Appendix N

Vehicle Miles Travelled Screening Analysis

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Approved
8/28/2020
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SUBJECT: LAKE & MOUNTAIN VEHICLE MILES TRAVELED (VMT) SCREENING ANALYSIS

Dear Mr. Greg Hann:

The following VMT Screening Analysis has been prepared for the Lake & Mountain Shopping Center (**Project**), which is located on the northwest corner of Lake Street and Mountain Street in the City of Lake Elsinore.

PROJECT OVERVIEW

the Project is proposed to consist of 13,200 square feet of shopping center use, a gasoline service station with a 3,400 square foot convenience market, 7,365 square feet of fast-food restaurant with drive-through window use, and an automated car wash tunnel.

BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020.

It is our understanding that the City of Lake Elsinore utilizes the Western Riverside Council of Governments (WRCOG) VMT Screening Tool (**Screening Tool**), which was developed by WRCOG to assist local agencies with conducting project level VMT screening assessments. The Screening Tool is based on the Riverside Transportation Analysis Model (RIVTAM) and allows users to select a project via assessor's parcel number to determine if a project's location meets one or more of the screening thresholds for land use projects identified in the City of Lake Elsinore Transportation Impact Analysis Guidelines (**City Guidelines**) (1)

The focus of this memorandum is to evaluate each of the applicable screening thresholds to determine if the proposed Project would be expected to cause a less than significant impact to VMT without requiring a more detailed VMT analysis.

PROJECT SCREENING

The City Guidelines provides details on appropriate "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact. City Guidelines list the screening thresholds in the following three steps:

Step 1: Transit Priority Area (TPA) Screening

Step 2: Low VMT Area Screening

Step 3: Project Type Screening

A land use project need only to meet one of the above screening thresholds to result in a less than significant impact.

STEP 1: TPA SCREENING

Consistent with guidance identified in the Technical Advisory and City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"[1] or an existing stop along a "high-quality transit corridor"[2]) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The Project does not appear to be within a TPA nor does it meet the secondary FAR ratio requirement of greater than 0.75 FAR.

The TPA screening threshold is not met.

STEP 2: LOW VMT AREA SCREENING

As noted in the City Guidelines, residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. The Screening Tool uses the sub-regional travel demand model RIVTAM to estimate VMT for individual traffic analysis zones (TAZ's) for areas throughout the WRCOG region. A low VMT area is defined as an individual

[1] Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").
[2] Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

TAZ where total daily VMT per service population is lower than the City average total daily VMT per service population. The Project's physical location based on parcel number (389030017) was selected in the Screening Tool to determine the VMT per service population for the TAZ containing the Project. Based on the Screening Tool results (see Attachment A), the Project TAZ (TAZ 3,419) is shown to generate 33.08 average daily VMT per service population, while the City of Lake Elsinore average daily VMT per service population is shown to be 36.29. Consistent with City Guidelines, before a final determination can be made based on low VMT area screening, the traffic engineer should also review the underlying land use assumptions and associated socio-economic data (SED) contained in the low VMT generating TAZ to ensure the proposed Project's land use is consistent with that of the low VMT generating TAZ. However, based on a review of the underlying SED contained within TAZ 3,419 there is 2,727 population (i.e., residential uses), 1 retail employee and 121 educational employees contained in the zone. The proposed Project does not appear to be consistent with the underlying land uses contained in the low VMT generating TAZ.

The Low VMT Area screening threshold is not met.

STEP 3: PROJECT TYPE SCREENING

The City Guidelines describe that projects consisting of local-serving retail less than 50,000 square feet may be presumed to cause a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.[3] The proposed Project consists of 13,200 square feet of shopping center use, a gasoline service station with a 3,400 square foot convenience market, 7,365 square feet of fast-food restaurant with drive-through window use, and an automated car wash tunnel and is assumed to be local serving.

The Project Type screening threshold is met.

CONCLUSION

Based on our review of applicable VMT screening thresholds, the Project meets the Project Type screening threshold and results in a less than significant VMT impact. The Project was not found to meet the Low VMT Area or TPA screening, however meeting the Project Type screening threshold is sufficient to determine a less than significant impact; no additional VMT analysis is required.

[3] Pg 5 of City of Lake Elsinore Traffic Impact Analysis Preparation Guide May 2020

If you have any questions, please contact me directly at (949) 480-7788.

Respectfully submitted,

URBAN CROSSROADS, INC.

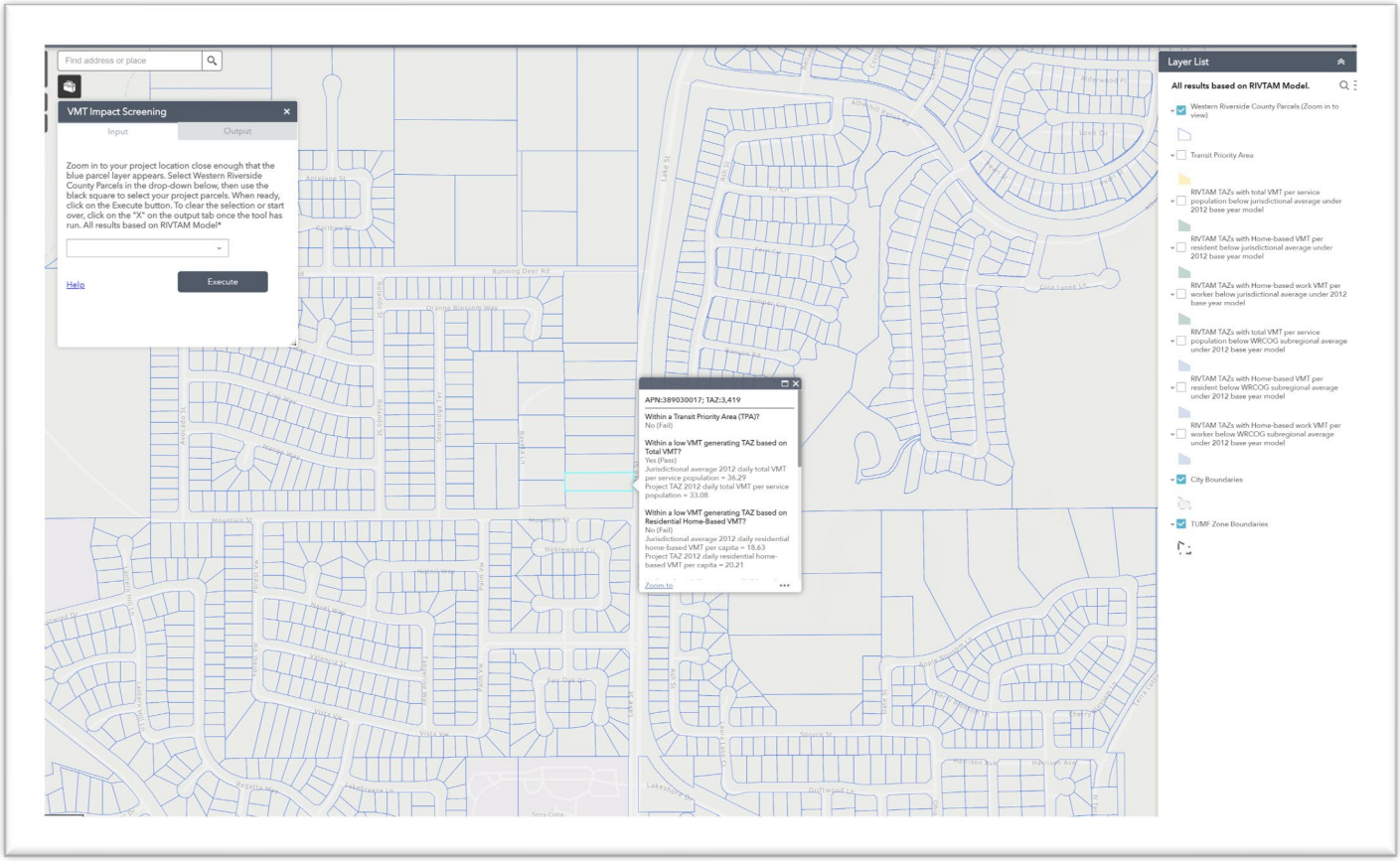
Aric Evatt, PTP
President

Robert Vu, PE
Transportation Engineer

REFERENCES

1. *City of Lake Elsinore Traffic Impact Analysis Preparation Guide.* City of Lake Elsinore : s.n., May 2020.

ATTACHMENT A


Find address or place
VMT Impact Screening
Input
Output
Zoom in to your project location close enough that the blue parcel layer appears. Select Western Riverside County Parcels in the drop-down below, then use the black square to select your project parcels. When ready, click on the Execute button. To clear the selection or start over, click on the "X" on the output tab once the tool has run. All results based on RIVTAM Model*
Help
Execute
APN:389030017; TAZ:3,419
Within a Transit Priority Area (TPA)?
No (Fail)
Within a low VMT generating TAZ based on Total VMT?
Yes (Pass)
Jurisdictional average 2012 daily total VMT per service population = 36.29
Project TAZ 2012 daily total VMT per service population = 33.08
Within a low VMT generating TAZ based on Residential Home-Based VMT?
No (Fail)
Jurisdictional average 2012 daily residential home-based VMT per capita = 18.63
Project TAZ 2012 daily residential home-based VMT per capita = 20.21
Zoom to
Layer List
All results based on RIVTAM Model.
Western Riverside County Parcels (Zoom in to view)
Transit Priority Area
RIVTAM TAZs with total VMT per service population below jurisdictional average under 2012 base year model
RIVTAM TAZs with Home-based VMT per resident below jurisdictional average under 2012 base year model
RIVTAM TAZs with Home-based work VMT per worker below jurisdictional average under 2012 base year model
RIVTAM TAZs with total VMT per service population below WRCOG subregional average under 2012 base year model
RIVTAM TAZs with Home-based VMT per resident below WRCOG subregional average under 2012 base year model
RIVTAM TAZs with Home-based work VMT per worker below WRCOG subregional average under 2012 base year model
City Boundaries
TUMF Zone Boundaries