



April 24, 2025

Mr. Brad Brophy, PE
Traffic Engineer, City of Elsinore
130 South Main Street
Lake Elsinore, CA 92530

RE: Updated Vehicle Miles Traveled Screening – 32291 Corydon Road, Lake Elsinore

Dear Mr. Brophy,

The following provides an updated Vehicle Miles Traveled (VMT) screening based on the City of Lake Elsinore Traffic Impact Analysis (TIA) Preparation Guide, adopted June 23, 2022, for the proposed Corydon III Project at 32291 Corydon Road. This screening includes an additional lot and a small increase in size with two 24,296 square foot warehouse buildings instead of the previously proposed two 19,995 square foot buildings.

Project Description

The proposed Corydon Project is located on the west side of Corydon Road north of Palomar Street and located at the terminus of Bryant Street. The Project will construct two warehouse buildings of 24,296 square feet each and a trash enclosure for each of the buildings. The two buildings are located on either side of main access way extending from the 28-foot approximately mid-site driveway. There will be a total of 48,592 square feet of warehouse use for the Project. A site plan is provided in Attachment A.

Vehicle Miles Traveled (VMT) Screening Analysis

The City of Lake Elsinore Traffic Impact Analysis (TIA) Preparation Guidelines (approved June 23, 2020 and revised November 14, 2022) includes a vehicle miles traveled methodology based on passage of Senate Bill 743 (SB 743). SB743 replaces automobile delay and level of service as a basis for determining CEQA impacts. Projects that have the potential to increase the average VMT per service population compared to the City's baseline threshold will be evaluated for potential impacts. A project can demonstrate that it would have a less than significant impact by passing one of the three following screening processes and a project-level assessment would no longer be required. The three screening steps, as provided in the City's TIA Preparation Guidelines, are provided on the following page:



Step 1: Transit Priority Area (TPA) Screening

Step 2: Low VMT Area Screening

Step 3: Project Type Screening

Step 1: TPA Screening

A TPA is defined as a ½ mile area surrounding an existing major transit stop or an existing stop along a high-quality transit corridor. Major transit stops include rail, ferry, or bus terminals serviced by bus or rail service at the intersection of two or more major bus routes with a service interval of 15 minutes or less during the AM and PM Peak Hours. Projects within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary.

The City of Lake Elsinore bus services are provided by the Riverside Transit Agency (RTA). Route 8 provides a service throughout the City of Lake Elsinore with service along Mission Trails and a bus stop approximately 3,850 feet to the north of the Project at Corydon Road. Another bus stop is located along Grand Avenue with a bus stop approximately 1,300 feet to the south of the Project near the roadway's intersection with Corydon Road. The service intervals are approximately one hour during the morning and evening peak hours according to the January 12, 2025 RTA schedule. Therefore, this is not considered a Transit Priority Area.

Step 2: Low VMT Area Screening

Projects in a low VMT-generating area and mixed-use projects (if the project can reasonably be expected to generate VMT per service population that is similar to the existing land uses in the low VMT area) may be presumed to have a less than significant impact if there is no evidence to the contrary. WRCOG has developed a screening tool that identifies whether an individual traffic analysis zone (TAZ) is located within a low VMT generating area. A screenshot of the results is provided in Attachment B. As shown, the Project's TAZ is not located in a low VMT generating area.

Step 3: Project Type Screening

The following have a less than significant impact absent substantial evidence to the contrary.

- Local serving retail projects that are less than 50,000 square feet
- Local serving K-12 schools
- Local Parks



- Day Care Centers
- Local-serving gas stations
- Local serving banks
- Local serving hotels
- Student housing projects
- Police, fire, and emergency services facilities
- Government offices (e.g. City Facilities, libraries, local community centers)
- Local serving community colleges that are consistent with the assumptions noted in the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)
- Projects generating less than 110 daily trips per California Office of Planning and Research VMT Guidance.
- In addition, 8 land uses under a certain size are also presumed to be less than significant. One of those uses includes Unrefrigerated Warehousing – less than 258,000 square feet

The Project falls under the last two bullet points with trip generation less than 110 daily trips and being a warehouse of less than 258,000 square feet. Trip generation for this Project has been conducted based on Institute of Transportation Engineers (ITE), Trip Generation Manual, September 2021, 11th Edition. ITE Trip Generation Manual is the industry standard for determining trip generation for multiple land uses. The proposed Project's warehouse is included in this manual. Table 1 below provides the trip generation rates and Table 2 provides the daily trip generation.

Table 1
Project Trip Generation Rates

ITE Code	Description	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
150	Warehouse (per 1,000 sf)	1.71	77%	23%	0.17	28%	72%	0.18

ITE Definition: warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas

Table 2
Project Trip Generation

ITE Code	Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
150	Proposed Project								
150	Warehouses*	48,592 sf	83	6	2	8	3	6	9

* Includes two buildings: Building 1 with 24,296 sf of warehouse
Building 2 with 24,296 sf of warehouse



This Project is two warehouses with a combined total 48,592 square feet which is less than 258,000 square feet and creates fewer than 110 daily trips. Therefore, based on Step 3, Project Type Screening, this proposed Project may be presumed to have a less than significant impact. There is no evidence to the contrary and a project-level assessment would no longer be required.

Please contact me if you have questions regarding the details of this submission.

Sincerely,

A handwritten signature in blue ink that reads "Liz Fleming".

Liz Fleming



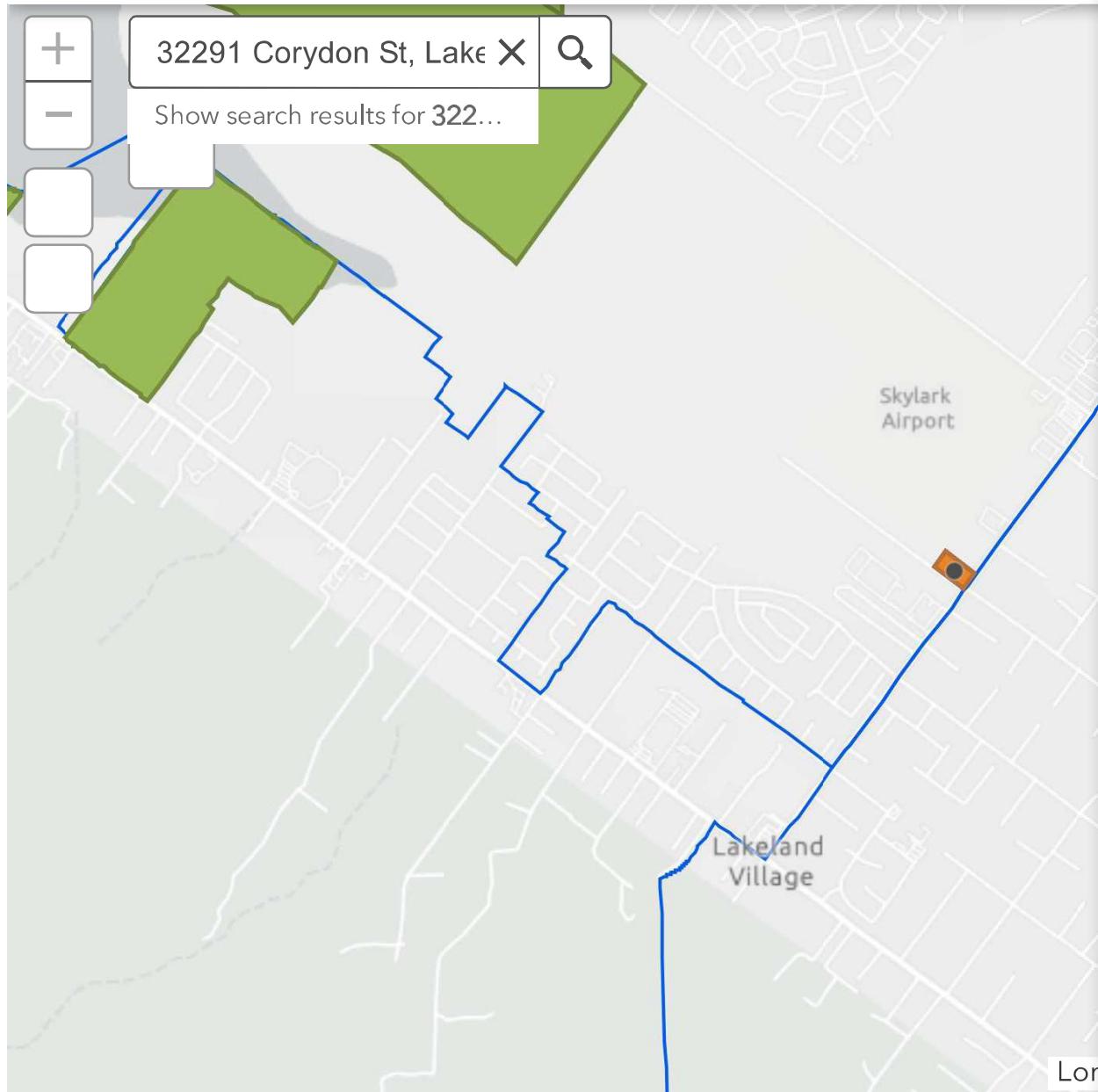
Attachment 1

Site Plan



Attachment 2

Low VMT Area Screening



Layer List

Layers

OUTPUT PARCELS

PROJECT AREA

LOW VMT TAZ

Output_Parcels

Selected Project Area

Low VMT Generating TAZs

TAZ Boundaries (Zoom in to view)

Parcels (Zoom in to view)

Transit Priority Area

WRCOG Cities

WRCOG Boundary