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TRIP GENERATION COMPARISON AND SOIL EXPORT TRUCK ROUTE EVALUATION FOR THE SCHWAN SELF STORAGE PROJECT – CITY OF GOLETA

The following letter provides a comparison of the trip generation estimates for the approved Schwan Self Storage Project (07-229-FDP) and the currently proposed project. The letter also provides an assessment of the proposed truck route that would be used to export soil from the project site.

PROJECT DESCRIPTION

The approved Schwan Self Storage Project included 685 storage units and a manager’s apartment unit. Since the initial approval, the project has changed due to the current position of the Union Pacific Railroad. The number of storage units has increased to 863 and the manager’s apartment unit has been eliminated.

TRIP GENERATION COMPARISON

Trip generation estimates for the approved project and the proposed project were developed using the Institute of Transportation Engineers (ITE) trip generation rates for Mini-Warehouse and Apartment land uses. Table 1 compares the trip generation estimates of the approved and proposed projects.
Table 1
Approved and Proposed Project Trip Generation Comparison

<table>
<thead>
<tr>
<th>Scenario / Land Use</th>
<th>Size</th>
<th>Average Daily Trips</th>
<th>A.M. Peak Hour</th>
<th>P.M. Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Rate</td>
<td>Trips</td>
<td>Rate</td>
</tr>
<tr>
<td>Proposed Project:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mini Storage Units (a)</td>
<td>863 Units</td>
<td>0.25</td>
<td>216</td>
<td>0.02</td>
</tr>
<tr>
<td>Approved Project:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>695 Mini Storage Units (a)</td>
<td>685 Units</td>
<td>0.25</td>
<td>171</td>
<td>0.02</td>
</tr>
<tr>
<td>Apartment (b)</td>
<td>1 Unit</td>
<td>6.65</td>
<td>7</td>
<td>0.51</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>178</td>
<td>15</td>
<td>15</td>
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<tr>
<td>Differences</td>
<td>+38</td>
<td></td>
<td>+2</td>
<td></td>
</tr>
</tbody>
</table>

(a) Trip generation estimates calculated using ITE rates for Mini-Warehouse (ITE Land Use Code 151).
(b) Trip generation estimates calculated using ITE rates for Apartments (ITE Land Use Code 220).

The data presented in Table 2 show that the proposed project would generate an additional 38 average daily trips, 2 A.M. peak hour trips, and 2 P.M. peak hour trips when compared to the approved project. The additional traffic generated by the proposed project would not have the potential to generate significant roadway or intersection impacts based on the City of Goleta’s traffic impact thresholds.

SOIL EXPORT TRUCK ROUTE

The Schwan Self Storage Project is requesting a permit to haul approximately 11,400 CY of export soil from the site to a receiver site. The material will be exported off-site over a 11-day haul period. Figures 1 and 2 (attached) show the proposed truck routes. Inbound trucks accessing the site from the south would exit U.S. 101 at the SR 217 interchange, travel west on Hollister Avenue to Kellogg Avenue and proceed northerly to the site. Inbound trucks from the north would exit U.S. 101 at the Patterson Avenue interchange, travel north on Patterson Avenue to the U.S. 101 northbound on-ramp and merge onto the SR 217 off-ramp to access Hollister Avenue, proceed westerly to Kellogg Avenue and then proceed northerly to the site. Outbound trucks would travel southerly on Kellogg Avenue, make a left-turn and travel westerly on Hollister Avenue to the SR 217 northbound on-ramp. Trucks traveling south on US 101 would use the SR 217 ramp to U.S. 101 and trucks traveling north on U.S. 101 would exit at Patterson Avenue, proceed north on Patterson Avenue and turn left at the U.S. 101 northbound on-ramp.

TRAFFIC ASSESSMENT

It is estimated that a maximum of 760 trucks would travel to and from the site over the haul period based on a truck capacity of 15 cubic yards per truck (11,400 yards / 15 cubic yard per truck = 760 trucks). This equates to an average volume of 138 trucks per day over an 11-day period (760/11 days = 69 trucks; 69 Trucks * 2 Trips = 138 AADT).
The segment of Kellogg Avenue north of Hollister Avenue carries 3,200 ADT which is well within the City’s Acceptable Capacity range for 2-Lane Collector Roads (9,280 ADT). The segment of Hollister Avenue east of Kellogg Avenue carries 20,400 ADT which is also well within the Acceptable Capacity range for 4-Lane Arterial Roads (34,000 ADT). The project would add 138 trucks per day to these two segments over the 11-day haul period. The additional truck traffic would not significantly affect operations on Kellogg Avenue north of the site or Hollister Avenue east of Kellogg Avenue based on the City’s traffic impact thresholds. It is noted that hauling operations would be limited to the hours of 9:00 A.M. and 4:00 P.M. to avoid potential impacts to the study-area intersections during the A.M. and P.M. peak commute periods, thus the hauling activities would not generate intersection impacts based on the City’s thresholds of significance.

This concludes our supplemental analysis for the Schwan Self Storage Project.

Associated Transportation Engineers

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SAS/DLD/EKM

Attachments