

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

To: City of Lake Elsinore Engineering Department
From: Daji Yuan, Ph.D., Meghan Macias, TE
Date: 12/19/2022
Site: on Lakeshore Drive West of Gunnerson Street,
City of Lake Elsinore
Subject: Vehicle Miles Traveled (VMT) Screening Analysis Memo



This technical memorandum evaluates the potential vehicle miles traveled (VMT) impact for the proposed residential project located on Lakeshore Drive West of Gunnerson Street, City of Lake Elsinore. The purpose of this analysis is to determine whether a Vehicle Miles Traveled (VMT) Analysis would be required for the project. The existing site is located on two vacant parcels (APNs 379-230-001, 379-230-002). The project proposes to construct 140 duplex townhomes totaling 423,318 square feet (sf). The project location is shown in Figure 1. This VMT analysis is based on the requirements of the City of Lake Elsinore Traffic Impact Analysis (TIA) Preparation Guide (June 23, 2020). The project site plan is shown in Figure 2.

Project Trip Generation Based on Proposed Project

The proposed project's trip generation was prepared using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. Table 1 presents the trip generation estimate for the proposed project. As shown in Table 1, the proposed residential project is forecast to generate 1,008 daily trips including 67 trips during the AM peak hour and 80 trips during the PM peak hour.

Vehicle Miles Traveled

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts, aiming to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. In response, Section 15064.3 - Determining the Significance of Transportation Impacts, was added to the CEQA Guidelines which states that VMT is the most appropriate measure of transportation impacts and shall apply statewide beginning on July 1, 2020.

City of Lake Elsinore VMT Screening

Section 5.1 of the City's TIA Preparation Guide provides VMT screening thresholds to identify projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis. If a project meets one of the following criteria, then the VMT impact of the project would be considered less-than significant and no further analysis of VMT would be required:

1. The project is located within a Transit Priority Area (TPA).

2. The project is in a low VMT-generating area.
3. The project type has been identified as low project type.

The applicability of each criterion to the project is discussed below:

Screening Criteria 1 - Transit Priority Area Screening: According to the City's guidelines, projects located in a TPA may be presumed to have a less than significant impact. The project is not located in a TPA, therefore the project would not satisfy the requirements of Screening Criteria 1 – TPA screening.

Screening Criteria 2 - Low VMT Area Screening: The City's TIA preparation guide includes a screening threshold for projects located in a low VMT generating area. Low VMT generating area is defined as traffic analysis zones (TAZs) with a total daily VMT/Service Population (employment plus population) that is less than the baseline level for the city. The project's site was evaluated using the WRCOG VMT Tool. As shown in Figure 3, the City wide VMT/Service Population is 34 and the VMT/Service Population for the project zone (TAZ 954) is 33.5. The VMT/Service Population of the project zone is 1.47% below the jurisdiction VMT. Therefore, the project would meet Screening Criteria 2 – Low-VMT Area Screening.

Screening Criteria 3 - Low Project Type: According to the City's TIA preparation guide, projects which propose local serving retail (retail projects less than 50,000 square feet) or other local serving uses would have a less than significant impact on VMT. The types of projects considered local serving include supermarkets, hair/nail salon, walk-in medical clinics/urgent care, K-12 schools, day care centers, and community institutions such as libraries, fire stations, etc. The project does not propose a local serving land use and therefore would not satisfy the requirements of screening criteria 3.

Summary

The proposed project is not located in a TPA or not classified as a low project type; so it would not meet Screening Criteria 1 and 3. However, the Screening Criteria 2: low VMT area screening is met. Therefore, the project would be presumed to have a less than significant impact on VMT and no further analysis is needed.

If you have any questions about this analysis, please contact me at (949) 794-1180 or daji@epdsolutions.com.

Figure 1. Project Location



Figure 2. Project Site Plan



LAKESHORE DRIVE - 10 ACRES

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COASTAL COMMERCIAL PROPERTIES | 21-102

DATE 6/27/22

OVERALL CONCEPTUAL LANDSCAPE PLAN | L1



Table 1. Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates								
Single-Family Attached Housing ¹	DU	7.20	0.15	0.33	0.48	0.32	0.25	0.57
Project Trip Generation								
Proposed Townhomes	140 DU	1,008	21	46	67	45	35	80
DU = Dwelling Units								
¹ Trip rates from the Institute of Transportation Engineers, <i>Trip Generation Manual, 11th Edition</i> , 2021. Land Use Code 215 - Single-Family Attached Housing								

Figure 3. WRCOG VMT Screening

