be located on at Bonita Road as shown in **Figure 1** (site plan included in **Attachment A**).

Figure 1: Project Location

Source: USGS

PROJECT TRIP GENERATION

The project trip generation was calculated using site specific data from two existing Ace Self-Storage sites located in Rancho San Diego at 11852 Campo Rd, Spring Valley, CA and in Lakeside at 9672 Winter Gardens Blvd, Lakeside CA. Site specific data was collected because the SANDAG trip rates from the *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002 uses data from 1985, which is more than 30 years old. Furthermore, Ace self-storage facilities have evolved and no longer include on-site housing for a manager and instead use entry key pads for secure access while logging arrival and departure patterns. A manager still works on-site, but drives to the site and uses the same key pad for entry and exit. One week (Monday-Friday) of key pad entry and exit data was used to calculate the trip generation for Ace Self-Storage (data and calculations included in **Attachment B**). The Ace Self-Storage trip generation for the Lakeside site, the Rancho San Diego site, and the proposed Bonita Rd site (using the average rate for the two existing sites) is shown in **Table 1**.

Table 1: Historical and Proposed Project Trip Generation

Lakeside			Size & Units		ADT	%	Split		AM IN	AM OUT	%	Split		PM IN	PM OUT
Storage	36.2	/Acre	2.35	Acres	**85**	7%	0.5	0.5	**3**	**3**	9%	0.6	0.4	**5**	**3**
Storage	0.11	/Vault	785	Vaults	**85**	7%	0.5	0.5	**3**	**3**	9%	0.6	0.4	**5**	**3**
Storage	1.2	/KSF	71,011	SF	**85**	7%	0.5	0.5	**3**	**3**	9%	0.6	0.4	**5**	**3**
Site Specific (average of 1 week of data)					**85**				**3**	**3**				**5**	**3**

Rancho San Diego			Size & Units		ADT	%	Split		AM IN	AM OUT	%	Split		PM IN	PM OUT
Storage	21.0	/Acre	3.77	Acres	**79**	10%	0.6	0.4	**5**	**3**	8%	0.5	0.5	**3**	**3**
Storage	0.10	/Vault	759	Vaults	**79**	10%	0.6	0.4	**5**	**3**	8%	0.5	0.5	**3**	**3**
Storage	1.0	/KSF	77,741	SF	**79**	10%	0.6	0.4	**5**	**3**	8%	0.5	0.5	**3**	**3**
Site Specific (average of 1 week of data)					**79**				**5**	**3**				**3**	**3**

Average rate from above two site applied to proposed project

Proposed Land Use		Rate	Size & Units		ADT	%	Split		AM IN	AM OUT	%	Split		PM IN	PM OUT
Storage	28.6	/Acre	4.18	Acres	**119**	9%	0.6	0.4	**6**	**4**	9%	0.6	0.4	**6**	**4**
Storage	0.11	/Vault	900	Vaults	**96**	9%	0.6	0.4	**5**	**4**	9%	0.6	0.4	**5**	**4**
Storage	1.1	/KSF	140,129	SF	**155**	9%	0.6	0.4	**7**	**6**	9%	0.6	0.4	**7**	**6**
			Average		*123*				**6**	**5**				**6**	**5**

SF - Square Feet; KSF - 1,000 SF; ADT-Average Daily Traffic; Split-percent inbound and outbound.

Using Ace Self-Storage site specific trip generation, the proposed Ace Self-Storage on Bonita Road is calculated to generate 123 ADT, 11 AM peak hour trips (6 inbound and 5 outbound), and 11 PM peak hour trips (6 inbound and 5 outbound). Since completion of the above trip generation, the site plan has been refined with to a smaller project (original 900 vaults, now 854 vaults); therefore, the above calculations applied to this project are slightly conservative.

For comparison purposes, the site specific trip generation was compared against the 30 year old SANDAG data and found that the site specific ADT is about 37% less than the old book rate while the AM peak hour trips were about the same (12 old vs. 11 new) and the PM peak hour trips were slightly lower (18 old vs. 11 new). The SANDAG trip generation calculations are

included in **Attachment C**. The SANDAG data documented a storage use or occupancy average of 93.6% while the Ace Self-Storage sites had an average occupancy of 94.5%.

The project construction traffic is estimated to include a maximum of five bottom-dump trucks per hour to import fill material with an on-site crew of two to four people during this process. Other periodic deliveries may occur about once a week, thus would not occur on a daily basis. The passenger car equivalent factor of 2 was applied to the dump trucks resulting in 10 inbound PCE vehicles and 10 outbound PCE vehicles per hour while the on-site crew would result in up to 4 inbound vehicles in the morning and 4 outbound vehicles at the end of the work day. In total, the highest anticipated construction trips in the morning would be 14 inbound and 10 outbound trips while at the end of the work day the construction trips would include 10 inbound and 14 outbound. This is the upper end of the construction traffic estimate based on the maximum estimate of import trucks; therefore, a typical day would have less construction traffic. The daily construction maximum estimate is 160 PCE for the trucks (10 inbound x 8 hours = 80 daily trips plus 10 outbound x 8 hours = 80 for a total of 160) and 8 for the on-site crew (4 inbound plus 4 outbound) for a total of 168 daily construction trips.

TRAFFIC IMPACT STUDY CRITERIA

The criteria for the need to prepare a Traffic Impact Study are documented in the County of San Diego *Report Format & Content Requirements* dated August 24, 2011. A copy of the County criteria is shown below in **Exhibit 1**.

Exhibit 1: County Traffic Impact Study Criteria

Table 1 - County Criteria for the Need to Prepare a Traffic Impact Study (TIS)

PROJECT GENERATED TRAFFIC*	ISSUE SPECIFIC TIS	FOCUSED TIS	FULL TIS NEEDED	CONGESTION MANAGEMENT ANALYSIS NEEDED
Less than 200 Average Daily Trips OR Less than 20 Peak Hour Trips	No*	No*	No	No
200-500 Average Daily Trips OR 20-50 Peak Hour Trips	Yes	No	No	No
500 Average Daily Trips OR 50 Peak Hour Trips	No	Yes	No	No
1,000 Average Daily Trips OR 100 Peak Hour Trips	No	No	Yes	No
2,400 Average Daily Trips OR 200 Peak Hour Trips	No	No	Yes	Yes

* Other situations could result in a request for an Issue Specific or Focused Traffic Impact Study. These include, but are not limited to, those issues addressed in this report.
NOTE: Analysis of cumulative traffic impacts may require a Traffic Impact Study, even when project generated traffic volumes alone do not. See Attachment C.

As shown in Exhibit 1, a Traffic Impact Study is not required because the project is calculated to generate an average of less than 200 daily trips and less than 20 peak hour trips. The project construction traffic is temporary and is calculated to generate an average of less than 200 daily trips and up to 24 peak hour trips (14 inbound and 10 outbound AM); however, the 24 peak hour trips are a maximum and do not reflect a permanent peak hour generation. Furthermore, the County criteria for analyzing an intersection is at least 25 peak hour trips; therefore, the 24 peak hour maximum temporary construction trips do not trigger a need to study an intersection. Additionally, the construction traffic is not a representation of the completed project and the import of material will last between 4 and 8 weeks (driven by available material). For these reasons, the construction traffic should not be used to determine a need for a traffic study.

The County of San Diego *Report Format & Content Requirements* dated August 24, 2011 also notes on the bottom of page 2:

> "When a proposed project generates less than 200 average daily trips (ADT), in most cases (given the distribution of traffic onto County Circulation Element road and the traffic impact criteria identified in Table 1), the proposed project will not result in direct traffic impacts."

Based on the aforementioned, the project would not result in any direct traffic impacts based on the County's Traffic Guidelines significance (CEQA) criteria.

DESIGN EXCEPTION REQUEST

The applicant's civil engineer is submitting a design exception request regarding Bonita Road under separate cover.

BONITA ROAD ADT AND LOS

Bonita Road from I-805 to Central Avenue is classified as a *4.1B Major Road* on the County Mobility Element Network map (a copy of the County Mobility Element map is included in **Attachment D**). The street segment was analyzed for existing conditions based on the functional classification (representing the number of current travel lanes) and for horizon year conditions using the mobility element classification as shown in **Table 2**.

Table 2: Street Segment Daily Capacity and LOS

Classification		LOS A	LOS B	LOS C	LOS D	LOS E
Current Functional Classification Collector w/cont. Left Turn Lane		<3,000	<6,000	<9,500	<13,500	<19,000
Proposed Mobility Classification Major Rd w/intermittent turn lanes	4.1B	<13,700	<22,800	<27,400	<30,800	<34,200

Source: County of San Diego Public Road Standards, March, 2012.

An existing Average Daily Traffic (ADT) volume of 22,585 for Bonita Road between Central Avenue and Acacia Avenue was collected on Wednesday, June 22, 2016. A horizon year 2035 volume of 18,600 was obtained from SANDAG. The existing and horizon year volumes are included in **Attachment E**. The project traffic was assigned to Bonita Road using a 50-50 split distribution, which results in half of the 123 ADT or 61.5 ADT to/from the south and 61.5 ADT to/from the north. For the segment analysis, the ADT is taken as 62. The existing Level of Service (LOS) for this segment of Bonita Road without and with the project is at LOS F; however, there is no calculated project impact because the project adds less than 100 daily trips in either direction as shown in **Table 3**.

Table 3: Existing Street Segment LOS

Segment	Functional Classification	Existing				Project Daily Volume	Existing + Project					
		Daily Volume	LOS E Capacity	V/C	LOS		Daily Volume	LOS E Capacity	V/C	LOS	Change in V/C	Direct Impact?
Sweetwater Road												
Between Central Ave and Acacia Ave	2U + TWLTL	22,585	19,000	1.189	F	62	22,647	19,000	1.192	B	0.003	No

Notes: Classification: 2U+TWLTL = 2 lane undivided roadway with two way left turn lane. Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio. Direct Impact? = no because the project adds less than 100 daily trips on a 2 lane segment at LOS F.

The horizon year Level of Service (LOS) for this segment of Bonita Road without and with the project is at LOS B with no project impact as shown in **Table 3**.

Table 4: Horizon Year Street Segment LOS

Segment	Mobility Element	Horizon Year				Project Daily Volume	Horizon Year + Project					
		Daily Volume	LOS E Capacity	V/C	LOS		Daily Volume	LOS E Capacity	V/C	LOS	V/C Delta	Horizon Yr Impact?
Bonita Road												
Between Central Ave and Acacia Ave	4.1B Major	18,600	34,200	0.544	B	62	18,662	34,200	0.546	B	0.002	No

Notes: Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity ratio. Horizon Year Impact (yes or no).

TIF PROGRAM

A Traffic Impact Fee (TIF) program was created by the County to mitigate any potential local and regional cumulative traffic impacts. As part of the application process, the applicant will participate in the TIF program to mitigate any potential cumulative traffic impacts.

CONCLUSION

The purpose of this analysis was to determine if a Traffic Impact Study is required for a proposed Ace Self-Storage project located on Bonita Road between Central Avenue and Acacia Avenue within the Sweetwater area of San Diego County. The project is calculated to generate an average of 123 ADT, with 11 AM trips (6 inbound and 5 outbound) and 11 PM trips (6 inbound and 5 outbound). The project trip generation is less than that required for TIS of 200 ADT and 25 peak hour trips; therefore, a TIS is not recommended according to the County guidelines.

The County of San Diego *Report Format & Content Requirements* dated August 24, 2011 also notes that when a proposed project generates less than 200 average daily trips, in most cases, the proposed project will not result in direct traffic impacts. Therefore, the project would not result in any direct traffic impacts based on the County's Traffic Guidelines significance (CEQA) criteria. The project construction traffic is temporary and is calculated to generate an average of less than 200 daily trips and up to 24 peak hour trips (14 inbound and 10 outbound AM); however, the 24 peak hour trips are a maximum and do not reflect a permanent peak hour generation. Furthermore, the County criteria for analyzing an intersection is at least 25 peak hour trips; therefore, the 24 peak hour maximum temporary construction trips do not trigger a need to study an intersection. Additionally, the construction traffic is not a representation of the completed project and the import of material will last between 4 and 8 weeks (driven by available material). For these reasons, the construction traffic should not be used to determine a need for a traffic study.

The applicant's civil engineer is submitting a design exception request regarding Bonita Road under separate cover.
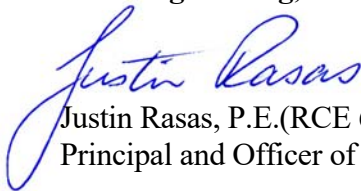
As part of the application process, the applicant will participate in the TIF program to mitigate any potential cumulative traffic impacts.

The existing LOS for Bonita Road along the project frontage without and with the project is at LOS F; however, there is no calculated project impact because the project adds less than 100 daily trips in either direction along Bonita Road. The horizon year LOS for this same segment of Bonita Road without and with the project is at LOS B with no project impact.

If other uses are to be proposed in the future, then the applicant should revise the trip generation analysis to determine if a TIS would be required. Please call me at 619-890-1253 if you have any questions.

Sincerely,
LOS Engineering, Inc.

Justin Rasas, P.E.(RCE 60690), PTOE
Principal and Officer of LOS Engineering, Inc.

Attachments

ATTACHMENT A

SITE PLAN

PROJECT DATA

VICINITY MAP

SITE

SITE PLAN

BONITA ROAD SELF STORAGE
BONITA ROAD, NEAR CENTRAL ROAD, BONITA, CALIFORNIA

BUILDING A

BUILDING B

BUILDING C

OFFICE

BONITA ROAD

ARE Associates
Architecture · Real Estate

25422 Trabuco Road
Suite 105-A
Lake Forest, California
92630-2790
v 949.303.4752
kenRAREAssociates.com

STATE OF CALIFORNIA
KENNETH K. CGARR
No. C-20871
Exp. 10/31/11
LICENSED ARCHITECT

ATTACHMENT B

SITE SPECIFIC TRIP GENERATION DATA AND RATES

Weekday Average Daily and Peak Hour Trips for Lakeside Ace Self-Storage

9672 Winter Gardens Blvd, Lakeside, CA
Site Area = 2.35 Acres
Number of storage units/vaults = 785
Building area = 71,011 sf

	ADT	AM Peak In	AM Peak Out	PM Peak In	PM Peak Out
Monday, June 13, 2016	92	5	4	9	4
Tuesday, June 14, 2016	78	2	3	4	4
Wednesday, June 15, 2016	70	2	2	6	3
Thursday, June 16, 2016	74	4	2	2	1
Friday, June 17, 2016	110	4	3	6	5
Weekday Average	**85**	**3**	**3**	**5**	**3**

Data included on the next several pages.

Notes: In keycode more accurate than out keycode as vehicle may follow when leaving, thus ADT taken as double of In keycode. Inbound always needs to key in, else alarm will sound on upon entry of individual storage unit.

This is a security feature. In other words, if a users does not key in their unique keycode at the entry gate when they drive in, then when they access their individual storage unit, an alarm will sound, thus no one will follow another vehicle in without an inbound key code entry, but some people will follow cars out without an exit key entry.

MONDAY — LAKESIDE

Time	Date	LAKESIDE	IN	OUT		
06:12:07AM	6/13/2016	Enter	1			
07:49:36AM	6/13/2016	Enter	1			
08:01:29AM	6/13/2016	Exit		1		
08:12:11AM	6/13/2016	Enter	1			
08:14:43AM	6/13/2016	Enter	1			
08:17:00AM	6/13/2016	Exit		1		
08:25:34AM	6/13/2016	Enter	1			
08:27:14AM	6/13/2016	Exit		1		
08:30:08AM	6/13/2016	Enter	1			
08:32:42AM	6/13/2016	Enter	1			
08:53:06AM	6/13/2016	Exit		1	AM Peak In	AM Peak Out
08:57:11AM	6/13/2016	Enter	1		5	4
09:08:41AM	6/13/2016	Enter	1			
09:11:22AM	6/13/2016	Enter	1			
09:14:32AM	6/13/2016	Enter	1			
09:15:52AM	6/13/2016	Exit		1		
09:24:03AM	6/13/2016	Exit		1		
09:34:19AM	6/13/2016	Exit		1		
09:44:02AM	6/13/2016	Enter	1			
10:20:02AM	6/13/2016	Enter	1			
10:34:44AM	6/13/2016	Enter	1			
10:35:52AM	6/13/2016	Exit		1		
10:50:04AM	6/13/2016	Exit		1		
10:50:15AM	6/13/2016	Exit		1		
11:01:40AM	6/13/2016	Exit		1		
11:06:12AM	6/13/2016	Enter	1			
11:13:25AM	6/13/2016	Exit		1		
11:17:19AM	6/13/2016	Enter	1			
11:22:32AM	6/13/2016	Enter	1			
11:53:44AM	6/13/2016	Exit		1		
12:07:06PM	6/13/2016	Enter	1			
12:18:50PM	6/13/2016	Exit		1		
12:20:44PM	6/13/2016	Exit		1		
12:26:57PM	6/13/2016	Enter	1			
01:03:21PM	6/13/2016	Enter	1			
01:07:26PM	6/13/2016	Exit		1		
01:24:12PM	6/13/2016	Exit		1		
01:41:28PM	6/13/2016	Enter	1			
02:20:02PM	6/13/2016	Enter	1			
02:28:45PM	6/13/2016	Enter	1			

Time	Date	LAKESIDE	IN	OUT		
02:39:30PM	6/13/2016	Enter	1			
02:52:38PM	6/13/2016	Enter	1			
02:54:26PM	6/13/2016	Exit		1		
02:58:24PM	6/13/2016	Enter	1			
03:08:44PM	6/13/2016	Exit		1		
03:19:57PM	6/13/2016	Enter	1			
03:23:30PM	6/13/2016	Enter	1			
03:23:57PM	6/13/2016	Enter	1			
03:24:18PM	6/13/2016	Enter	1			
03:24:27PM	6/13/2016	Exit		1		
03:25:41PM	6/13/2016	Enter	1			
03:53:32PM	6/13/2016	Enter	1			
03:59:00PM	6/13/2016	Enter	1			
04:07:57PM	6/13/2016	Exit		1		
04:16:59PM	6/13/2016	Enter	1			
04:33:13PM	6/13/2016	Exit		1		
04:46:08PM	6/13/2016	Enter	1			
04:52:05PM	6/13/2016	Exit		1		
05:02:46PM	6/13/2016	Enter	1			
05:03:48PM	6/13/2016	Exit		1		
05:05:26PM	6/13/2016	Enter	1			
05:18:40PM	6/13/2016	Enter	1			
05:22:10PM	6/13/2016	Enter	1			
05:24:51PM	6/13/2016	Enter	1			
05:35:13PM	6/13/2016	Exit		1		
05:38:36PM	6/13/2016	Enter	1			
05:40:38PM	6/13/2016	Enter	1			
05:44:03PM	6/13/2016	Enter	1			
05:44:49PM	6/13/2016	Exit		1		
05:52:24PM	6/13/2016	Enter	1		PM Peak In	PM Peak Out
05:59:36PM	6/13/2016	Exit		1	9	4
06:11:01PM	6/13/2016	Enter	1			
06:14:10PM	6/13/2016	Exit		1		
06:16:03PM	6/13/2016	Enter	1			
06:30:57PM	6/13/2016	Exit		1		
06:32:53PM	6/13/2016	Exit		1		
06:42:41PM	6/13/2016	Exit		1		
06:43:38PM	6/13/2016	Exit		1		
06:52:08PM	6/13/2016	Exit		1		
07:03:57PM	6/13/2016	**Daily Totals**	**46**	**33**		

Notes: In keycode more accurate than out keycode as vehicle may follow when leaving, thus ADT taken as double of In keycode. Inbound always needs to key in, else alarm will sound on upon entry of individual storage unit.

TUESDAY	LAKESIDE	IN	OUT		
06:14:19AM 6/14/2016	Enter	1			
06:16:36AM 6/14/2016	Exit		1		
06:27:08AM 6/14/2016	Enter	1			
07:36:14AM 6/14/2016	Exit		1		
07:39:25AM 6/14/2016	Enter	1			
07:39:37AM 6/14/2016	Enter	1			
08:09:11AM 6/14/2016	Enter	1			
08:28:20AM 6/14/2016	Exit		1		
08:30:01AM 6/14/2016	Exit		1		
08:30:18AM 6/14/2016	Exit		1	AM Peak In	AM Peak Out
08:36:05AM 6/14/2016	Enter	1		2	3
09:27:18AM 6/14/2016	Enter	1			
09:32:03AM 6/14/2016	Exit		1		
09:39:35AM 6/14/2016	Enter	1			
10:04:09AM 6/14/2016	Exit		1		
10:15:40AM 6/14/2016	Enter	1			
10:22:22AM 6/14/2016	Exit		1		
10:35:37AM 6/14/2016	Enter	1			
11:14:35AM 6/14/2016	Enter	1			
11:23:03AM 6/14/2016	Enter	1			
11:25:40AM 6/14/2016	Enter	1			
11:25:49AM 6/14/2016	Exit		1		
11:29:07AM 6/14/2016	Enter	1			
11:29:50AM 6/14/2016	Enter	1			
11:38:20AM 6/14/2016	Exit		1		
11:40:01AM 6/14/2016	Exit		1		
11:44:27AM 6/14/2016	Exit		1		
11:55:15AM 6/14/2016	Exit		1		
12:04:53PM 6/14/2016	Enter	1			
12:08:55PM 6/14/2016	Enter	1			
12:12:05PM 6/14/2016	Enter	1			
12:14:48PM 6/14/2016	Exit		1		
12:18:53PM 6/14/2016	Exit		1		
12:24:08PM 6/14/2016	Enter	1			
12:25:43PM 6/14/2016	Enter	1			
12:29:10PM 6/14/2016	Exit		1		
12:38:05PM					

TUESDAY	LAKESIDE	IN	OUT		
6/14/2016	Exit		1		
12:38:55PM 6/14/2016	Exit		1		
12:49:49PM 6/14/2016	Exit		1		
12:53:39PM 6/14/2016	Enter	1			
01:01:33PM 6/14/2016	Enter	1			
01:04:37PM 6/14/2016	Exit		1		
01:10:31PM 6/14/2016	Enter	1			
01:27:50PM 6/14/2016	Exit		1		
01:33:13PM 6/14/2016	Exit		1		
01:58:00PM 6/14/2016	Enter	1			
02:12:20PM 6/14/2016	Exit		1		
02:27:31PM 6/14/2016	Enter	1			
02:38:47PM 6/14/2016	Exit		1		
02:44:50PM 6/14/2016	Exit		1		
02:45:04PM 6/14/2016	Enter	1			
02:49:45PM 6/14/2016	Enter	1			
03:32:45PM 6/14/2016	Enter	1			
03:42:05PM 6/14/2016	Enter	1			
03:44:46PM 6/14/2016	Exit		1		
04:03:51PM 6/14/2016	Enter	1			
04:27:37PM 6/14/2016	Enter	1			
04:27:55PM 6/14/2016	Exit		1		
04:34:32PM 6/14/2016	Exit		1		
04:34:51PM 6/14/2016	Enter	1			
04:55:26PM 6/14/2016	Exit		1		
04:56:58PM 6/14/2016	Exit		1		
05:07:32PM 6/14/2016	Enter	1		PM Peak In	PM Peak Out
05:23:18PM 6/14/2016	Enter	1		4	4
05:30:34PM 6/14/2016	Enter	1			
05:36:14PM 6/14/2016	Enter	1			
05:39:07PM 6/14/2016	Enter	1			
05:55:07PM 6/14/2016	Exit		1		
05:58:18PM 6/14/2016	Exit		1		
06:00:31PM 6/14/2016	Exit		1		
06:02:08PM 6/14/2016	Enter	1			
06:06:15PM 6/14/2016	Exit		1		
06:17:57PM 6/14/2016	Enter	1			
06:36:01PM 6/14/2016	Exit		1		
Daily Totals		**39**	**35**		

Notes: In keycode more accurate than out keycode as vehicle may follow when leaving, thus ADT taken as double of In keycode. Inbound always needs to key in, else alarm will sound on upon entry of individual storage unit.

WEDNESDAY	LAKESIDE	IN	OUT		
06:16:31AM					
6/15/2016	Enter	1			
07:03:56AM					
6/15/2016	Exit		1		
07:15:50AM					
6/15/2016	Enter	1			
07:24:37AM				AM	AM
6/15/2016	Exit		1	Peak In	Peak Out
07:26:24AM				2	2
6/15/2016	Enter	1			
08:29:56AM					
6/15/2016	Enter	1			
08:30:10AM					
6/15/2016	Enter	1			
09:09:27AM					
6/15/2016	Exit		1		
09:18:25AM					
6/15/2016	Exit		1		
09:19:20AM					
6/15/2016	Exit		1		
09:31:44AM					
6/15/2016	Exit		1		
09:31:50AM					
6/15/2016	Enter	1			
09:59:54AM					
6/15/2016	Enter	1			
10:00:40AM					
6/15/2016	Enter	1			
10:02:33AM					
6/15/2016	Enter	1			
10:03:56AM					
6/15/2016	Exit		1		
10:16:53AM					
6/15/2016	Enter	1			
10:19:27AM					
6/15/2016	Exit		1		
10:26:36AM					
6/15/2016	Exit		1		
10:26:54AM					
6/15/2016	Exit		1		
10:33:30AM					
6/15/2016	Exit		1		
11:20:34AM					
6/15/2016	Enter	1			
11:35:42AM					
6/15/2016	Exit		1		
11:49:45AM					
6/15/2016	Enter	1			
12:38:17PM					
6/15/2016	Enter	1			
12:39:52PM					
6/15/2016	Exit		1		
12:43:42PM					
6/15/2016	Enter	1			
12:52:36PM					
6/15/2016	Enter	1			
01:10:17PM					
6/15/2016	Enter	1			

Notes: In keycode more accurate than out keycode as vehicle may follow when leaving, thus ADT taken as double of In keycode. Inbound always needs to key in, else alarm will sound on upon entry of individual storage unit.

WEDNESDAY	LAKESIDE	IN	OUT		
01:30:25PM					
6/15/2016	Enter	1			
01:51:31PM					
6/15/2016	Enter	1			
01:52:01PM					
6/15/2016	Enter	1			
01:52:06PM					
6/15/2016	Exit		1		
02:03:48PM					
6/15/2016	Exit		1		
02:12:08PM					
6/15/2016	Enter	1			
02:17:35PM					
6/15/2016	Enter	1			
02:27:53PM					
6/15/2016	Exit		1		
02:32:52PM					
6/15/2016	Exit		1		
02:43:15PM					
6/15/2016	Enter	1			
03:35:11PM					
6/15/2016	Exit		1		
03:54:17PM					
6/15/2016	Enter	1			
04:11:10PM					
6/15/2016	Enter	1			
04:21:54PM					
6/15/2016	Exit		1		
04:50:36PM					
6/15/2016	Exit		1		
04:59:28PM					
6/15/2016	Enter	1			
05:05:57PM					
6/15/2016	Enter	1			
05:11:51PM					
6/15/2016	Exit		1		
05:19:30PM					
6/15/2016	Enter	1			
05:21:02PM					
6/15/2016	Enter	1			
05:30:43PM					
6/15/2016	Enter	1			
05:32:46PM					
6/15/2016	Enter	1			
05:35:26PM					
6/15/2016	Exit		1		
05:37:07PM				PM	PM
6/15/2016	Exit		1	Peak In	Peak Out
05:41:15PM				6	3
6/15/2016	Enter	1			
06:03:45PM					
6/15/2016	Enter	1			
06:04:02PM					
6/15/2016	Exit		1		
06:11:13PM					
6/15/2016	Enter	1			
06:20:21PM					
6/15/2016	Exit		1		
06:22:15PM					
6/15/2016	Exit		1		
06:24:57PM					
6/15/2016	Enter	1			
06:45:30PM					
6/15/2016	Exit		1		
06:48:56PM					
6/15/2016	Enter	1			
	Daily Totals	**35**	**27**		

THURSDAY	LAKESIDE	IN	OUT		
02:18:21AM					
6/16/2016	Enter	1			
06:13:46AM					
6/16/2016	System				
06:18:43AM					
6/16/2016	Exit		1		
06:23:35AM					
6/16/2016	Enter	1			
07:06:15AM					
6/16/2016	Enter	1			
07:10:55AM					
6/16/2016	Exit		1		
07:12:26AM					
6/16/2016	Enter	1			
07:38:56AM					
6/16/2016	Enter	1			
07:40:17AM					
6/16/2016	Enter	1			
07:44:09AM				AM Peak In	AM Peak Out
6/16/2016	Exit		1		
07:47:44AM				4	2
6/16/2016	Exit		1		
08:27:11AM					
6/16/2016	Exit		1		
09:01:05AM					
6/16/2016	Enter	1			
09:53:08AM					
6/16/2016	Enter	1			
10:07:07AM					
6/16/2016	System				
10:19:05AM					
6/16/2016	Enter	1			
10:31:44AM					
6/16/2016	Exit		1		
10:39:59AM					
6/16/2016	Enter	1			
10:40:03AM					
6/16/2016	Enter	1			
11:24:52AM					
6/16/2016	Enter	1			
11:26:06AM					
6/16/2016	Enter	1			
11:26:37AM					
6/16/2016	Exit		1		
11:43:44AM					
6/16/2016	Enter	1			
11:44:13AM					
6/16/2016	Enter	1			
11:49:01AM					
6/16/2016	Enter	1			
11:49:24AM					
6/16/2016	Exit		1		
11:52:01AM					
6/16/2016	Enter	1			
11:59:16AM					
6/16/2016	Enter	1			
12:08:21PM					
6/16/2016	Enter	1			

THURSDAY	LAKESIDE	IN	OUT		
12:11:33PM					
6/16/2016	Exit		1		
12:18:43PM					
6/16/2016	Enter	1			
12:53:43PM					
6/16/2016	Enter	1			
12:58:14PM					
6/16/2016	Enter	1			
01:12:01PM					
6/16/2016	Exit		1		
01:15:45PM					
6/16/2016	Enter	1			
01:17:24PM					
6/16/2016	Exit		1		
01:21:45PM					
6/16/2016	Exit		1		
01:21:53PM					
6/16/2016	Exit		1		
01:29:06PM					
6/16/2016	Enter	1			
01:31:29PM					
6/16/2016	Exit		1		
01:40:25PM					
6/16/2016	Exit		1		
01:45:13PM					
6/16/2016	Enter	1			
01:50:39PM					
6/16/2016	Exit		1		
02:02:18PM					
6/16/2016	Enter	1			
02:26:13PM					
6/16/2016	Enter	1			
02:29:41PM					
6/16/2016	Enter	1			
02:36:29PM					
6/16/2016	Exit		1		
02:39:12PM					
6/16/2016	Exit		1		
02:40:51PM					
6/16/2016	Enter	1			
02:41:18PM					
6/16/2016	Enter	1			
03:00:47PM					
6/16/2016	Exit		1		
03:07:54PM					
6/16/2016	Enter	1			
03:31:51PM					
6/16/2016	Enter	1			
03:35:26PM					
6/16/2016	Exit		1		
03:38:48PM					
6/16/2016	Enter	1			
04:24:58PM					
6/16/2016	Exit		1		
04:28:43PM					
6/16/2016	Exit		1		
05:24:59PM					
6/16/2016	Enter	1			
05:49:53PM				PM Peak In	PM Peak Out
6/16/2016	Exit		1		
05:55:14PM				2	1
6/16/2016	Enter	1			
06:05:03PM					
6/16/2016	Enter	1			
06:10:12PM					
6/16/2016	Exit		1		
06:13:21PM					
6/16/2016	Exit		1		
06:15:31PM					
6/16/2016	Enter	1			
	Daily Totals	**37**	**25**		

Notes: In keycode more accurate than out keycode as vehicle may follow when leaving, thus ADT taken as double of In keycode. Inbound always needs to key in, else alarm will sound on upon entry of individual storage unit.

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FRIDAY 6/17/2016 — LAKESIDE

Time	LAKESIDE	IN	OUT
06:20:55AM	Enter	1	
06:34:47AM	Exit		1
06:57:46AM	Enter	1	
07:00:43AM	Exit		1
07:04:57AM	Enter	1	
07:06:18AM	Enter	1	
07:23:04AM	Enter	1	
07:34:53AM	Exit		1
07:43:37AM	Exit		1
07:50:20AM	Enter	1	
08:41:05AM	Enter	1	
08:47:32AM	Enter	1	
09:03:30AM	Exit		1
09:10:12AM	Enter	1	
09:15:56AM	Exit		1
09:20:27AM	Enter	1	
09:34:08AM	Exit		1
09:39:42AM	Enter	1	
09:59:57AM	Exit		1
10:14:52AM	System		
10:21:17AM	Enter	1	
11:14:28AM	Exit		1
11:25:57AM	Enter	1	
11:43:35AM	Enter	1	
11:55:26AM	Enter	1	
11:57:20AM	Enter	1	
12:03:55PM	Enter	1	
12:07:17PM	Enter	1	
12:08:25PM	Exit		1
12:24:23PM	Enter	1	
12:28:50PM	Enter	1	
12:32:16PM	Enter	1	
12:32:32PM	Enter	1	
12:33:07PM	Enter	1	
12:33:19PM	Enter	1	
12:34:01PM	Exit		1
12:39:24PM	Enter	1	
12:57:59PM	Exit		1
01:05:18PM	Exit		1
01:09:50PM	Enter	1	
01:11:15PM	Enter	1	
01:15:45PM	Exit		1
01:29:26PM	Exit		1

AM Peak In: 4 — AM Peak Out: 3 (at 07:43:37AM / 07:50:20AM)

Time	LAKESIDE	IN	OUT
01:34:02PM	Enter	1	
01:40:14PM	Enter	1	
01:40:26PM	Enter	1	
01:40:43PM	Enter	1	
01:44:35PM	Enter	1	
01:44:46PM	Exit		1
01:48:00PM	Exit		1
01:53:18PM	Enter	1	
02:05:16PM	Enter	1	
02:15:41PM	Exit		1
02:20:25PM	Enter	1	
02:21:37PM	Exit		1
02:30:20PM	Enter	1	
02:54:37PM	Enter	1	
02:56:24PM	Exit		1
03:13:57PM	Exit		1
03:37:11PM	Enter	1	
03:40:19PM	Enter	1	
03:40:35PM	Enter	1	
03:46:13PM	Enter	1	
03:58:30PM	Exit		1
04:07:14PM	Exit		1
04:07:25PM	Enter	1	
04:10:34PM	Exit		1
04:23:29PM	Enter	1	
04:33:11PM	Enter	1	
04:36:08PM	Enter	1	
04:42:34PM	Exit		1
04:46:56PM	Exit		1
04:47:11PM	Enter	1	
04:52:21PM	Exit		1
05:03:18PM	Enter	1	
05:11:52PM	Enter	1	
05:25:58PM	Exit		1
05:30:11PM	Enter	1	
05:35:31PM	Exit		1
05:41:11PM	Enter	1	
05:45:50PM	Exit		1
05:47:57PM	Enter	1	
05:49:16PM	Enter	1	
05:49:30PM	Exit		1
05:58:17PM	Exit		1
06:00:00PM	Enter	1	
06:10:46PM	Enter	1	
06:15:14PM	Enter	1	
06:17:30PM	Exit		1
06:42:11PM	Exit		1
Daily Totals		**55**	**34**

PM Peak In: 6 — PM Peak Out: 5 (at 05:49:30PM / 05:58:17PM)

Notes: In keycode more accurate than out keycode as vehicle may follow when leaving, thus ADT taken as double of In keycode. Inbound always needs to key in, else alarm will sound on upon entry of individual storage unit.

15

Weekday Average Daily and Peak Hour Trips for Rancho Ace Self-Storage

11852 Campo Road, Spring Valley, CA
Site Area = 3.77 Acres
Number of storage units/vaults = 759
Building area = 77,741 sf

	ADT	AM Peak In	AM Peak Out	PM Peak In	PM Peak Out
Monday, June 13, 2016	92	4	2	4	2
Tuesday, June 14, 2016	62	5	2	3	6
Wednesday, June 15, 2016	68	1	1	1	1
Thursday, June 16, 2016	88	4	5	2	4
Friday, June 17, 2016	<u>86</u>	<u>10</u>	<u>3</u>	<u>3</u>	<u>2</u>
Weekday Average	**79**	**5**	**3**	**3**	**3**

Data included on the next several pages.

Notes: Bldg 1 Entry Keypad serves front of building with fewer storage units and does not have an exit keyout proceedure, thus outbound noted with same time as entry

Outbound total may have fewer than inbound because a car may follow another car on exit and not use key pad to leave, thus ADT is based on doubling the INs.

Inbound cars do not follow other cars because if they enter and do not keyin at vehicle gate then an alarm will be triggered when they open their individual rental unit, thus INs are accurate.

MONDAY	Rancho	IN	OUT		
Jun 13, 2016 07:34:18 AM	Entry Keypad	1			
Jun 13, 2016 07:38:32 AM	Entry Keypad	1			
Jun 13, 2016 07:42:33 AM	Exit Keypad		1		
Jun 13, 2016 07:42:53 AM	Exit Keypad		1		
Jun 13, 2016 07:51:27 PM	Exit Keypad		1		
Jun 13, 2016 08:17:41 AM	Entry Keypad	1			
Jun 13, 2016 08:23:56 AM	Exit Keypad		1		
Jun 13, 2016 08:33:09 AM	Entry Keypad	1			
Jun 13, 2016 08:37:31 AM	Entry Keypad	1		AM	AM
Jun 13, 2016 08:52:53 AM	Entry Keypad	1		Peak In	Peak Out
Jun 13, 2016 08:53:17 AM	Exit Keypad		1	4	2
Jun 13, 2016 09:26:31 AM	Bldg 1 Entry Keypad	1	1		
Jun 13, 2016 09:26:46 AM	Entry Keypad	1			
Jun 13, 2016 09:29:43 AM	Entry Keypad	1			
Jun 13, 2016 09:45:41 AM	Exit Keypad		1		
Jun 13, 2016 09:54:52 AM	Entry Keypad	1			
Jun 13, 2016 09:59:41 AM	Exit Keypad		1		
Jun 13, 2016 10:08:01 AM	Exit Keypad		1		
Jun 13, 2016 10:11:53 AM	Exit Keypad		1		
Jun 13, 2016 10:30:29 AM	Entry Keypad	1			
Jun 13, 2016 10:36:47 AM	Entry Keypad	1			
Jun 13, 2016 10:40:41 AM	Exit Keypad		1		
Jun 13, 2016 11:00:14 AM	Entry Keypad	1			
Jun 13, 2016 11:06:15 AM	Entry Keypad	1			
Jun 13, 2016 11:15:48 AM	Entry Keypad	1			
Jun 13, 2016 11:22:09 AM	Exit Keypad		1		
Jun 13, 2016 11:40:35 AM	Entry Keypad	1			
Jun 13, 2016 11:46:54 AM	Exit Keypad		1		
Jun 13, 2016 11:47:44 AM	Entry Keypad	1			
Jun 13, 2016 11:50:31 AM	Entry Keypad	1			
Jun 13, 2016 11:51:24 AM	Exit Keypad		1		
Jun 13, 2016 11:58:21 AM	Exit Keypad		1		
Jun 13, 2016 12:10:20 PM	Exit Keypad		1		
Jun 13, 2016 12:17:27 PM	Exit Keypad		1		
Jun 13, 2016 12:25:03 PM	Entry Keypad	1			
Jun 13, 2016 12:37:25 PM	Entry Keypad	1			
Jun 13, 2016 12:39:10 PM	Exit Keypad		1		
Jun 13, 2016 12:44:13 PM	Exit Keypad		1		
Jun 13, 2016 12:47:27 PM	Entry Keypad	1			
Jun 13, 2016 12:50:31 PM	Exit Keypad		1		
Jun 13, 2016 12:53:08 PM	Entry Keypad	1			
Jun 13, 2016 01:00:53 PM	Bldg 1 Entry Keypad	1	1		
Jun 13, 2016 01:01:05 PM	Entry Keypad	1			
Jun 13, 2016 01:05:36 PM	Exit Keypad		1		
Jun 13, 2016 01:08:28 PM	Exit Keypad		1		
Jun 13, 2016 01:14:11 PM	Exit Keypad		1		
Jun 13, 2016 01:22:54 PM	Bldg 1 Entry Keypad	1	1		
Jun 13, 2016 01:31:18 PM	Entry Keypad	1			
Jun 13, 2016 01:44:35 PM	Entry Keypad	1			
Jun 13, 2016 01:49:19 PM	Entry Keypad	1			
Jun 13, 2016 02:00:25 PM	Entry Keypad	1			
Jun 13, 2016 02:00:31 PM	Exit Keypad		1		
Jun 13, 2016 02:12:41 PM	Exit Keypad		1		
Jun 13, 2016 02:41:59 PM	Exit Keypad		1		
Jun 13, 2016 02:51:34 PM	Entry Keypad	1			
Jun 13, 2016 02:53:20 PM	Entry Keypad	1			
Jun 13, 2016 03:01:18 PM	Entry Keypad	1			
Jun 13, 2016 03:01:19 PM	Exit Keypad		1		
Jun 13, 2016 03:03:03 PM	Entry Keypad	1			
Jun 13, 2016 03:12:43 PM	Entry Keypad	1			
Jun 13, 2016 03:24:32 PM	Entry Keypad	1			
Jun 13, 2016 03:36:06 PM	Exit Keypad		1		
Jun 13, 2016 03:37:16 PM	Exit Keypad		1		
Jun 13, 2016 03:38:54 PM	Exit Keypad		1		
Jun 13, 2016 03:42:21 PM	Entry Keypad	1			
Jun 13, 2016 03:46:24 PM	Exit Keypad		1		
Jun 13, 2016 03:55:50 PM	Entry Keypad	1			
Jun 13, 2016 04:00:30 PM	Exit Keypad		1		
Jun 13, 2016 04:14:13 PM	Exit Keypad		1		
Jun 13, 2016 04:22:10 PM	Entry Keypad	1			
Jun 13, 2016 04:49:45 PM	Exit Keypad		1		
Jun 13, 2016 05:02:22 PM	Entry Keypad	1			
Jun 13, 2016 05:15:46 PM	Entry Keypad	1			
Jun 13, 2016 05:22:59 PM	Exit Keypad		1		
Jun 13, 2016 05:26:28 PM	Entry Keypad	1		PM	PM
Jun 13, 2016 05:39:38 PM	Entry Keypad	1		Peak In	Peak Out
Jun 13, 2016 05:51:38 PM	Exit Keypad		1	4	2
Jun 13, 2016 06:08:05 PM	Exit Keypad		1		
Jun 13, 2016 06:16:55 PM	Exit Keypad		1		
Jun 13, 2016 06:24:36 PM	Entry Keypad	1			
Jun 13, 2016 06:31:54 PM	Exit Keypad		1		
Jun 13, 2016 06:33:57 PM	Entry Keypad	1			
Jun 13, 2016 06:46:19 PM	Exit Keypad		1		
Jun 13, 2016 06:46:23 PM	Bldg 1 Entry Keypad	1	1		
Jun 13, 2016 07:27:10 PM	Entry Keypad	1			
DAILY TOTALS		46	43		

TUESDAY	Rancho	IN	OUT		
Jun 14, 2016 08:03:23 AM	Entry Keypad	1			
Jun 14, 2016 08:07:46 AM	Entry Keypad	1			
Jun 14, 2016 08:10:09 AM	Entry Keypad	1			
Jun 14, 2016 08:15:34 AM	Exit Keypad		1	AM	AM
Jun 14, 2016 08:46:01 AM	Bldg 1 Entry Keypad	1	1	Peak In	Peak Out
Jun 14, 2016 08:57:33 AM	Entry Keypad	1		5	2
Jun 14, 2016 09:05:23 AM	Entry Keypad	1			
Jun 14, 2016 09:12:00 AM	Exit Keypad		1		
Jun 14, 2016 09:13:49 AM	Exit Keypad		1		
Jun 14, 2016 09:22:54 AM	Exit Keypad		1		
Jun 14, 2016 09:37:45 AM	Exit Keypad		1		
Jun 14, 2016 10:13:23 AM	Exit Keypad		1		
Jun 14, 2016 10:26:49 AM	Entry Keypad	1			
Jun 14, 2016 10:29:57 AM	Entry Keypad	1			
Jun 14, 2016 10:40:28 AM	Exit Keypad		1		
Jun 14, 2016 10:59:13 AM	Exit Keypad		1		
Jun 14, 2016 11:06:57 AM	Entry Keypad	1			
Jun 14, 2016 11:11:45 AM	Entry Keypad	1			
Jun 14, 2016 11:13:20 AM	Entry Keypad	1			
Jun 14, 2016 11:15:23 AM	Exit Keypad		1		
Jun 14, 2016 11:16:50 AM	Entry Keypad	1			
Jun 14, 2016 11:36:46 AM	Exit Keypad		1		
Jun 14, 2016 11:50:29 AM	Exit Keypad		1		
Jun 14, 2016 11:57:02 AM	Entry Keypad	1			
Jun 14, 2016 12:01:33 PM	Exit Keypad		1		
Jun 14, 2016 12:19:40 PM	Exit Keypad		1		
Jun 14, 2016 12:24:04 PM	Entry Keypad	1			
Jun 14, 2016 12:30:18 PM	Exit Keypad		1		
Jun 14, 2016 12:37:10 PM	Entry Keypad	1			
Jun 14, 2016 12:44:10 PM	Entry Keypad	1			
Jun 14, 2016 01:06:31 PM	Exit Keypad		1		
Jun 14, 2016 01:14:51 PM	Exit Keypad		1		
Jun 14, 2016 03:59:41 PM	Bldg 1 Entry Keypad	1	1		
Jun 14, 2016 04:00:46 PM	Bldg 1 Entry Keypad	1	1		
Jun 14, 2016 04:51:00 PM	Entry Keypad	1			
Jun 14, 2016 04:54:51 PM	Exit Keypad		1		
Jun 14, 2016 04:57:31 PM	Bldg 1 Entry Keypad	1	1		
Jun 14, 2016 05:16:34 PM	Exit Keypad		1		
Jun 14, 2016 05:18:41 PM	Exit Keypad		1		
Jun 14, 2016 05:24:01 PM	Exit Keypad		1	PM	PM
Jun 14, 2016 05:27:54 PM	Entry Keypad	1		Peak In	Peak Out
Jun 14, 2016 05:40:16 PM	Exit Keypad		1	3	6
Jun 14, 2016 06:00:48 PM	Exit Keypad		1		
Jun 14, 2016 07:13:50 AM	Bldg 1 Entry Keypad	1	1		
Jun 14, 2016 07:18:45 PM	Entry Keypad	1			
Jun 14, 2016 07:21:25 PM	Entry Keypad	1			
Jun 14, 2016 07:23:27 PM	Exit Keypad		1		
Jun 14, 2016 07:45:21 PM	Bldg 1 Entry Keypad	1	1		
Jun 14, 2016 07:47:27 PM	Entry Keypad	1			
Jun 14, 2016 07:52:30 PM	Exit Keypad		1		
Jun 14, 2016 07:56:15 PM	Exit Keypad		1		
DAILY TOTALS		31	31		

Notes: Bldg 1 Entry Keypad serves front of building with fewer storage units and does
not have an exit keyout proceedure, thus outbound noted with same time as entry
Outbound total may have fewer than inbound because a car may follow another
car on exit and not use key pad to leave, thus ADT is based on doubling the Ins.
Inbound cars do not follow other cars because if they enter and do not keyin at vehicle gate
then an alarm will be triggered when they open their individual rental unit, thus Ins are accurate.

WEDNESDAY

WEDNESDAY	Rancho	IN	OUT	AM Peak In	AM Peak Out
Jun 15, 2016 06:16:40 AM	Entry Keypad	1			
Jun 15, 2016 06:23:23 AM	Exit Keypad		1	1	1
Jun 15, 2016 09:04:16 AM	Entry Keypad	1			
Jun 15, 2016 09:08:14 AM	Entry Keypad	1			
Jun 15, 2016 09:11:26 AM	Entry Keypad	1			
Jun 15, 2016 09:16:17 AM	Entry Keypad	1			
Jun 15, 2016 09:19:09 AM	Exit Keypad		1		
Jun 15, 2016 09:24:41 AM	Entry Keypad	1			
Jun 15, 2016 09:26:14 AM	Exit Keypad		1		
Jun 15, 2016 09:26:52 AM	Entry Keypad	1			
Jun 15, 2016 09:36:04 AM	Entry Keypad	1			
Jun 15, 2016 09:37:51 AM	Entry Keypad	1			
Jun 15, 2016 09:40:33 AM	Exit Keypad		1		
Jun 15, 2016 09:41:44 AM	Exit Keypad		1		
Jun 15, 2016 09:47:34 AM	Entry Keypad	1			
Jun 15, 2016 09:50:41 AM	Exit Keypad		1		
Jun 15, 2016 09:53:16 AM	Exit Keypad		1		
Jun 15, 2016 10:14:23 AM	Entry Keypad	1			
Jun 15, 2016 10:27:31 AM	Exit Keypad		1		
Jun 15, 2016 10:29:40 AM	Exit Keypad		1		
Jun 15, 2016 10:38:11 AM	Entry Keypad	1			
Jun 15, 2016 10:49:02 AM	Entry Keypad	1			
Jun 15, 2016 10:51:51 AM	Exit Keypad		1		
Jun 15, 2016 11:21:27 AM	Entry Keypad	1			
Jun 15, 2016 11:28:11 AM	Exit Keypad		1		
Jun 15, 2016 11:56:51 AM	Entry Keypad	1			
Jun 15, 2016 12:04:52 PM	Bldg 1 Entry Keypad	1	1		
Jun 15, 2016 12:05:41 PM	Exit Keypad		1		
Jun 15, 2016 12:07:05 PM	Exit Keypad		1		
Jun 15, 2016 12:43:23 PM	Entry Keypad	1			
Jun 15, 2016 12:51:23 PM	Exit Keypad		1		
Jun 15, 2016 01:04:55 PM	Entry Keypad	1			
Jun 15, 2016 01:08:02 PM	Entry Keypad	1			
Jun 15, 2016 01:17:50 PM	Exit Keypad		1		
Jun 15, 2016 01:24:36 PM	Entry Keypad	1			
Jun 15, 2016 01:34:32 PM	Entry Keypad	1			
Jun 15, 2016 02:07:28 PM	Entry Keypad	1			
Jun 15, 2016 02:13:36 PM	Exit Keypad		1		
Jun 15, 2016 02:15:50 PM	Exit Keypad		1		
Jun 15, 2016 02:17:27 PM	Exit Keypad		1		
Jun 15, 2016 02:21:08 PM	Entry Keypad	1			
Jun 15, 2016 02:23:36 PM	Entry Keypad	1			
Jun 15, 2016 02:32:55 PM	Exit Keypad		1		
Jun 15, 2016 02:37:26 PM	Exit Keypad		1		
Jun 15, 2016 02:42:43 PM	Exit Keypad		1		
Jun 15, 2016 02:44:41 PM	Entry Keypad	1			
Jun 15, 2016 02:48:07 PM	Entry Keypad	1			
Jun 15, 2016 03:04:39 PM	Entry Keypad	1			
Jun 15, 2016 03:07:26 PM	Entry Keypad	1			
Jun 15, 2016 03:10:08 PM	Entry Keypad	1		PM Peak In	PM Peak Out
Jun 15, 2016 05:05:59 PM	Entry Keypad	1			
Jun 15, 2016 05:30:33 PM	Exit Keypad		1	1	1
Jun 15, 2016 06:09:43 PM	Entry Keypad	1			
Jun 15, 2016 06:12:40 PM	Entry Keypad	1			
Jun 15, 2016 06:13:59 PM	Exit Keypad		1		
Jun 15, 2016 06:17:21 PM	Exit Keypad		1		
Jun 15, 2016 06:31:28 PM	Entry Keypad	1			
Jun 15, 2016 06:36:41 PM	Exit Keypad		1		
Jun 15, 2016 06:54:51 PM	Entry Keypad	1			
Jun 15, 2016 07:00:41 PM	Exit Keypad		1		
Jun 15, 2016 07:10:33 PM	Exit Keypad		1		
Jun 15, 2016 07:13:06 PM	Exit Keypad		1		
DAILY TOTALS		34	29		

Notes: Bldg 1 Entry Keypad serves front of building with fewer storage units and does not have an exit keyout proceedure, thus outbound noted with same time as entry

Outbound total may have fewer than inbound because a car may follow another car on exit and not use key pad to leave, thus ADT is based on doubling the Ins.

Inbound cars do not follow other cars because if they enter and do not keyin at vehicle gate then an alarm will be triggered when they open their individual rental unit, thus Ins are accurate.

THURSDAY

THURSDAY	Rancho	IN	OUT	AM Peak In	AM Peak Out
Jun 16, 2016 06:21:25 AM	Entry Keypad	1			
Jun 16, 2016 06:25:46 AM	Exit Keypad		1		
Jun 16, 2016 06:35:07 AM	Entry Keypad	1			
Jun 16, 2016 06:41:49 AM	Exit Keypad		1		
Jun 16, 2016 07:16:02 AM	Entry Keypad	1			
Jun 16, 2016 07:20:37 AM	Entry Keypad	1			
Jun 16, 2016 07:22:54 AM	Entry Keypad	1			
Jun 16, 2016 07:32:55 AM	Exit Keypad		1		
Jun 16, 2016 07:35:15 AM	Entry Keypad	1			
Jun 16, 2016 07:40:55 AM	Exit Keypad		1		
Jun 16, 2016 08:05:00 AM	Entry Keypad	1			
Jun 16, 2016 08:09:54 AM	Entry Keypad	1			
Jun 16, 2016 08:16:44 AM	Exit Keypad		1		
Jun 16, 2016 08:22:06 AM	Exit Keypad		1		
Jun 16, 2016 08:25:48 AM	Entry Keypad	1			
Jun 16, 2016 08:32:50 AM	Exit Keypad		1		
Jun 16, 2016 08:38:38 AM	Exit Keypad		1	AM Peak In	AM Peak Out
Jun 16, 2016 08:41:23 AM	Entry Keypad	1			
Jun 16, 2016 08:45:56 AM	Exit Keypad		1	4	5
Jun 16, 2016 09:41:19 AM	Entry Keypad	1			
Jun 16, 2016 09:43:03 AM	Entry Keypad	1			
Jun 16, 2016 09:45:33 AM	Entry Keypad	1			
Jun 16, 2016 09:55:38 AM	Exit Keypad		1		
Jun 16, 2016 10:20:28 AM	Entry Keypad	1			
Jun 16, 2016 11:14:24 AM	Bldg 1 Entry Keypad	1	1		
Jun 16, 2016 11:24:27 AM	Exit Keypad		1		
Jun 16, 2016 11:33:01 AM	Exit Keypad		1		
Jun 16, 2016 11:42:40 AM	Entry Keypad	1			
Jun 16, 2016 11:49:57 AM	Entry Keypad	1			
Jun 16, 2016 11:52:05 AM	Exit Keypad		1		
Jun 16, 2016 11:57:35 AM	Entry Keypad	1			
Jun 16, 2016 12:05:00 PM	Entry Keypad	1			
Jun 16, 2016 12:09:55 PM	Exit Keypad		1		
Jun 16, 2016 12:15:02 PM	Entry Keypad	1			
Jun 16, 2016 12:19:22 PM	Entry Keypad	1			
Jun 16, 2016 12:25:05 PM	Exit Keypad		1		
Jun 16, 2016 12:26:36 PM	Exit Keypad		1		
Jun 16, 2016 12:39:57 PM	Exit Keypad		1		
Jun 16, 2016 01:13:50 PM	Exit Keypad		1		
Jun 16, 2016 01:17:30 PM	Entry Keypad	1			
Jun 16, 2016 01:19:25 PM	Exit Keypad		1		
Jun 16, 2016 01:24:37 PM	Bldg 1 Entry Keypad	1	1		
Jun 16, 2016 01:26:10 PM	Entry Keypad	1			
Jun 16, 2016 01:28:19 PM	Entry Keypad	1			
Jun 16, 2016 01:30:45 PM	Entry Keypad	1			
Jun 16, 2016 01:36:06 PM	Entry Keypad	1			
Jun 16, 2016 01:38:41 PM	Entry Keypad	1			
Jun 16, 2016 01:43:36 PM	Entry Keypad	1			
Jun 16, 2016 01:47:09 PM	Exit Keypad		1		
Jun 16, 2016 01:51:10 PM	Exit Keypad		1		
Jun 16, 2016 01:53:28 PM	Entry Keypad	1			
Jun 16, 2016 02:04:28 PM	Exit Keypad		1		
Jun 16, 2016 02:06:14 PM	Entry Keypad	1			
Jun 16, 2016 02:13:48 PM	Entry Keypad	1			
Jun 16, 2016 02:26:00 PM	Exit Keypad		1		
Jun 16, 2016 02:28:06 PM	Entry Keypad	1			
Jun 16, 2016 02:34:13 PM	Entry Keypad	1			
Jun 16, 2016 02:35:40 PM	Entry Keypad	1			
Jun 16, 2016 02:43:09 PM	Entry Keypad	1			
Jun 16, 2016 02:46:23 PM	Entry Keypad	1			
Jun 16, 2016 02:48:42 PM	Entry Keypad	1			
Jun 16, 2016 02:53:11 PM	Entry Keypad	1			
Jun 16, 2016 02:54:32 PM	Exit Keypad		1		
Jun 16, 2016 03:00:04 PM	Exit Keypad		1		
Jun 16, 2016 03:29:45 PM	Entry Keypad	1			
Jun 16, 2016 04:16:52 PM	Exit Keypad		1		
Jun 16, 2016 04:41:46 PM	Exit Keypad		1		
Jun 16, 2016 05:09:22 PM	Exit Keypad		1		
Jun 16, 2016 05:13:30 PM	Exit Keypad		1		
Jun 16, 2016 05:14:31 PM	Entry Keypad	1			
Jun 16, 2016 05:25:49 PM	Exit Keypad		1	PM Peak In	PM Peak Out
Jun 16, 2016 05:35:16 PM	Entry Keypad	1			
Jun 16, 2016 05:52:10 PM	Exit Keypad		1	2	4
Jun 16, 2016 06:34:04 PM	Entry Keypad	1			
Jun 16, 2016 06:50:10 PM	Entry Keypad	1			
Jun 16, 2016 06:54:10 PM	Exit Keypad		1		
DAILY TOTALS		44	34		

FRIDAY	Rancho	IN	OUT		
Jun 17, 2016 08:04:48 AM	Entry Keypad	1			
Jun 17, 2016 08:06:39 AM	Entry Keypad	1			
Jun 17, 2016 08:08:24 AM	Entry Keypad	1			
Jun 17, 2016 08:14:48 AM	Entry Keypad	1			
Jun 17, 2016 08:20:44 AM	Entry Keypad	1			
Jun 17, 2016 08:22:26 AM	Entry Keypad	1			
Jun 17, 2016 08:23:53 AM	Exit Keypad		1		
Jun 17, 2016 08:29:12 AM	Entry Keypad	1			
Jun 17, 2016 08:32:34 AM	Entry Keypad	1			
Jun 17, 2016 08:34:02 AM	Entry Keypad	1			
Jun 17, 2016 08:35:36 AM	Exit Keypad		1	AM	AM
Jun 17, 2016 08:41:30 AM	Exit Keypad		1	Peak In	Peak Out
Jun 17, 2016 08:58:30 AM	Entry Keypad	1		10	3
Jun 17, 2016 09:05:26 AM	Entry Keypad	1			
Jun 17, 2016 09:14:14 AM	Exit Keypad		1		
Jun 17, 2016 09:20:58 AM	Exit Keypad		1		
Jun 17, 2016 09:43:46 AM	Exit Keypad		1		
Jun 17, 2016 10:12:17 AM	Exit Keypad		1		
Jun 17, 2016 10:16:06 AM	Bldg 1 Entry Keypad	1	1		
Jun 17, 2016 10:57:35 AM	Entry Keypad	1			
Jun 17, 2016 11:13:08 AM	Exit Keypad		1		
Jun 17, 2016 11:18:25 AM	Entry Keypad	1			
Jun 17, 2016 11:25:50 AM	Entry Keypad	1			
Jun 17, 2016 11:27:31 AM	Exit Keypad		1		
Jun 17, 2016 11:29:35 AM	Entry Keypad	1			
Jun 17, 2016 11:31:59 AM	Exit Keypad		1		
Jun 17, 2016 11:35:12 AM	Entry Keypad	1			
Jun 17, 2016 11:42:28 AM	Entry Keypad	1			
Jun 17, 2016 11:50:51 AM	Exit Keypad		1		
Jun 17, 2016 11:54:23 AM	Exit Keypad		1		
Jun 17, 2016 11:58:01 AM	Entry Keypad	1			
Jun 17, 2016 12:06:01 PM	Exit Keypad		1		
Jun 17, 2016 12:11:08 PM	Exit Keypad		1		
Jun 17, 2016 12:29:33 PM	Entry Keypad	1			
Jun 17, 2016 12:41:58 PM	Entry Keypad	1			
Jun 17, 2016 12:54:19 PM	Entry Keypad	1			
Jun 17, 2016 12:58:09 PM	Exit Keypad		1		
Jun 17, 2016 01:11:01 PM	Exit Keypad		1		
Jun 17, 2016 01:22:11 PM	Exit Keypad		1		
Jun 17, 2016 01:31:54 PM	Entry Keypad	1			
Jun 17, 2016 01:45:29 PM	Entry Keypad	1			
Jun 17, 2016 01:48:13 PM	Entry Keypad	1			
Jun 17, 2016 01:53:24 PM	Exit Keypad		1		
Jun 17, 2016 01:58:33 PM	Entry Keypad	1			
Jun 17, 2016 02:05:33 PM	Exit Keypad		1		
Jun 17, 2016 02:09:15 PM	Exit Keypad		1		
Jun 17, 2016 02:13:10 PM	Entry Keypad	1			
Jun 17, 2016 02:22:31 PM	Exit Keypad		1		
Jun 17, 2016 02:23:54 PM	Entry Keypad	1			
Jun 17, 2016 02:34:20 PM	Entry Keypad	1			
Jun 17, 2016 02:41:04 PM	Exit Keypad		1		
Jun 17, 2016 02:42:53 PM	Entry Keypad	1			
Jun 17, 2016 02:47:13 PM	Exit Keypad		1		
Jun 17, 2016 02:51:54 PM	Entry Keypad	1			
Jun 17, 2016 02:59:38 PM	Exit Keypad		1		
Jun 17, 2016 03:08:51 PM	Entry Keypad	1			
Jun 17, 2016 03:10:47 PM	Exit Keypad		1		
Jun 17, 2016 03:12:39 PM	Exit Keypad		1		
Jun 17, 2016 03:14:14 PM	Exit Keypad		1		
Jun 17, 2016 04:34:32 PM	Entry Keypad	1			
Jun 17, 2016 04:48:41 PM	Bldg 1 Entry Keypad	1	1		
Jun 17, 2016 04:55:44 PM	Bldg 1 Entry Keypad	1	1		
Jun 17, 2016 04:57:42 PM	Exit Keypad		1		
Jun 17, 2016 05:32:59 PM	Exit Keypad		1		
Jun 17, 2016 05:36:56 PM	Entry Keypad	1			
Jun 17, 2016 05:38:53 PM	Entry Keypad	1		PM	PM
Jun 17, 2016 05:42:28 PM	Entry Keypad	1		Peak In	Peak Out
Jun 17, 2016 05:46:46 PM	Exit Keypad		1	3	2
Jun 17, 2016 06:00:01 PM	Entry Keypad	1			
Jun 17, 2016 06:09:09 PM	Entry Keypad	1			
Jun 17, 2016 06:41:19 PM	Entry Keypad	1			
Jun 17, 2016 06:44:35 PM	Exit Keypad		1		
Jun 17, 2016 06:53:35 PM	Exit Keypad		1		
Jun 17, 2016 06:59:27 PM	Entry Keypad	1			
Jun 17, 2016 07:01:12 PM	Entry Keypad	1			
Jun 17, 2016 07:05:21 PM	Exit Keypad		1		
Jun 17, 2016 07:19:28 PM	Exit Keypad		1		
Jun 17, 2016 07:20:56 PM	Exit Keypad		1		
Jun 17, 2016 07:30:13 PM	Exit Keypad		1		
	DAILY TOTALS	43	39		

Notes: Bldg 1 Entry Keypad serves front of building with fewer storage units and does
not have an exit keyout proceedure, thus outbound noted with same time as entry
Outbound total may have fewer than inbound because a car may follow another
car on exit and not use key pad to leave, thus ADT is based on doubling the Ins.
Inbound cars do not follow other cars because if they enter and do not keyin at vehicle gate
then an alarm will be triggered when they open their individual rental unit, thus Ins are accurate.

ATTACHMENT C

SANDAG TRIP GENERATION CALCULATIONS

Trip Generation using SANDAG Self-Storage Trip Rates

Proposed Land Use		Rate	Size & Units		ADT	%	Split		AM IN	AM OUT	%	Split		PM IN	PM OUT
Storage	30	/Acre	4.18	Acres	**125**	6%	0.5	0.5	**4**	**4**	9%	0.5	0.5	**6**	**6**
Storage	0.2	/Vault	900	Vaults	**180**	6%	0.5	0.5	**5**	**5**	9%	0.5	0.5	**8**	**8**
Storage	2	/KSF	140,129	SF	**280**	6%	0.5	0.5	**8**	**8**	9%	0.5	0.5	**13**	**13**
			Average		**195**				**6**	**6**				**9**	**9**

Source: SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region,* April 2002.

SF - Square Feet; KSF - 1,000 SF; ADT-Average Daily Traffic; Split-percent inbound and outbound.

The self-storage occupancy when SANDAG data was collected is noted at 93.6% shown on the following page. The occupancy of the Ace Self-Storage as 92.74% at the Lakeside site and 96.31% at the Rancho site for an average of 94.5%.
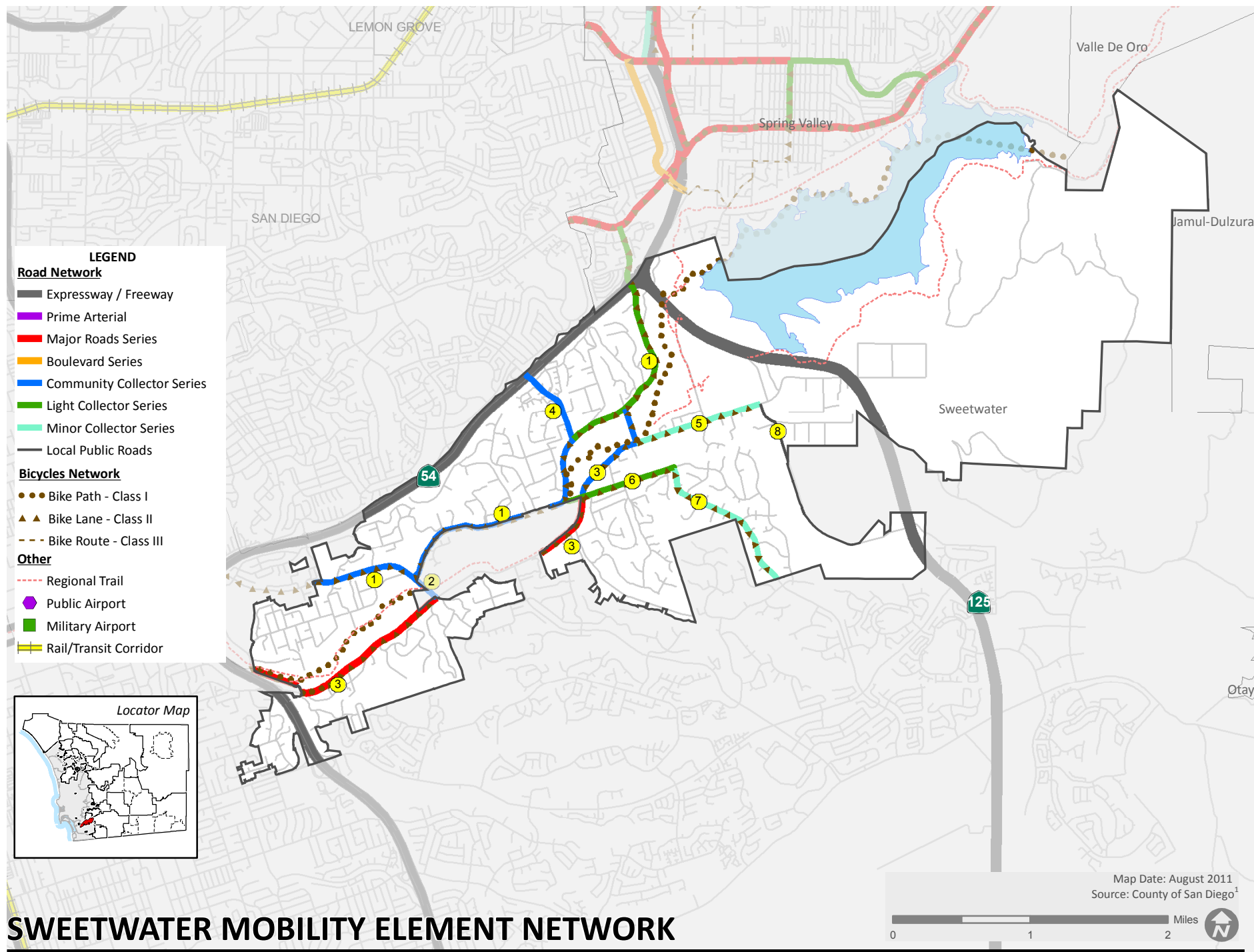
SITE	POWAY STORAGE (Poway)	LIVELY CENTER (Poway)	BRANDON STREET MINI-STORAGE (Fallbrook)	MELROSE MINI-STORAGE (Vista)	LOCK-IT LOCKERS STORAGE (San Diego)	AVERAGE	RANGE
Study Number	SS-1	SS-2	SS-3	SS-4	SS-5		
Study Date	5/85	5/85	5/85	5/85	6/85		
BACKGROUND DATA							
Employees	2	2	2	2	3		
Sq. Ft. of Gross Floor Area Occupied	32,000	20,000	31,348	28,280	59,325		
Acres	2.0	3.0	3.13	2.3	3.37		
Storage Vaults - Total	336	300	279	396	754		
(Occupied)	(98%)	(98%)	(96%)	(86%)	(90%)	93.6%	
TRAFFIC DATA							
Average Weekday Traffic (AWDT)	96	65	49	34	119		
A.M. Peak Hour % of AWDT							
P.M. Peak Hour % of AWDT	8.3%	9.2%	8.2%	11.8%	9.2%	9.3%	8.2%-11.8%
Vehicle Occupancy (Persons per Auto)							
TRIP RATIOS Weekday Trips Per . . .							
Employee	48	32	24	17	40	32	17-48
1000 Sq. Ft. of G.F.A.	3.0	3.2	1.6	1.2	2.0	2.2	1.2-3.2
Acre	48	22	16	15	35	27	15-48
Storage Vault - Occupied	0.29	0.22	0.18	0.10	0.18	0.19	0.10-0.29

ATTACHMENT D

SAN DIEGO MOBILITY ELEMENT DETAILS

SWEETWATER MOBILITY ELEMENT NETWORK

LEGEND

Road Network
- ▬▬ Expressway / Freeway
- ▬▬ Prime Arterial
- ▬▬ Major Roads Series
- ▬▬ Boulevard Series
- ▬▬ Community Collector Series
- ▬▬ Light Collector Series
- ▬▬ Minor Collector Series
- ▬▬ Local Public Roads

Bicycles Network
- ••• Bike Path - Class I
- ▲▲▲ Bike Lane - Class II
- --- Bike Route - Class III

Other
- --- Regional Trail
- ⬢ Public Airport
- ▮ Military Airport
- Rail/Transit Corridor

Locator Map

Map Date: August 2011
Source: County of San Diego[1]

Miles
0   1   2

Mobility Element Network—Sweetwater Community Planning Area Matrix			
ID[a]	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	**Sweetwater Road** Segment: Plaza Bonita Center Way to Spring Valley CPA boundary	**2.1D Community Collector** Improvement Options [Right-turn Lanes / Intermittent Turn Lanes]—Plaza Bonita Center Way to Willow Street **2.1C Community Collector** Intermittent Turn Lanes —Willow Street to Briarwood Road **2.2D Light Collector** Improvement Options [Intermittent Turn Lanes]—Briarwood Road to Bonita Road **2.2C Light Collector** Intermittent Turn Lanes—Bonita Road to Spring Valley CPA boundary	None
2	**Willow Street** Segment: Sweetwater Road to Bonita Road	**2.1D Community Collector** Improvement Options [Right-turn Lanes / Intermittent Turn Lanes]	None
3	**Bonita Road** Segment: Interstate 805 interchange (National City) to Sweetwater Road (excluding segment in Chula Vista)	**4.1B Major Road** Intermittent Turn Lanes—Interstate 805 interchange to Central Avenue **2.1D Community Collector** Improvement Options [Unspecified Improvements]—Central Avenue to Sweetwater Road	None
4	**Briarwood Road (SC 2211)** Segment: SR-54 to Sweetwater Road	**2.1D Community Collector** Improvement Options [Continuous Left Turn Lane / Right Turn Lanes]	**Accepted at LOS E** Segment: SR-54 westbound ramp to Robinwood Road **Recommended Improvement** Move existing equestrian trails from median to parkway (edge of road) **Shoulder as Parking Lane** Separate Bike Lane required—Robinwood Road to Sweetwater Road
5	**San Miguel Road (SA 1060)** Segment: Bonita Road to Proctor Valley Road	Local Public Road	None

ATTACHMENT E

EXISTING AND SANDAG 2035 VOLUMES

WEDNESDAY - JUNE 22, 2016   CITY: BONITA   PROJECT: PTD16-0624-02

BONITA - ACACIA TO CENTRAL

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	18		28					12:00	163		116				
00:15	22		20					12:15	151		183				
00:30	26		19					12:30	144		137				
00:45	21	87	22	89			176	12:45	173	631	144	580			1211
01:00	19		16					13:00	176		133				
01:15	20		11					13:15	155		149				
01:30	15		8					13:30	146		123				
01:45	11	65	19	54			119	13:45	164	641	128	533			1174
02:00	19		12					14:00	145		131				
02:15	12		11					14:15	164		122				
02:30	9		15					14:30	155		115				
02:45	11	51	11	49			100	14:45	134	598	126	494			1092
03:00	6		8					15:00	157		151				
03:15	5		9					15:15	164		168				
03:30	7		8					15:30	157		195				
03:45	9	27	7	32			59	15:45	179	657	222	736			1393
04:00	5		9					16:00	203		235				
04:15	9		5					16:15	207		235				
04:30	12		6					16:30	185		284				
04:45	35	61	12	32			93	16:45	206	801	321	1075			1876
05:00	44		18					17:00	235		333				
05:15	68		22					17:15	221		318				
05:30	70		23					17:30	218		328				
05:45	68	250	35	98			348	17:45	206	880	305	1284			2164
06:00	91		66					18:00	184		284				
06:15	115		68					18:15	161		295				
06:30	135		70					18:30	174		234				
06:45	125	466	95	299			765	18:45	154	673	242	1055			1728
07:00	198		84					19:00	132		222				
07:15	235		121					19:15	121		201				
07:30	284		135					19:30	135		184				
07:45	274	991	145	485			1476	19:45	122	510	191	798			1308
08:00	295		151					20:00	118		165				
08:15	284		165					20:15	105		151				
08:30	295		135					20:30	118		142				
08:45	262	1136	111	562			1698	20:45	91	432	135	593			1025
09:00	242		125					21:00	70		111				
09:15	222		115					21:15	54		108				
09:30	184		125					21:30	55		98				
09:45	191	839	135	500			1339	21:45	65	244	80	397			641
10:00	165		108					22:00	40		70				
10:15	142		126					22:15	35		65				
10:30	151		121					22:30	28		55				
10:45	125	583	111	466			1049	22:45	21	124	40	230			354
11:00	135		135					23:00	44		35				
11:15	144		141					23:15	32		42				
11:30	151		128					23:30	28		28				
11:45	162	592	138	542			1134	23:45	21	125	33	138			263
Total Vol.	5148		3208				**8356**		6316		7913				**14229**

	Daily Totals				
	NB	SB	EB	WB	**Combined**
	11464	11121			**22585**

	AM					**PM**		
Split %	61.6%	38.4%	**37.0%**		44.4%	55.6%		**63.0%**
Peak Hour	07:45	07:30	**07:45**		16:45	16:45		**16:45**
Volume	1148	596	**1744**		880	1300		**2180**
P.H.F.	0.97	0.90	**0.97**		0.94	0.98		**0.96**

SANDAG Series 12 Year 2020 VOLUMES