

Date: July 8, 2024

Prepared by: Maryam Javanmardi

To: City of Lake Elsinore

Site: Baker Lake Elsinore-EPD Project # 23-029

**Subject:** Vehicle Miles Traveled (VMT) Screening Analysis Memorandum

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This technical memorandum evaluates the vehicle miles traveled (VMT) analysis for the proposed industrial project (Project) which includes a 1,000,451 SF industrial development comprising two warehouse buildings: Building 1 (212,028 SF) and Building 2 (788,423 SF), located in the City of Lake Elsinore. The project site, currently vacant, is located southwest of Pierce and Baker St (identified by Assessor's Parcel Numbers (APNs) 378-020-014, -015, -016, -028, -029, -030, -031, -036, -037, and -048). Regional access to the project site is provided by Interstate 15 (I-15) located 0.40 miles east of the site. Nichols Road/proposed Baker connection will provide direct access to the proposed project. Local access to the site is provided from Collier Avenue, Baker Street and Pierce Street. Circulation to and from the site will be from the section of Pierce Street northeast of the site that connects to Nichols Road. Except for by use of emergency vehicles, trips associated with the project will not come from or leave the site on the section of Pierce Street southwest of the site.

The location of the proposed Project is shown in Figure 1, *Project Location*, and the proposed Project site plan is shown in Figure 2, *Project Site Plan*. The proposed Project was assessed utilizing the guidelines outlined in *City of Lake Elsinore Traffic Impact Analysis Preparation Guide*<sup>1</sup>.

### **Project Trip Generation**

The proposed Project trip generation was prepared using trip rates from the Institute of Transportation Engineers (ITE)<sup>2</sup>. The proposed Project is estimated to generate approximately 2,384 daily trips, 167 AM (128 inbound and 39 outbound) peak hour trips, and 183 PM (53 inbound and 130 outbound) peak hour trips. The project trip generation was adjusted using passenger car equivalent (PCE) factors from the *Riverside County Transportation Analysis Guidelines* (December 2020).<sup>3</sup> PCE factors provide an adjustment for the increased roadway capacity utilized by truck trips due to their heavier weight, larger size, and reduced maneuverability. In terms of passenger car equivalent (PCE), the proposed Project is estimated to generate approximately 3,757 daily PCE trips, 258 AM (197 inbound and 61 outbound) peak hour PCE trips, and 281 PM (81 inbound and 200 outbound) peak hour PCE trips. Table 1 presents the trip generation estimate for the proposed Project.

### **VMT Screening Analysis**

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

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<sup>1</sup> *City of Lake Elsinore Transportation Study Guidelines*- June 2020

<sup>2</sup> *Trip Generation, 11th Edition, Institute of Transportation Engineers (ITE)*. 2021.

<sup>3</sup> *Riverside County Transportation Analysis Guidelines*- December 2020

for evaluating Transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. The provisions of Section 15064.3(c) were implemented statewide beginning on July 1, 2020.

The Project was assessed utilizing the guidelines outlined in *the City of Lake Elsinore Transportation Study Guidelines*. The City's guidelines include screening thresholds to identify if a project would be considered to have a less-than significant impact on VMT and therefore could be screened out from further VMT 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. Transit Priority Area (TPA) Screening.
2. Low VMT Area Screening.
3. Project Type Screening.

The applicability of each criterion to the Project is discussed below.

**Screening Criteria 1 - Transit Priority Area Screening (TPA):** Projects located within a Transit Priority Area (TPA) may be presumed to have a less than significant impact unless substantial evidence suggests otherwise. A TPA is defined as a half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor that experiences service every 15 minutes during the AM and PM peak hours.

To assist lead agencies in western Riverside County with SB 743 implementation, the Western Riverside Council of Governments (WRCOG), with support from the Southern California Association of Governments (SCAG), developed implementation guidance and a VMT impact screening tool. The City of Lake Elsinore utilizes WRCOG tool, a tool that determines whether the Project is in such an area. According to the WRCOG screening tool, the proposed Project is not located in a TPA and, therefore, does not qualify for Screening Criteria 1.

**Screening Criteria 2 - Low VMT Area Screening:** The City's Guidelines employ WRCOG travel forecasting model to measure VMT performance for individual traffic analysis zones (TAZs). The City of Lake Elsinore used this VMT Evaluation tool to determine whether the Project is located in a low VMT generating area. If the proposed Project is located in a low VMT-generating area, the Project would be presumed to have a less than significant VMT impact. Based on the WRCOG VMT tool, the proposed Project is located in a low VMT-generation area, as proposed the Project site's VMT-generation is 31.3, which is less than the City's threshold (35.5).

Currently, a portion of the proposed site is designated as M-1/Limited Manufacturing, the remaining portion is designated M-2/General Manufacturing. It is anticipated that the M-1 portion will be rezoned to M-2 for consistency. It should be noted that this use is allowed in the M-1 zone. The project is consistent with the existing land use within the Traffic Analysis Zone (TAZ).

As Figure 3 and 4 illustrate, the proposed Project is located in a Low VMT (Vehicle Miles Traveled) area. Therefore, it is screened out of the VMT analysis.

**Screening Criteria 3 – Project Type Screening:** According to the City’s Guidelines, projects which propose local serving retail (retail projects less than 50,000 SF) or other local serving uses would have a less than significant impact on VMT. The types of projects considered local serving include community institutions such as libraries, fire stations, and local government facilities. In addition, projects which would generate fewer than 110 daily passenger vehicle trips would not cause a substantial increase in the total citywide or regional VMT and would therefore be presumed to have a less than significant impact on VMT. The proposed Project would not qualify as a local serving use. As shown in Table 1, the proposed Project would generate 1,400 daily passenger vehicle trips. Therefore, the proposed Project’s anticipated trip generation exceeds the 110 daily trips threshold and does not satisfy Screening Criterion 3.

## **Summary**

The proposed Project was evaluated using the City’s TIA Guidelines thresholds to determine if a full VMT analysis would be required. Three criteria mentioned in the Guidelines were analyzed. The proposed Project is not located in a TPA area and therefore does not qualify for Screening Criterion 1. However, based on the WRCOG VMT tool, the proposed Project is located in a low VMT-generation area. The proposed Project site’s VMT-generation is 31.3, which is below the City’s threshold of 35.5, meeting Screening Criterion 2. The proposed Project would generate 1,400 net daily passenger trips, which exceeds the threshold of 110 daily trips, not satisfying Screening Criterion 3. Therefore, the proposed Project satisfies Screening Criterion 2, and its VMT impacts are considered less than significant, requiring no further analysis.

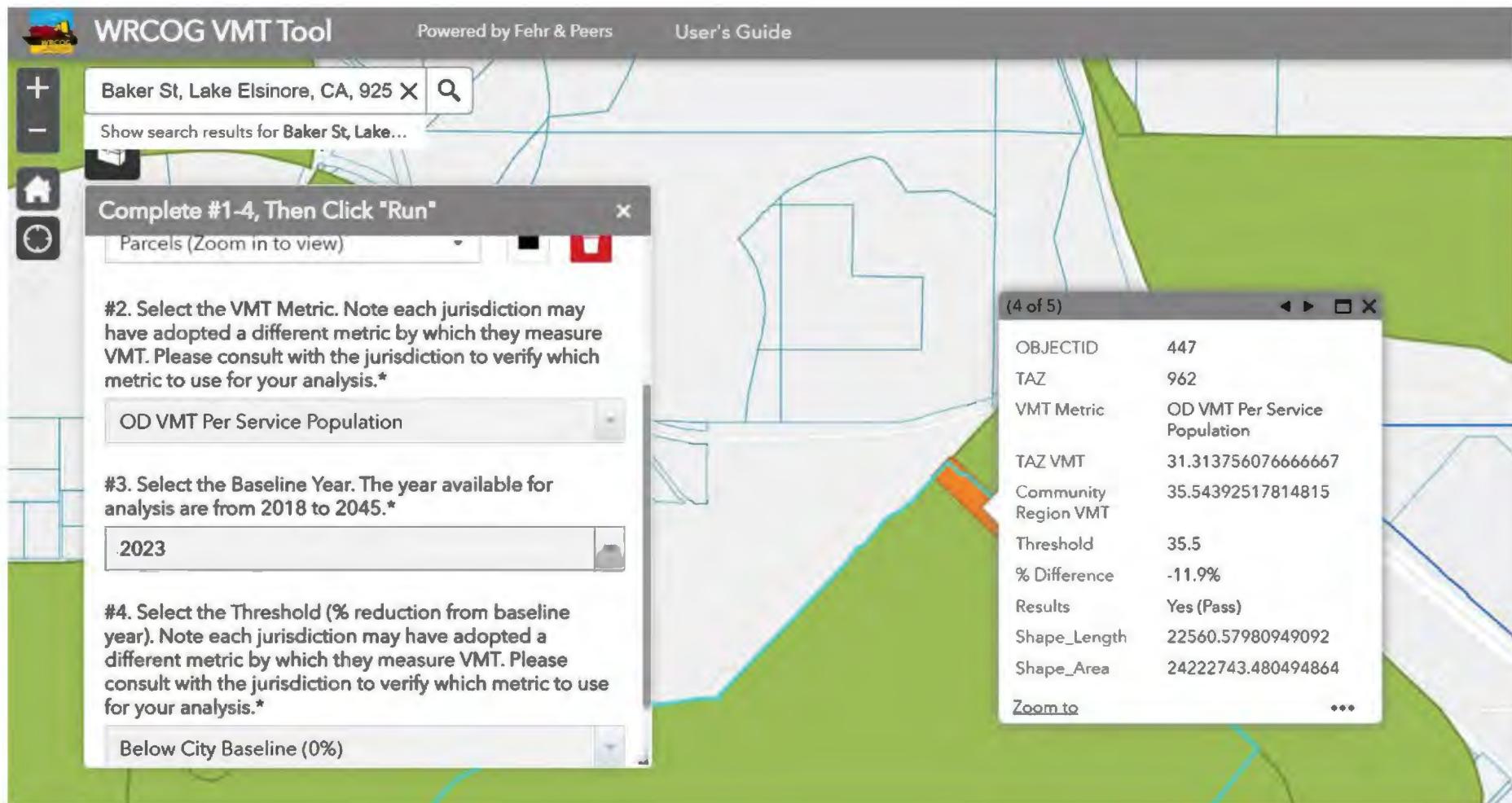
If you have any questions about this information, please contact me at 949.794.1180 or [techservices@epdsolutions.com](mailto:techservices@epdsolutions.com).

Figure 1: Project Location



**Figure 2: Project Site Plan**

Figure 3: WRCOG VMT Screening Tool Result



|                      |                               |
|----------------------|-------------------------------|
| OBJECTID             | 447                           |
| TAZ                  | 962                           |
| VMT Metric           | OD VMT Per Service Population |
| TAZ VMT              | 31.313756076666667            |
| Community Region VMT | 35.54392517814815             |
| Threshold            | 35.5                          |
| % Difference         | -11.9%                        |
| Results              | Yes (Pass)                    |
| Shape_Length         | 22560.57980949092             |
| Shape_Area           | 24222743.480494864            |
| Zoom to              | ...                           |

Figure 4: WRCOG VMT Screening Tool Result



**Table 1: Project Trip Generation**

| <b>Land Use</b>   | <b>Units</b> | <b>Daily</b> | <b>AM Peak Hour</b> |            |              | <b>PM Peak Hour</b> |            |              |
|---|--------------|--------------|---------------------|------------|--------------|---------------------|------------|--------------|
|   |              |              | <b>In</b>           | <b>Out</b> | <b>Total</b> | <b>In</b>           | <b>Out</b> | <b>Total</b> |
| <b>Trip Rates</b>   |              |              |                     |            |              |                     |            |              |
| 157 - High-Cube Cold Storage Warehouse <sup>1</sup>   | TSF          | 2.12         | 0.08                | 0.03       | 0.11         | 0.03                | 0.09       | 0.12         |
| <b>Proposed Project Trip Generation</b>   |              |              |                     |            |              |                     |            |              |
| Building Square Footage   | 1,000.45     | TSF          |                     |            |              |                     |            |              |
| High-Cube Cold Storage Warehouse <sup>1</sup>   | 900.4059     | TSF          | 1909                | 76         | 23           | 99                  | 30         | 78           |
| <b>Vehicle Mix<sup>4</sup></b>  |              |              |                     |            |              |                     |            |              |
| Passenger Vehicles  |              | Percent      | 55%                 | 1056       | 42           | 13                  | 55         | 17           |
| 2-Axle Trucks   |              |              | 15.50%              | 296        | 12           | 3                   | 15         | 5            |
| 3-Axle Trucks   |              |              | 4.90%               | 94         | 3            | 2                   | 5          | 1            |
| 4+-Axle Trucks  |              |              | 24.30%              | 464        | 19           | 5                   | 24         | 7            |
|   |              |              | 1.0                 | 1910       | 76           | 23                  | 99         | 30           |
|   |              |              |                     |            |              |                     |            |              |
|   |              |              |                     |            |              |                     |            |              |
| <b>PCE Trip Generation<sup>3</sup></b>  |              |              |                     |            |              |                     |            |              |
| Passenger Vehicles  |              | PCE Factor   | 1.0                 | 1056       | 42           | 13                  | 55         | 17           |
| 2-Axle Trucks   |              |              | 1.5                 | 444        | 18           | 5                   | 23         | 8            |
| 3-Axle Trucks   |              |              | 2.0                 | 188        | 6            | 4                   | 10         | 2            |
| 4+-Axle Trucks  |              |              | 3.0                 | 1392       | 57           | 15                  | 72         | 21           |
| Total PCE Trip Generation   |              |              |                     | 3080       | 123          | 37                  | 160        | 48           |
|   |              |              |                     |            |              |                     |            |              |
|   |              |              |                     |            |              |                     |            |              |
| Proposed Manufacturing <sup>2</sup>   | 100.045      | TSF          | 475                 | 52         | 16           | 68                  | 23         | 52           |
| <b>Vehicle Mix<sup>5</sup></b>  |              |              |                     |            |              |                     |            |              |
| Passenger Vehicles  |              | Percent      | 72.50%              | 344        | 38           | 11                  | 49         | 17           |
| 2-Axle Trucks   |              |              | 4.60%               | 22         | 2            | 1                   | 3          | 1            |
| 3-Axle Trucks   |              |              | 5.70%               | 27         | 3            | 1                   | 4          | 1            |
| 4+-Axle Trucks  |              |              | 17.20%              | 82         | 9            | 3                   | 12         | 4            |
|   |              |              | 100%                | 475        | 52           | 16                  | 68         | 23           |
|   |              |              |                     |            |              |                     |            |              |
| <b>PCE Trip Generation<sup>3</sup></b>  |              |              |                     |            |              |                     |            |              |
| Passenger Vehicles  |              | PCE Factor   | 1.0                 | 344        | 38           | 11                  | 49         | 17           |
| 2-Axle Trucks   |              |              | 1.5                 | 33         | 3            | 2                   | 5          | 2            |
| 3-Axle Trucks   |              |              | 2.0                 | 54         | 6            | 2                   | 8          | 2            |
| 4+-Axle Trucks  |              |              | 3.0                 | 246        | 27           | 9                   | 36         | 12           |
| Total PCE Trip Generation   |              |              |                     | 677        | 74           | 24                  | 98         | 33           |
|   |              |              |                     |            |              |                     |            |              |
| Passenger Trip Generation   |              |              |                     |            |              |                     |            |              |
| Project Trip Generation   |              |              |                     | 1400       | 80           | 24                  | 104        | 34           |
| Project PCE Trip Generation   |              |              |                     |            |              |                     |            |              |
|   |              |              |                     | 2384       | 128          | 39                  | 167        | 53           |
|   |              |              |                     |            |              |                     |            |              |
|   |              |              |                     |            |              |                     |            |              |
| TSF = Thousand Square Feet  |              |              |                     |            |              |                     |            |              |
| PCE = Passenger Car Equivalent  |              |              |                     |            |              |                     |            |              |
| <sup>1</sup> Trip rates from the Institute of Transportation Engineers, <i>Trip Generation Manual, 11th Edition</i> , 2021. Land Use Code 157 - High-Cube Cold Storage Warehouse. |              |              |                     |            |              |                     |            |              |
| <sup>2</sup> Trip rates from the Institute of Transportation Engineers, <i>Trip Generation Manual, 11th Edition</i> , 2021. Land Use Code 140 - Manufacturing.                    |              |              |                     |            |              |                     |            |              |
| <sup>3</sup> Passenger Car Equivalent (PCE) factors from the Riverside County Transportation Analysis Guidelines (December 2020)  |              |              |                     |            |              |                     |            |              |
| <sup>4</sup> Vehicle Mix from the Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. With Cold Storage   |              |              |                     |            |              |                     |            |              |
| <sup>5</sup> Vehicle Mix from the Warehouse Truck Trip Study Data Results and Usage, July 17, 2014. Without Cold Storage  |              |              |                     |            |              |                     |            |              |