DEKKER PERICH SABATINI
Architecture in Progress

March 27, 2023

Alan Varela
Planning Director
600 2nd St NW
Albuquerque, NM 87102

Dear Mr. Varela,

Dekker/Perich/Sabatini, as the agent for DXD Capital, is seeking a parking reduction per section 5-5(C)(5)(d) of the IDO to the minimum parking requirements of Section 14-16-5-5 (Parking and Loading). The request would facilitate the development of an approximately 96,000 gross square foot fully enclosed and climate controlled self- storage facility on the southwest parcel of Ventura Plaza, located at 8041 Ventura St NE. The proposed site plan requires a reduction of 14 parking spaces to the required 29 parking spaces for a total of 15 spaces provided on-site.

Table 5-5-1: Minimum Off-street Parking Requirements of Section 14-16-5-5 (Parking and Loading) requires 1 space / 3,000 sq. ft. GFA for a self-storage use. At this ratio, the proposed 96,000 gross square-foot facility would require 32 parking spaces. The site is near transit services with a service frequency of 30 minutes and therefore is eligible for a 10% reduction which equates to an allowed reduction of three spaces. The overall minimum parking requirements, including the proximity to transit reduction, of Section 14-16-5-5 is a minimum of 29 parking spaces. This request is for a reduction of 14 parking spaces or approximately 52 (fifty-two) percent from the required 29 parking spaces to allow the site plan to provide a total of 15 spaces, which does not include the two (2) parking spaces planned within the internal loading/unloading area.

The applicant, DXD Capital, exclusively constructs Class A self-storage facilities and has developed well over 100 Class A climate-controlled facilities all over the country, including locally in Albuquerque and Santa Fe. Based on their experience in developing and managing these developments they have found required parking minimums for self-storage facilities are often excessive. Self-storage users make seldom visits to their storage units. It is common for users to only visit at move in and move out. The average length of stay is 10 months, and that length has been consistently increasing. On average, two to three parking spaces are used at any one time. The proposed 15 spaces are consistent, if not excessive, with the parking usage the applicant has seen at their and other comparable facilities. The table below indicates parking provided at some recently constructed comparable facilities in the city.

Comparable Self-Storage Facilities in Albuquerque

| Facility | Year Built | Address | GSF | Parking Required @ (1/3,000 GSF) | Actual Parking Required | Parking Provided | Parking Deficiency |
|---|---|---|---|---|---|---|---|
| **Subject Site** | | **8041 Ventura St NE** | **96,000** | **32.00** | **29*** | **15** | **14** |
| Extra Space | 2019 | 1911 Ladera Dr NW | 102,150 | 34.05 | 34 | 6 | 28 |
| Extra Space | 2019 | 3600 Bosque Plaza Ln NW | 73,936 | 24.65 | 25 | 14 | 11 |
| Cubesmart | 2018 | 4100 Central Ave SE | 104,034 | 34.68 | 35 | 15 | 20 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Extra Space | 2017 | 10880 Unser Blvd NW | 86,453 | 28.82 | 29 | 19 | 10 |
| *Includes applicable transit reduction | | | | | | | |

The proposed 15 spaces are also backed by the findings of the parking study conducted by Lee Engineering that was submitted with this request. The study observed a similar, existing self-storage facility located at 4909 Juan Tabo in Albuquerque to determine their parking usage. The study was performed by counting the number of parked vehicles on site between the hours of 9:00am to 6:00pm on a weekday and weekend. The observation indicated that projected parking demands would occupy 27% and 40% of the provided spaces during the AM and PM weekday peaks and 40% and 54% during the weekend peaks. Based on this data, the parking spaces provided at the proposed Ventura Self-Storage facility will exceed peak parking demands by at least 100% or 2:1.

The study also utilized peak parking demand to estimate the number of spaces occupied hourly. To conduct this analysis, the number of parking spaces being occupied hourly by the proposed self-storage building was estimated using the information provided in the Institute of Transportation Engineers Parking Generation Manual. This analysis indicated that the maximum number of parking spaces occupied is estimated to be 10 during the peak hour on a weekday and 9 spaces during the peak hours on a weekend. Using this peak parking demand data, approximately 33% of the provided 15 parking spaces would be unoccupied on weekdays, and 40% would be unoccupied on weekends. Overall, the study found that a significant portion of the parking area would remain unoccupied as indicated by both methods outlined above as well as an analysis of comparable facilities.

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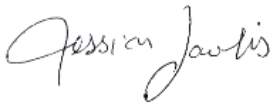
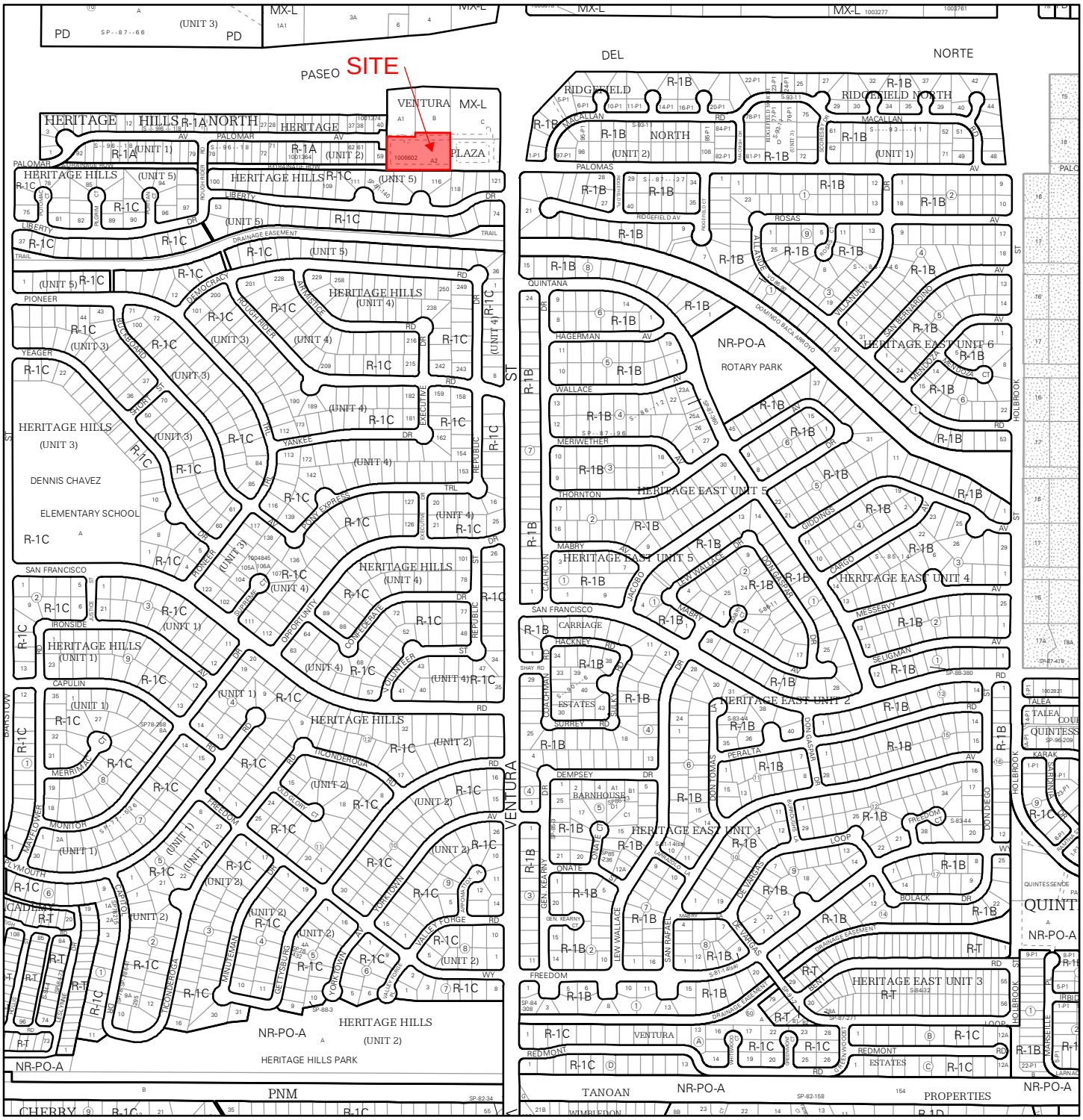
*Based upon the rationale presented in this letter as well as the attached parking study, we respectfully request approval of the reduction to the minimum requirements of Section 14-16-5-5 (Parking and Loading). If you have any questions or need clarification of anything contained herein, please contact me at jessical@dpsdesign.org or Jonathon Kruse of Lee Engineering at (505) 545-8459.*

*Sincerely,*



*Jessica Lawlis, AICP*
*Studio Manager | Urban Planning, Dekker/Perich/Sabatini*
*Agent for DXD Capital*



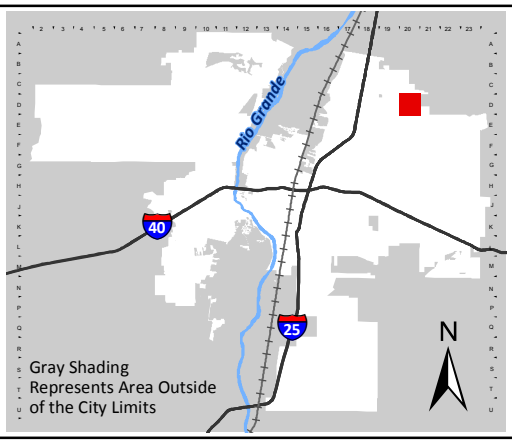

For more details about the Integrated Development Ordinance visit: http://www.cabq.gov/planning/codes-policies-regulations/integrated-development-ordinance

# IDO Zone Atlas
# May 2018

Albuquerque Geographic Information System

**IDO Zoning information as of May 17, 2018**

**The Zone Districts and Overlay Zones are established by the Integrated Development Ordinance (IDO).**




Zone Atlas Page:

## D-20-Z

- Easement
- Escarpment
- Petroglyph National Monument
- Areas Outside of City Limits
- Airport Protection Overlay (APO) Zone
- Character Protection Overlay (CPO) Zone
- Historic Protection Overlay (HPO) Zone
- View Protection Overlay (VPO) Zone

Feet: 0 250 500 1,000

ARIZONA
TEXAS
NEW MEXICO
OKLAHOMA

March 16, 2023

Brian Walsh
Vice President of Development
DXD.CAPITAL
1718 Central Avenue SW, Suite B
Albuquerque, New Mexico 87104

Re: *Extra Space Storage Parking Study*

Dear Mr. Walsh,

Lee Engineering has completed our parking study for the proposed self-storage building located at 8041 Ventura Street NE in Albuquerque, New Mexico. This letter report documents our study procedures and findings.

**INTRODUCTION**

DXD.CAPITAL. seeks to develop the vacant lot at the southwest corner of Paseo Del Norte Boulevard and Ventura Street. The proposed development would contain 96,000 ft$^2$ of self-storage space. Per the provided site plan, a total of 15 parking spaces will be provided, including two ADA parking spaces. Additionally, two motorcycle parking spaces and four bicycle parking spaces will be provided. A site plan for the proposed self-storage building and surrounding parking lots is provided in **Attachment 1** to this letter.

This report is divided into the following sections:

1. City Parking Calculation with Parking Deductions
2. Parking Accumulation Data Collection
3. Institute of Transportation Engineers – Peak Parking Demand
4. Conclusions

**CITY CODE PARKING CALCULATION**

The number of parking spaces needed to accommodate the proposed self-storage building was calculated according to the City of Albuquerque Integrated Development Ordinance (Part 14-16-5 Section 5-5) and is summarized in **Table 1**.

*Table 1: City Code Parking Requirements Summary*

| Land Use | City Code | Size (ft²) | Code Requirement (Parking Spaces) |
|---|---|---|---|
| SELF-STORAGE | 1 SPACE / 3,000 ft² GFA | 96,000 SF | 32 |
| Total Parking Spaces Required by Code | | | 32 |

A 10% reduction to parking spaces required is applied for being located within 330 ft of a transit stop (peak service frequency 15 – 45 minutes). Reductions in the number of parking spaces required are summarized in **Table 2**.

*Table 2: Parking Reduction Summary*

| Parking Reductions | Parking Spaces |
|---|---|
| PARKING REDUCTIONS 5-(5)(5)(C) 10% REDUCTION FOR PROXIMITY TO TRANSIT STOP | -3 |
| | |
| TOTAL PARKING REQUIRED: | 29 |
| TOTAL PARKING PROVIDED: | 15 |

With 15 parking spaces provided, the amount of parking provided for the proposed self-storage building will fall below the City code requirement (29) by 14 parking spaces or approximately 52 (fifty-two) percent.

**PARKING ACCUMULATION DATA COLLECTION - ALBUQUERQUE**

To determine the peak parking demand at the proposed self-storage building, a parking accumulation study was performed on an existing self-storage building of similar characteristics located at 4909 Juan Tabo Boulevard. This study was performed by counting the number of parked vehicles on site between the hours of 9:00 AM to 6:00 PM on a weekday (Wednesday) and a weekend (Saturday). Peak AM and PM operations were identified using the count data. As gathered from the site visit a total of 41 parking spaces, including two ADA parking spaces are provided. Additionally, on-site there are two motorcycle parking spaces and three bicycle parking spaces.

The resulting number of parking spaces occupied and available during each observation period is shown in **Figure 1**. Copies of the data sheets for this study are provided in **Attachment 2** to this letter. The AM and PM peak weekday periods are identified as 10:00 AM – 11:00 AM, and 5:00 PM – 6:00 PM respectively. The AM and PM peak weekend periods are identified as 11:00 AM – 12:00 AM, and 12:00 PM – 1:00 PM respectively.

**Table 3** below summarizes the data collected at 4909 Juan Tabo Boulevard.

*Table 3: Extra Space Storage Existing Parking Demand*

| | AM | PM |
|---|---|---|
| Total Parking Spaces | 41 | 41 |
| Peak Parking Demand[1] | 4/6 | 6/8 |
| Peak Parking Occupancy (%)[1] | 10%/15% | 15%/20% |
| Ratio of Parking Spaces per Vehicle[1] | 10.25:1/6.83:1 | 6.83:1/5.13:1 |

[1]Weekday/ Weekend

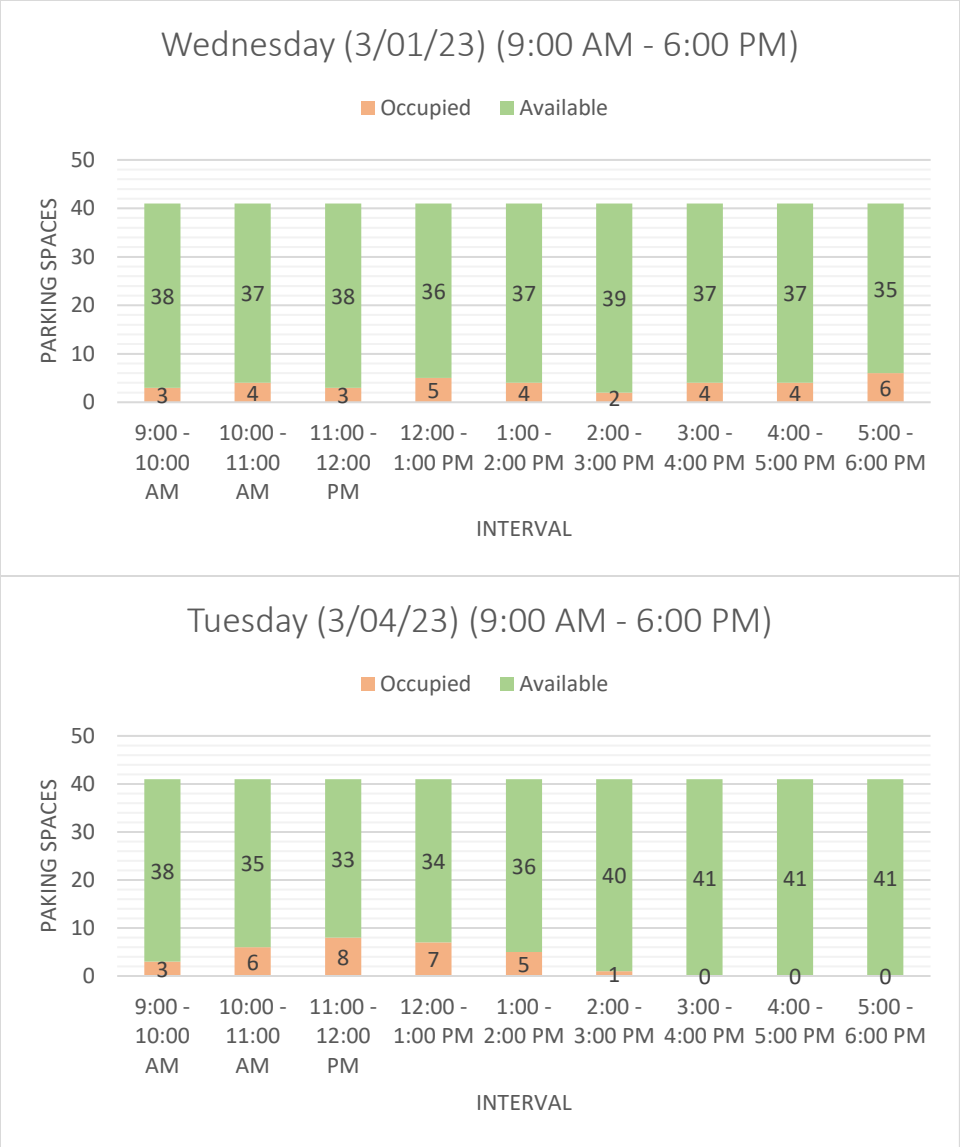



*Figure 1: Extra Space Storage Existing Parking Demand*

As shown in **Table 3** the existing parking demand shows that a maximum of 4 and 6 parking spaces were occupied during the AM and PM study periods respectively on weekdays, and 6 and 8 parking spaces on weekends. Based on the parking accumulation data collected, there is currently a significant surplus of parking spaces on the property. Based on this data, parking spaces provided at the proposed self-storage site will exceed peak parking demands by at least 100% or 2:1.

**PEAK PARKING GENERATION**

An additional method to test the adequacy of the proposed parking for the proposed self-storage building considered the peak parking demand on an hourly basis and identifying the highest number of vehicles on-site during both a weekday and weekend period. To conduct this analysis, the number of spaces being occupied hourly by the proposed self-storage building was estimated using information provided in the Institute of Transportation Engineers *Parking Generation Manual* (11th Edition). A Summary of the Peak parking demand for a 96 ksf "Mini-Warehouse" building is provided in **Table 4**.

*Table 4: Peak Parking Demand Characteristics for the Proposed Self-Storage Building*

| Land Use (ITE Land Use) | ITE Code | Variable | Peak Weekday | Peak Weekend |
|---|---|---|---|---|
| Equation/Rates | | | | |
| Mini-Warehouse | 151 | 1,000 ft² GFA | T = 0.10 (X) | T = 0.09 (X) |
| Peak Parking Demand | | | | |
| Mini-Warehouse | 151 | 1,000 ft² GFA | 10 | 9 |

These peak parking demands for weekdays and weekends were then applied on an hourly basis using hourly variation information for this type of land use provided in the ITE *Parking Generation Manual* (11th Edition), which is provided in **Attachment 3** to this letter. The hourly distribution percentages by the hour were used to obtain the number of vehicles estimated to occupy parking space hourly. **Table 5** summarizes the resulting parking spaces occupied using this methodology.

*Table 5: Parking Demand Using Peak Period Estimates*

| **Hourly Distribution of Parking Demand by Land Use** | | | | |
|---|---|---|---|---|
| Source: ITE *Trip Generation Manual*, 11th Edition | | | | |
| | | | | |
| Land Use Code | 151 | | | |
| Land Use | Mini-Warehouse | | | |
| Setting | General Urban/Suburban | | | |
| Time Period | Weekday | Weekend | | |
| # Data Sites | 9 | 1 | Peak Parking Demand (Spaces Occupied) | |
| | % of Peak Parking Demand | | Weekday | Weekend |
| Time | Weekday | Weekend | 10 | 9 |
| 12:00 - 1:00 AM | 0.0% | 0.0% | 0 | 0 |
| 1:00 - 2:00 AM | 0.0% | 0.0% | 0 | 0 |
| 2:00 - 3:00 AM | 0.0% | 0.0% | 0 | 0 |
| 3:00 - 4:00 AM | 0.0% | 0.0% | 0 | 0 |
| 4:00 - 5:00 AM | 0.0% | 0.0% | 0 | 0 |
| 5:00 - 6:00 AM | 0.0% | 0.0% | 0 | 0 |
| 6:00 - 7:00 AM | 0.0% | 0.0% | 0 | 0 |
| 7:00 - 8:00 AM | 0.0% | 0.0% | 0 | 0 |
| 8:00 - 9:00 AM | 14.0% | 0.0% | 1 | 0 |
| 9:00 - 10:00 AM | 71.0% | 0.0% | 7 | 0 |
| 10:00 - 11:00 AM | 50.0% | 0.0% | 5 | 0 |
| 11:00 - 12:00 PM | 79.0% | 0.0% | 8 | 0 |
| 12:00 - 1:00 PM | 57.0% | 0.0% | 6 | 0 |
| 1:00 - 2:00 PM | 64.0% | 91.0% | 6 | 8 |
| 2:00 - 3:00 PM | 64.0% | 27.0% | 6 | 2 |
| 3:00 - 4:00 PM | 79.0% | 55.0% | 8 | 5 |
| 4:00 - 5:00 PM | 71.0% | 100.0% | 7 | 9 |
| 5:00 - 6:00 PM | 100.0% | 91.0% | 10 | 8 |
| 6:00 - 7:00 PM | 14.0% | 27.0% | 1 | 2 |
| 7:00 - 8:00 PM | 0.0% | 0.0% | 0 | 0 |
| 8:00 - 9:00 PM | 0.0% | 0.0% | 0 | 0 |
| 9:00 - 10:00 PM | 0.0% | 0.0% | 0 | 0 |
| 10:00 - 11:00 PM | 0.0% | 0.0% | 0 | 0 |
| 11:00 - 12:00 AM | 0.0% | 0.0% | 0 | 0 |

As seen by the highlighted cell in Table 5, the maximum number of parking spaces occupied is estimated to be 10 during the peak hour on a weekday and 9 during the peak hour on a weekend using this methodology.

With a total of 15 future parking spaces provided, approximately 33% of the parking spaces would be unoccupied on weekdays, and 40% would be unoccupied on weekends.

**CONCLUSIONS**

Based on the results of this parking analysis:

- A total of 15 parking spaces will be provided for the proposed self-storage building.
- While the number of parking spaces proposed to be provided falls below the City of Albuquerque's requirements (29 parking spaces):
    - Observations made at an existing self-storage building of similar characteristics located at 4909 Juan Tabo Boulevard shows that projected parking demands would occupy 27% and 40% of the 15 provided spaces under AM and PM peak demand hours respectively during weekdays. During weekends the projected parking demands would occupy 40% and 54% of the 15 provided spaces under AM and PM peak demand hours respectively.
    - Using peak parking demand data to estimate the number of spaces occupied hourly is predicted to result in the proposed parking only being approximately 67% full under peak weekday demand (33% unoccupied), and 60% full under peak weekend demand (40% unoccupied).
- Based on the two (2) different methodologies applied in this study, a significant portion of the parking area would remain unoccupied for each of the methods applied.

Therefore, the amount of parking proposed to be provided for the self-storage building (15 parking spaces) is projected to adequately accommodate the anticipated peak parking demand.

If you have any questions regarding this study, please contact me at (505) 545-8459. We appreciate the opportunity to provide these services.

Sincerely,


Jonathon, Kruse, PE PTOE
Project Manager
Lee Engineering, LLC

## GENERAL SHEET NOTES

A. DIMENSIONS ARE TO FACE OF CURB, OR WALL, OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
B. SITE PLAN SHALL COMPLY WITH LOCAL, FEDERAL AND ACCESSIBILITY STANDARDS & GUIDELINES, INCLUDING THE INTERNATIONAL FIRE CODE (IFC) 2015.
C. ALL CURBS AND ACCESSIBLE RAMPS WILL BE DESIGNED AND BUILT ACCORDING TO THE CITY OF ALBUQUERQUE STANDARDS.
D. ALL LIGHT FIXTURES AND LIGHTING DESIGN SHALL COMPLY WITH THE CITY OF ALBUQUERQUE INTEGRATED DEVELOPMENT ORDINANCE (IDO): SECTION 14-16-5-8 OUTDOOR LIGHTING.
E. STREETS, PARKING SPACES AND ASSOCIATED DRIVES TO BE ASPHALT UNLESS NOTED OTHERWISE.
F. LANDSCAPE AND SIGNAGE WILL NOT INTERFERE WITH CLEAR SIGHT REQUIREMENTS. THEREFORE SIGNS, WALLS AND PLANTING BETWEEN 3 FEET AND 8 FEET TALL (AS MEASURED FROM THE GUTTER PAN) WILL NOT BE PERMITTED IN THE CLEAR SIGHT TRIANGLE.
G. AN ACCESSIBLE ROUTE, IN COMPLIANCE WITH ACCESSIBILITY STANDARDS OF THE PROJECT, CONNECTS FROM THE BUILDING TO ACCESSIBLE PARKING SPACES AND TO ALL SITE AMENITIES AS REQUIRED.

## SHEET KEYED NOTES

| CODE | DESCRIPTION |
|---|---|
| 1 | PROPERTY BOUNDARY |
| 2 | LANDSCAPE BUFFER |
| 3 | EXISTING CMU WALL TO REMAIN, HEIGHT VARIES |
| 4 | EXISTING FIRE HYDRANT TO REMAIN |
| 5 | EXISTING ASPHALT TO REMAIN |
| 6 | EXISTING STOP SIGN TO REMAIN |
| 7 | EXISTING SPECIALTY PAVMENT CROSSWALK TO REMAIN |
| 8 | EXISTING ROCK MULCH TO REMAIN, SEE SDP2.1 |
| 9 | ASPHALT PAVING, SEE CIVIL |
| 10 | CURB AND GUTTER, SEE A2/SDP1.2 |
| 11 | TIE INTO EXISTING CURB |
| 12 | CONCRETE APRON, SEE XX/SDP1.2 |
| 13 | 4" DIA. BOLLARD, SEE B5/SDP1.2 |
| 14 | ASPHALT SPEED BUMP, SEE B4/SDP1.2 |
| 15 | CONCRETE SIDEWALK, SEE A1/SDP1.2 |
| 16 | GUARDRAIL, SEE D5/SDP1.2 |
| 17 | ACCESSIBLE RAMP, SEE A4/SDP1.2 |
| 18 | CONCRETE CURB RAMP, SEE A3/SDP1.2 |
| 19 | FIRE LANE STRIPING AND SIGNAGE, SEE C2/SDP1.2 |
| 20 | DECORATIVE METAL FENCE, SEE C4/SDP1.2 |
| 21 | DECORATIVE METAL FENCE WITH FIRE ACCESS GATES, SEE C5/SDP1.2 |
| 22 | STOP SIGN, SEE C1/SDP1.2 |
| 23 | ACCESSIBLE PARKING, SEE B2/SDP1.2 |
| 24 | VAN ACCESSIBLE PARKING, SEE B2/SDP1.2 |
| 25 | ACCESSIBLE PARKING SIGNAGE, SEE C1/SDP1.2 |
| 26 | MOTORCYCLE PARKING |
| 27 | BICYCLE RACK, SEE B1/SDP1.2 |
| 28 | GATHERING SPACE WITH BENCHES AND TRASH RECEPTACLE |
| 29 | SITE UTILITY, SEE CIVIL UTILITY PLANS |
| 30 | BUILDING CANOPY, SEE ARCHITECTURAL |

## PROJECT DATA

**ZONING:**
MIXED-USE - MEDIUM LOW ZONE DISTRICT (MX-L)

**LEGAL DESCRIPTION:** PARCEL A-2-2 PLAT FOR PARCELS A-2-A & A-2-B VENTURA PLAZA (BEING COMPRISED OF PARCEL A-2 VENTURA PLAZA) CONT 1.6929 AC

**SITE AREA:** 1.69 ACRES
**ZONE ATLAS:** D-20-Z
**SETBACKS:** FRONT= 5' MIN, INTERIOR= 0', REAR= 15'
**BUILDING HEIGHT:**
MAXIMUM ALLOWED: 38'-0"
ACTUAL HEIGHT: 26'-0"
**SPRINKLED:** YES
**BUILDING OCCUPANCY:** S-1
**CONSTRUCTION TYPE:** IIB

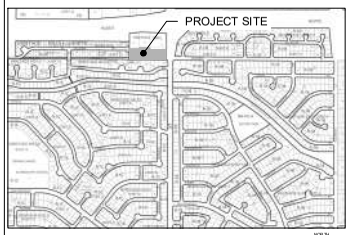
**PARKING CALCULATIONS:** (TABLE 5-5-1, 5-5(C)(5)(c))
(1 SPACE / 3,000 SQ.FT. GFA: 96,000 GFA/3,000 = 32 SPACES, MINUS REDUCTION OF 10% (3 SPACES) FOR PROXIMITY TO TRANSIT WITH PEAK SERVICE FREQUENCY OF 30 MIN = 29 SPACES)
**REQUIRED SPACES = 29 SPACES**
**PROVIDED PARKING = 15 TOTAL SPACES**

ADA PARKING REQUIRED: 2 INCLUDING 1 VAN ACCESSIBLE
ADA PARKING PROVIDED = 2 SPACES
MOTORCYCLE PARKING REQUIRED: 2 SPACES
(TABLE 5-5-4: REQUIRED OFF-STREET VEHICLE PARKING SPACES 26-50 = 2 MOTORCYCLE SPACES REQUIRED)
MOTORCYCLE PARKING PROVIDED = 2 SPACES
BICYCLE PARKING REQUIRED = 3 SPACES
BICYCLE PARKING PROVIDED = 4 SPACES

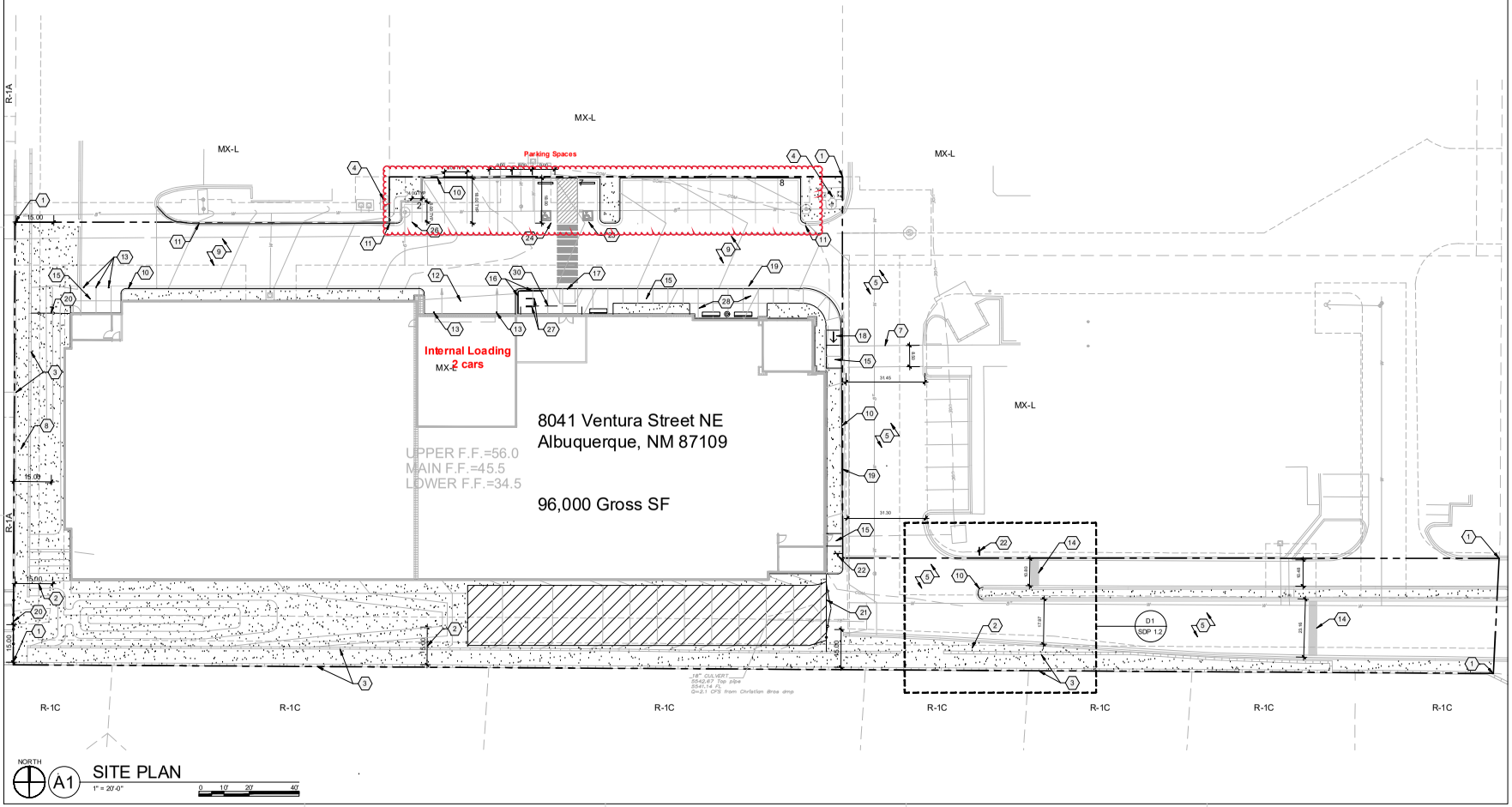
## LEGEND

- LANDSCAPE AREA, SEE SDP2.1
- FIRE LANE - CODE COMPLIANT PERMEABLE SURFACE, SEE SDP2.1
- PROPERTY LINE
- BENCH
- LITTER RECEPTACLE
- FIRE HYDRANT
- SIDEWALK RAMP (ARROW POINTS DOWN)
- TRANSFORMER WITH SAFETY BOLLARDS & 6" THICK CONCRETE PAD PER PNM STANDARDS
- LIGHT POLE

## VICINITY MAP




NTS




NORTH
A1 SITE PLAN
1" = 20'-0"
0 10' 20' 40'

DEKKER PERICH SABATINI

ARCHITECTURE
DESIGN
INSPIRATION

ARCHITECT

ENGINEER

PROJECT

VENTURA PLAZA
8041 VENTURA ST NE
ALBUQUERQUE, NM 87122

REVISIONS

| | |
|---|---|
| DRAWN BY | MM |
| REVIEWED BY | DS |
| DATE | 10/04/2022 |
| PROJECT NO. | 22-0129 |

DRAWING NAME
SITE PLAN

SHEET NO.
SDP1.1
OF

Lee Engineering, LLC
Phoenix, Arizona - Dallas, Texas
Oklahoma City, Oklahoma - San Antonio, Texas
Albuquerque, New Mexico, United States 87113
5053380988 zbaiamonte@lee-eng.com

Count Name: NM346.01 - Extra Space Parking
Site Code:
Start Date: 03/01/2023


# Turning Movement Data

| Start Time | Osuna Rd Eastbound | | | | Osuna Rd Westbound | | | | Extra Space Storage Parking Lot Northbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Int. Total |
| 9:00 AM | 2 | 0 | 0 | 2 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 9:45 AM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 2 | 0 | 0 | 2 | 3 | 3 | 0 | 6 | 0 | 1 | 0 | 1 | 9 |
| 10:00 AM | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 4 |
| 10:15 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| 10:30 AM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Hourly Total | 4 | 0 | 0 | 4 | 3 | 1 | 0 | 4 | 0 | 4 | 0 | 4 | 12 |
| 11:00 AM | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 4 |
| 11:15 AM | 3 | 0 | 0 | 3 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 7 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 2 | 0 | 2 | 6 |
| Hourly Total | 5 | 0 | 0 | 5 | 5 | 4 | 0 | 9 | 0 | 3 | 0 | 3 | 17 |
| 12:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 12:15 PM | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| 12:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 2 | 6 |
| Hourly Total | 5 | 0 | 0 | 5 | 1 | 4 | 1 | 6 | 0 | 3 | 0 | 3 | 14 |
| 1:00 PM | 1 | 0 | 0 | 1 | 2 | 3 | 0 | 5 | 0 | 1 | 0 | 1 | 7 |
| 1:15 PM | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 4 |
| 1:30 PM | 4 | 0 | 0 | 4 | 2 | 1 | 0 | 3 | 0 | 2 | 0 | 2 | 9 |
| 1:45 PM | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 6 |
| Hourly Total | 6 | 0 | 0 | 6 | 6 | 7 | 0 | 13 | 0 | 7 | 0 | 7 | 26 |
| 2:00 PM | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 5 |
| 2:15 PM | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| 2:30 PM | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 0 | 1 | 4 |
| 2:45 PM | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 5 |
| Hourly Total | 2 | 0 | 0 | 2 | 5 | 7 | 0 | 12 | 0 | 4 | 0 | 4 | 18 |
| 3:00 PM | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 6 |
| 3:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:30 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 PM | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| Hourly Total | 10 | 0 | 0 | 10 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 15 |
| 4:00 PM | 0 | 0 | 0 | 0 | 3 | 5 | 1 | 9 | 0 | 0 | 0 | 0 | 9 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:15 PM | 3 | 0 | 0 | 3 | 0 | 2 | 1 | 3 | 0 | 3 | 0 | 3 | 9 |
| 4:30 PM | 1 | 0 | 0 | 1 | 1 | 6 | 0 | 7 | 0 | 1 | 0 | 1 | 9 |
| 4:45 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 5 | 0 | 0 | 5 | 5 | 13 | 2 | 20 | 0 | 4 | 0 | 4 | 29 |
| 5:00 PM | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 7 |
| 5:15 PM | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 6 |
| 5:30 PM | 3 | 0 | 0 | 3 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 6 |
| 5:45 PM | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 5 |
| Hourly Total | 10 | 0 | 0 | 10 | 1 | 9 | 1 | 11 | 0 | 3 | 0 | 3 | 24 |
| Grand Total | 49 | 0 | 0 | 49 | 29 | 52 | 4 | 85 | 0 | 30 | 0 | 30 | 164 |
| Approach % | 100.0 | 0.0 | 0.0 | - | 34.1 | 61.2 | 4.7 | - | 0.0 | 100.0 | 0.0 | - | - |
| Total % | 29.9 | 0.0 | 0.0 | 29.9 | 17.7 | 31.7 | 2.4 | 51.8 | 0.0 | 18.3 | 0.0 | 18.3 | - |
| Lights | 47 | 0 | 0 | 47 | 27 | 49 | 4 | 80 | 0 | 29 | 0 | 29 | 156 |
| % Lights | 95.9 | - | - | 95.9 | 93.1 | 94.2 | 100.0 | 94.1 | - | 96.7 | - | 96.7 | 95.1 |
| Mediums | 2 | 0 | 0 | 2 | 2 | 3 | 0 | 5 | 0 | 1 | 0 | 1 | 8 |
| % Mediums | 4.1 | - | - | 4.1 | 6.9 | 5.8 | 0.0 | 5.9 | - | 3.3 | - | 3.3 | 4.9 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Articulated Trucks | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 |

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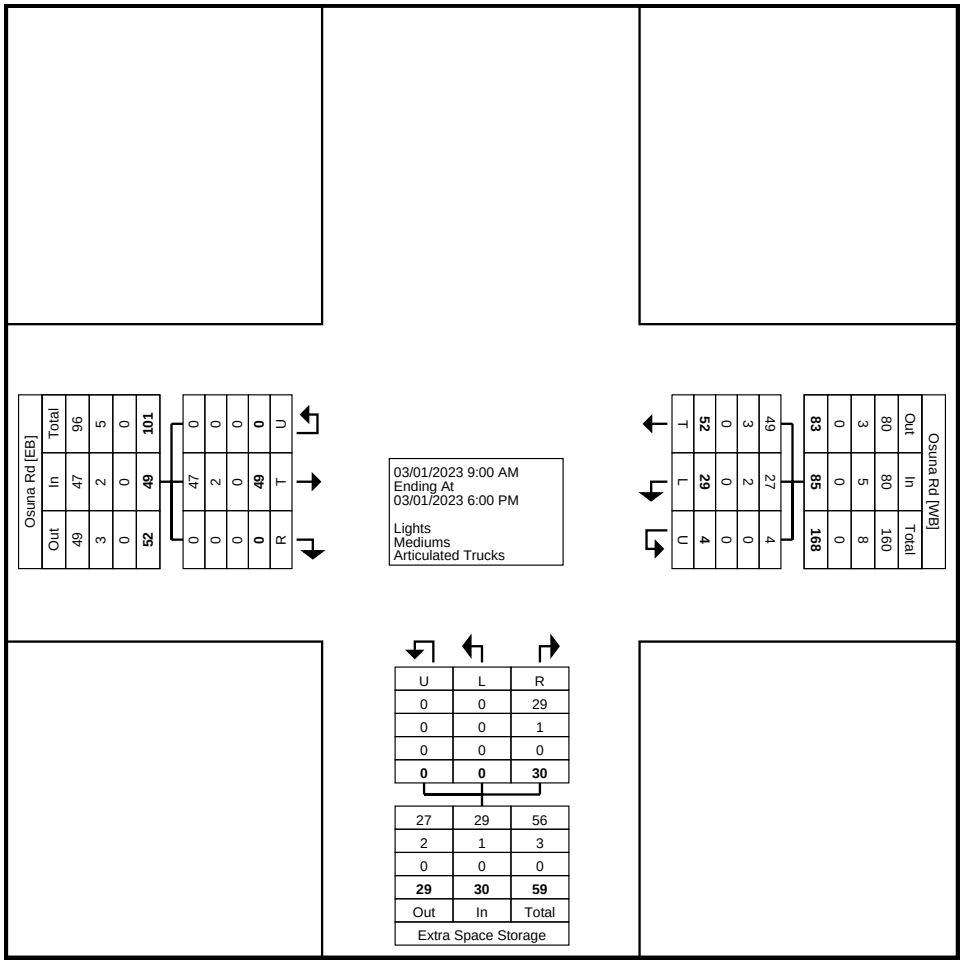
Albuquerque, New Mexico, United States 87113
5053380988 zbaiamonte@lee-eng.com

Count Name: NM346.01 - Extra Space Parking
Site Code:
Start Date: 03/01/2023


Turning Movement Data Plot

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Count Name: NM346.01 - Extra Space Parking
Site Code:
Start Date: 03/01/2023


# Turning Movement Peak Hour Data (11:00 AM)

| Start Time | Osuna Rd Eastbound | | | | Osuna Rd Westbound | | | | Extra Space Storage Parking Lot Northbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Int. Total |
| 11:00 AM | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 4 |
| 11:15 AM | 3 | 0 | 0 | 3 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 7 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 2 | 0 | 2 | 6 |
| Total | 5 | 0 | 0 | 5 | 5 | 4 | 0 | 9 | 0 | 3 | 0 | 3 | 17 |
| Approach % | 100.0 | 0.0 | 0.0 | - | 55.6 | 44.4 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | - |
| Total % | 29.4 | 0.0 | 0.0 | 29.4 | 29.4 | 23.5 | 0.0 | 52.9 | 0.0 | 17.6 | 0.0 | 17.6 | - |
| PHF | 0.417 | 0.000 | 0.000 | 0.417 | 0.417 | 0.500 | 0.000 | 0.563 | 0.000 | 0.375 | 0.000 | 0.375 | 0.607 |
| Lights | 4 | 0 | 0 | 4 | 4 | 4 | 0 | 8 | 0 | 3 | 0 | 3 | 15 |
| % Lights | 80.0 | - | - | 80.0 | 80.0 | 100.0 | - | 88.9 | - | 100.0 | - | 100.0 | 88.2 |
| Mediums | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| % Mediums | 20.0 | - | - | 20.0 | 20.0 | 0.0 | - | 11.1 | - | 0.0 | - | 0.0 | 11.8 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Articulated Trucks | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 |

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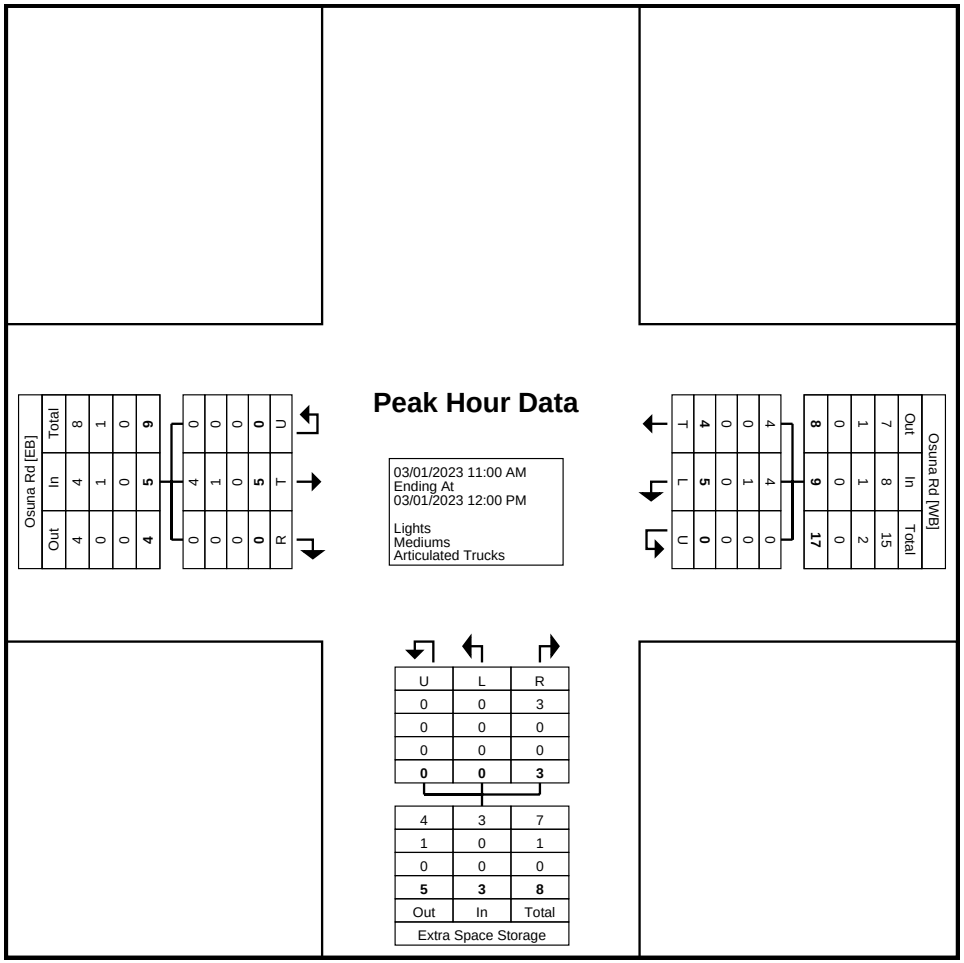
Count Name: NM346.01 - Extra Space Parking
Site Code:
Start Date: 03/01/2023


Turning Movement Peak Hour Data Plot (11:00 AM)

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5053380988 zbaiamonte@lee-eng.com

Count Name: NM346.01 - Extra Space Parking
Site Code:
Start Date: 03/01/2023


# Turning Movement Peak Hour Data (3:45 PM)

| Start Time | Osuna Rd Eastbound | | | | Osuna Rd Westbound | | | | Extra Space Storage Parking Lot Northbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Int. Total |
| 3:45 PM | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 4:00 PM | 0 | 0 | 0 | 0 | 3 | 5 | 1 | 9 | 0 | 0 | 0 | 0 | 9 |
| 4:15 PM | 3 | 0 | 0 | 3 | 0 | 2 | 1 | 3 | 0 | 3 | 0 | 3 | 9 |
| 4:30 PM | 1 | 0 | 0 | 1 | 1 | 6 | 0 | 7 | 0 | 1 | 0 | 1 | 9 |
| Total | 8 | 0 | 0 | 8 | 4 | 15 | 2 | 21 | 0 | 4 | 0 | 4 | 33 |
| Approach % | 100.0 | 0.0 | 0.0 | - | 19.0 | 71.4 | 9.5 | - | 0.0 | 100.0 | 0.0 | - | - |
| Total % | 24.2 | 0.0 | 0.0 | 24.2 | 12.1 | 45.5 | 6.1 | 63.6 | 0.0 | 12.1 | 0.0 | 12.1 | - |
| PHF | 0.500 | 0.000 | 0.000 | 0.500 | 0.333 | 0.625 | 0.500 | 0.583 | 0.000 | 0.333 | 0.000 | 0.333 | 0.917 |
| Lights | 8 | 0 | 0 | 8 | 4 | 15 | 2 | 21 | 0 | 4 | 0 | 4 | 33 |
| % Lights | 100.0 | - | - | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | - | 100.0 | - | 100.0 | 100.0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Mediums | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Articulated Trucks | 0.0 | - | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 |

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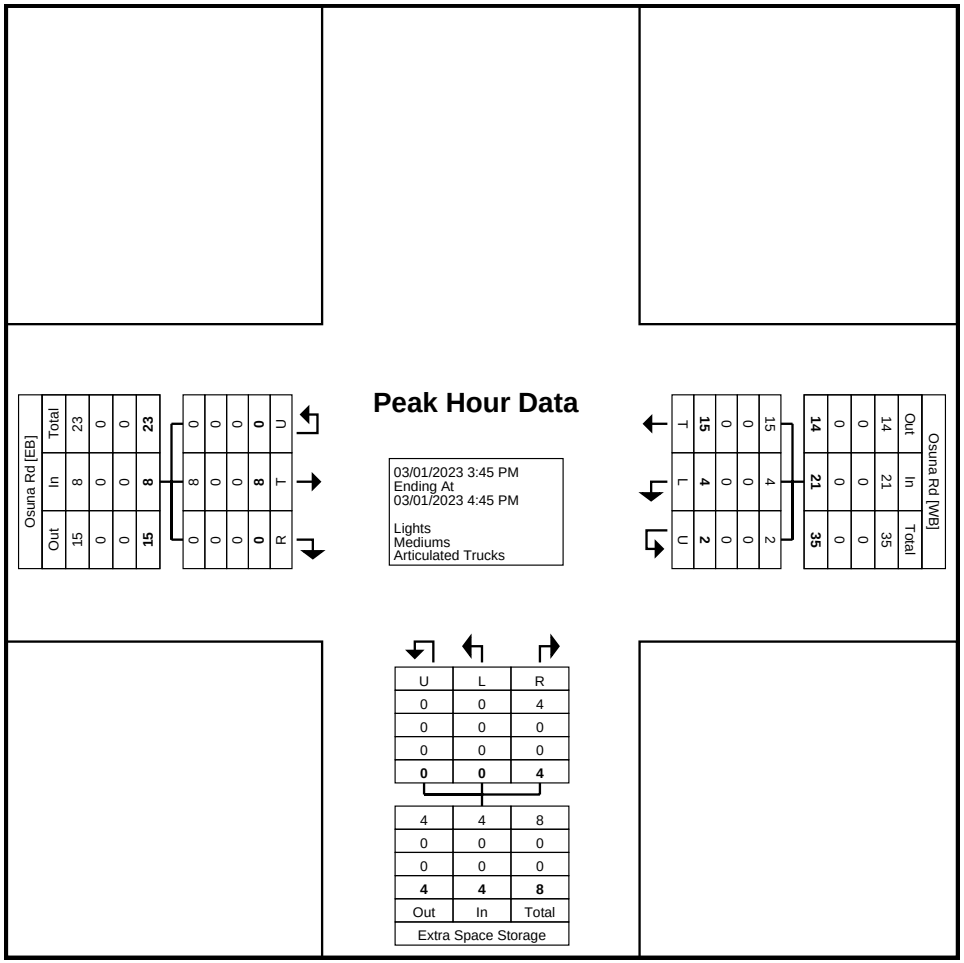
Count Name: NM346.01 - Extra Space Parking
Site Code:
Start Date: 03/01/2023


| Osuna Rd [EB] | | | | | |
|---|---|---|---|---|---|
| | Total | 23 | 0 | 0 | **23** |
| | In | 8 | 0 | 0 | **8** |
| | Out | 15 | 0 | 0 | **15** |

| | | | | |
|---|---|---|---|---|
| 0 | 0 | 0 | **0** | U |
| 8 | 0 | 0 | **8** | T |
| 0 | 0 | 0 | **0** | R |

| | | | | |
|---|---|---|---|---|
| T | **15** | 0 | 0 | 15 |
| L | **4** | 0 | 0 | 4 |
| U | **2** | 0 | 0 | 2 |

| Osuna Rd [WB] | | | | |
|---|---|---|---|---|
| Out | 14 | 0 | 0 | **14** |
| In | 21 | 0 | 0 | **21** |
| Total | 35 | 0 | 0 | **35** |

| U | L | R |
|---|---|---|
| 0 | 0 | 4 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| **0** | **0** | **4** |

| | | |
|---|---|---|
| 4 | 4 | 8 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| **4** | **4** | **8** |
| Out | In | Total |

Turning Movement Peak Hour Data Plot (3:45 PM)

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Albuquerque, New Mexico, United States 87113
5053380988 zbaiamonte@lee-eng.com

Count Name: NM346.01 - Extra Space Parking
Site Code:
Start Date: 03/04/2023


# Turning Movement Data

| Start Time | Osuna Rd Eastbound | | | | Osuna Rd Westbound | | | | Extra Space Storage Parking Lot Northbound | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 5 |
| 9:15 AM | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 9:30 AM | 2 | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| 9:45 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 4 |
| Hourly Total | 3 | 0 | 0 | 3 | 3 | 7 | 0 | 10 | 0 | 2 | 0 | 2 | 15 |
| 10:00 AM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 4 |
| 10:15 AM | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| 10:30 AM | 2 | 0 | 0 | 2 | 2 | 2 | 0 | 4 | 0 | 4 | 0 | 4 | 10 |
| 10:45 AM | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 4 |
| Hourly Total | 4 | 0 | 0 | 4 | 5 | 5 | 0 | 10 | 0 | 7 | 0 | 7 | 21 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 1 | 0 | 0 | 1 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 6 |
| 11:30 AM | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 3 | 0 | 3 | 8 |
| 11:45 AM | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 7 |
| Hourly Total | 4 | 0 | 0 | 4 | 4 | 9 | 0 | 13 | 0 | 4 | 0 | 4 | 21 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 12:15 PM | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 4 |
| 12:30 PM | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 9 |
| 12:45 PM | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 6 | 0 | 0 | 6 | 4 | 5 | 0 | 9 | 0 | 4 | 0 | 4 | 19 |
| 1:00 PM | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 1 | 0 | 1 | 7 |
| 1:15 PM | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 | 4 |
| 1:45 PM | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 5 |
| Hourly Total | 2 | 0 | 0 | 2 | 8 | 6 | 0 | 14 | 0 | 4 | 0 | 4 | 20 |
| 2:00 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 1 | 0 | 1 | 5 |
| 2:15 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 4 |
| 2:30 PM | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 5 |
| 2:45 PM | 2 | 0 | 0 | 2 | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 9 |
| Hourly Total | 5 | 0 | 0 | 5 | 6 | 8 | 0 | 14 | 0 | 4 | 0 | 4 | 23 |
| 3:00 PM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 6 |
| 3:15 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 1 | 0 | 1 | 5 |
| 3:30 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 1 | 0 | 1 | 5 |
| 3:45 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 5 |
| Hourly Total | 5 | 0 | 0 | 5 | 4 | 4 | 0 | 8 | 0 | 8 | 0 | 8 | 21 |
| 4:00 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:15 PM | 3 | 0 | 0 | 3 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 5 |
| 4:45 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 5 | 0 | 0 | 5 | 3 | 5 | 0 | 8 | 0 | 2 | 0 | 2 | 15 |
| 5:00 PM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 3 |
| 5:30 PM | 2 | 0 | 0 | 2 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 6 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 6 | 0 | 0 | 6 | 0 | 7 | 0 | 7 | 0 | 1 | 1 | 2 | 15 |
| Grand Total | 40 | 0 | 0 | 40 | 37 | 56 | 0 | 93 | 0 | 36 | 1 | 37 | 170 |
| Approach % | 100.0 | 0.0 | 0.0 | - | 39.8 | 60.2 | 0.0 | - | 0.0 | 97.3 | 2.7 | - | - |
| Total % | 23.5 | 0.0 | 0.0 | 23.5 | 21.8 | 32.9 | 0.0 | 54.7 | 0.0 | 21.2 | 0.6 | 21.8 | - |
| Lights | 38 | 0 | 0 | 38 | 37 | 50 | 0 | 87 | 0 | 36 | 1 | 37 | 162 |
| % Lights | 95.0 | - | - | 95.0 | 100.0 | 89.3 | - | 93.5 | - | 100.0 | 100.0 | 100.0 | 95.3 |
| Mediums | 2 | 0 | 0 | 2 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 8 |
| % Mediums | 5.0 | - | - | 5.0 | 0.0 | 10.7 | - | 6.5 | - | 0.0 | 0.0 | 0.0 | 4.7 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Articulated Trucks | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 |

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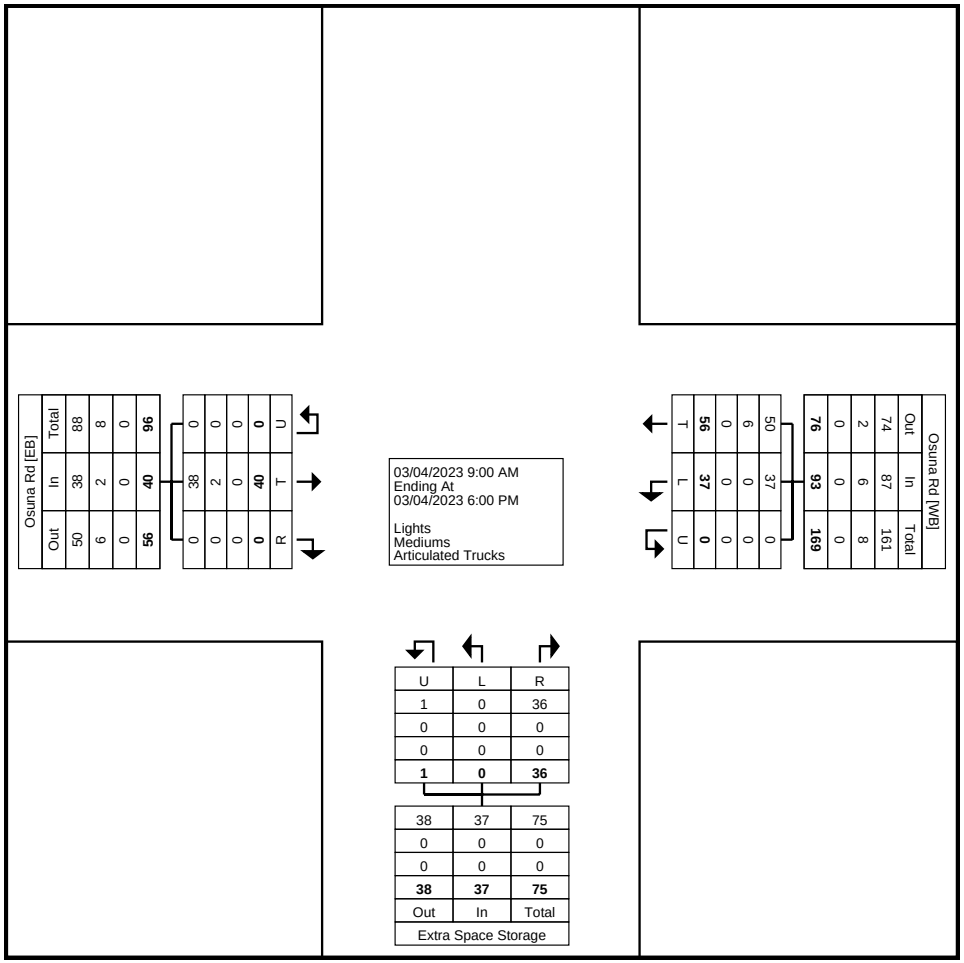


Turning Movement Data Plot

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Count Name: NM346.01 - Extra Space Parking
Site Code:
Start Date: 03/04/2023


# Turning Movement Peak Hour Data (9:45 AM)

| Start Time | Osuna Rd Eastbound | | | | Osuna Rd Westbound | | | | Extra Space Storage Parking Lot Northbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Int. Total |
| 9:45 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 4 |
| 10:00 AM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 4 |
| 10:15 AM | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 3 |
| 10:30 AM | 2 | 0 | 0 | 2 | 2 | 2 | 0 | 4 | 0 | 4 | 0 | 4 | 10 |
| Total | 3 | 0 | 0 | 3 | 7 | 3 | 0 | 10 | 0 | 8 | 0 | 8 | 21 |
| Approach % | 100.0 | 0.0 | 0.0 | - | 70.0 | 30.0 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | - |
| Total % | 14.3 | 0.0 | 0.0 | 14.3 | 33.3 | 14.3 | 0.0 | 47.6 | 0.0 | 38.1 | 0.0 | 38.1 | - |
| PHF | 0.375 | 0.000 | 0.000 | 0.375 | 0.583 | 0.375 | 0.000 | 0.625 | 0.000 | 0.500 | 0.000 | 0.500 | 0.525 |
| Lights | 3 | 0 | 0 | 3 | 7 | 3 | 0 | 10 | 0 | 8 | 0 | 8 | 21 |
| % Lights | 100.0 | - | - | 100.0 | 100.0 | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | 100.0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Mediums | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Articulated Trucks | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 |

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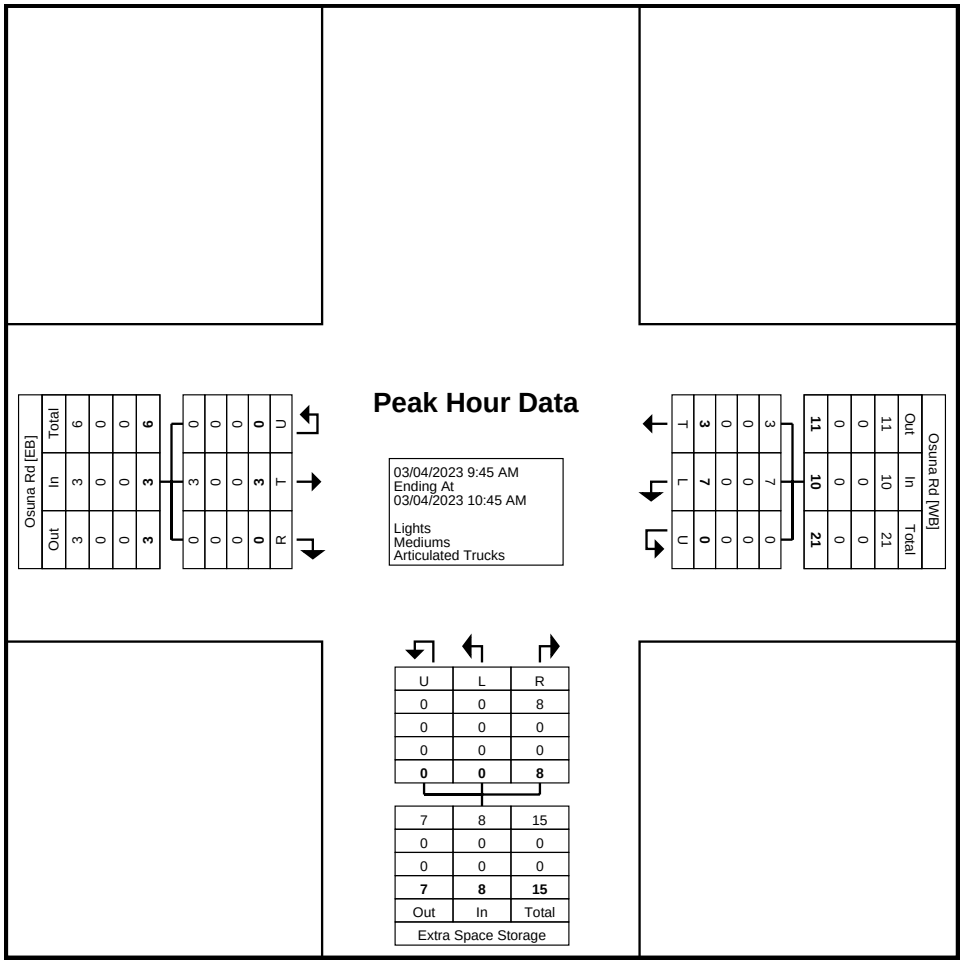


Turning Movement Peak Hour Data Plot (9:45 AM)

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Count Name: NM346.01 - Extra Space Parking
Site Code:
Start Date: 03/04/2023


# Turning Movement Peak Hour Data (2:30 PM)

| Start Time | Osuna Rd Eastbound | | | | Osuna Rd Westbound | | | | Extra Space Storage Parking Lot Northbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thru | Right | U-Turn | App. Total | Left | Thru | U-Turn | App. Total | Left | Right | U-Turn | App. Total | Int. Total |
| 2:30 PM | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 5 |
| 2:45 PM | 2 | 0 | 0 | 2 | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 9 |
| 3:00 PM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 6 |
| 3:15 PM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 1 | 0 | 1 | 5 |
| Total | 7 | 0 | 0 | 7 | 5 | 8 | 0 | 13 | 0 | 5 | 0 | 5 | 25 |
| Approach % | 100.0 | 0.0 | 0.0 | - | 38.5 | 61.5 | 0.0 | - | 0.0 | 100.0 | 0.0 | - | - |
| Total % | 28.0 | 0.0 | 0.0 | 28.0 | 20.0 | 32.0 | 0.0 | 52.0 | 0.0 | 20.0 | 0.0 | 20.0 | - |
| PHF | 0.583 | 0.000 | 0.000 | 0.583 | 0.417 | 0.500 | 0.000 | 0.464 | 0.000 | 0.417 | 0.000 | 0.417 | 0.694 |
| Lights | 7 | 0 | 0 | 7 | 5 | 8 | 0 | 13 | 0 | 5 | 0 | 5 | 25 |
| % Lights | 100.0 | - | - | 100.0 | 100.0 | 100.0 | - | 100.0 | - | 100.0 | - | 100.0 | 100.0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Mediums | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Articulated Trucks | 0.0 | - | - | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 0.0 | - | 0.0 | 0.0 |

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Site Code:
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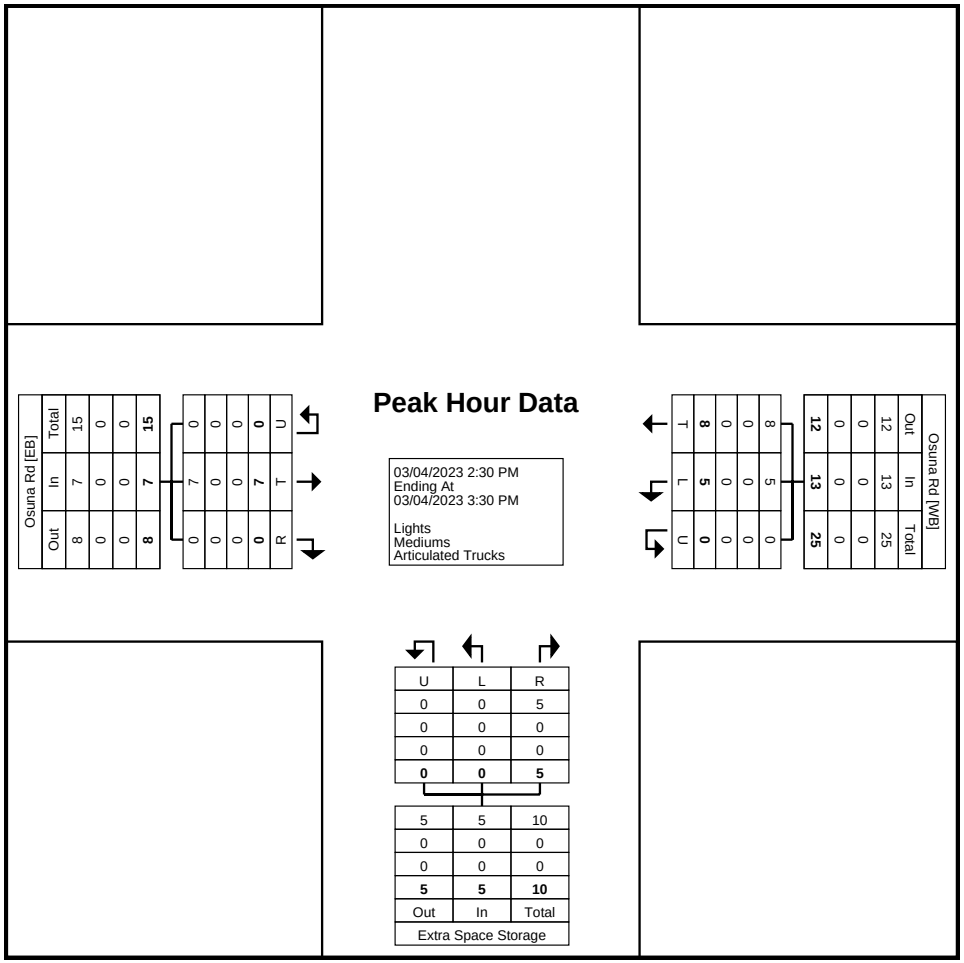


Turning Movement Peak Hour Data Plot (2:30 PM)

# Land Use: 151 Mini-Warehouse

## Description

A mini-warehouse is a building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point.

## Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (nine study sites) and a Saturday (one study site) in a general urban/suburban setting.

| | Percent of Peak Parking Demand | |
|---|---|---|
| **Hour Beginning** | **Weekday** | **Saturday** |
| 12:00–4:00 a.m. | 0 | – |
| 5:00 a.m. | 0 | – |
| 6:00 a.m. | 0 | – |
| 7:00 a.m. | 0 | – |
| 8:00 a.m. | 14 | – |
| 9:00 a.m. | 71 | – |
| 10:00 a.m. | 50 | – |
| 11:00 a.m. | 79 | – |
| 12:00 p.m. | 57 | – |
| 1:00 p.m. | 64 | 91 |
| 2:00 p.m. | 64 | 27 |
| 3:00 p.m. | 79 | 55 |
| 4:00 p.m. | 71 | 100 |
| 5:00 p.m. | 100 | 91 |
| 6:00 p.m. | 14 | 27 |
| 7:00 p.m. | 0 | 0 |
| 8:00 p.m. | 0 | – |
| 9:00 p.m. | 0 | – |
| 10:00 p.m. | 0 | – |
| 11:00 p.m. | 0 | – |

## Additional Data

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Massachusetts, Minnesota, and Texas.

## Source Numbers

37, 314, 415, 556, 562