



Preliminary Acceptance
10/18/2021
BB

urbanxroads.com

October 18, 2021

Mr. Nick Lowe
City of Lake Elsinore
130 South Main Street
Lake Elsinore, CA 92530

SUBJECT: NORTH ELSINORE BUSINESS PARK VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Dear Mr. Nick Lowe:

The following VMT Screening Evaluation has been prepared for the North Elsinore Business Park development (**Project**), which is located north of Riverside Drive (SR-74), east of Collier Avenue, and west of El Toro Road in the City of Lake Elsinore.

PROJECT OVERVIEW

The Project is to consist of the development of 93,255 square feet of general light industrial use within 12 buildings. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. (1) The proposed Project is anticipated to generate a total of 464 vehicle trip-ends per day (in actual vehicles) (See Attachment A). The site is currently designated as Limited Industrial in the City's General Plan, which allows for the proposed industrial use.

BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which requires 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. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (**Technical Advisory**). (2) Based on OPR's Technical Advisory, the City of Lake Elsinore recently adopted new Traffic Impact Analysis Preparation Guide (June 2020) (**City Guidelines**), which documents the City's VMT analysis methodology and approved impact thresholds. (3) The VMT analysis presented in this report has been developed based on the newly adopted City Guidelines.

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:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Project Type Screening
- Small Project/Low GHG Emissions Screening

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

For the purposes of this analysis, the initial VMT screening process has been conducted with using the WRCOG VMT Screening Tool (**Screening Tool**), which uses screening criteria consistent with the screening thresholds recommended in the Technical Advisory and City Guidelines.

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 site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.

TPA screening criteria is not met.

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.”).

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 TAZ where total daily VMT per service population (SP) is lower than the City average total daily VMT per SP. The Project's physical location based on parcel number (389220003) was selected in the Screening Tool to determine the VMT per SP for the TAZ containing the Project (see Attachment B). The Project boundary is located in TAZ 3511 and would not appear to be within a low VMT generating TAZ based on VMT per SP.

Low VMT Area screening criteria is not met.

PROJECT TYPE SCREENING

The City Guidelines describe that projects consisting of local-serving retail less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition to local serving retail, other types of local serving uses (e.g., day care centers, non-destination hotels, affordable housing, places of worship, etc.) may also be presumed to have a less than significant impact as their uses are local serving in nature and would tend to shorten vehicle trips. The proposed Project is anticipated to not include local serving uses.

Project Type screening criteria is not met.

SMALL PROJECT/LOW GHG EMISSIONS SCREENING

Through consultation of City Staff, the City of Lake Elsinore will be adopting screening thresholds that identify those projects forecasted to generate greenhouse gas (GHG) emissions below 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO₂e) per year are also assumed to cause a less than significant VMT impact, similar to the County of Riverside's Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (December of 2020) (**County Guidelines**) (4). Based on the Project's previously performed Greenhouse Gas Analysis North Elsinore Business Park Greenhouse Gas Analysis (May 2021) (5) conducted by Urban Crossroads, the Project is anticipated to generate 2,258.22 MTCO₂e, which does not exceed the City's impact threshold (See Attachment C).

Small Project/Low GHG Emissions based screening criteria is met.

CONCLUSION

In summary, the Project was found to meet the City's Small Project/Low GHG Emissions based screening criteria and is presumed to have a less than significant impact on VMT; no further analysis is required.

Mr. Nick Lowe
City of Lake Elsinore
October 18, 2021
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If you have any questions, please contact me directly at (949) 660-1994.

Respectfully submitted,

URBAN CROSSROADS, INC.

A handwritten signature in black ink, appearing to read 'Alex So', with a long horizontal flourish extending to the right.

Alex So
Senior Analyst

REFERENCES

1. **Institute of Transportation Engineers.** *Trip Generation Manual.* 10th Edition. 2017.
2. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
3. **City of Lake Elsinore.** *Traffic Impact Analysis Preparation Guide.* City of Lake Elsinore : s.n., June 2020.
4. **County of Riverside.** *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled.* County of Riverside : s.n., December 2020.

ATTACHMENT A
PROJECT TRIP GENERATION

TRIP GENERATION RATES

Land Use ¹	ITE LU		AM Peak Hour			PM Peak Hour			Daily
	Units ²	Code	In	Out	Total	In	Out	Total	
Actual Vehicles:									
General Light Industrial ³	TSF	110	0.616	0.084	0.700	0.082	0.548	0.630	4.960
Passenger Cars:			0.598	0.081	0.679	0.080	0.537	0.617	4.563
2-Axle Trucks:			0.003	0.000	0.004	0.000	0.002	0.002	0.066
3-Axle Trucks:			0.004	0.001	0.004	0.000	0.002	0.003	0.082
4+-Axle Trucks:			0.012	0.002	0.013	0.001	0.007	0.008	0.248
Passenger Car Equivalent (PCE):⁴									
General Light Industrial ³	TSF	110	0.616	0.084	0.700	0.082	0.548	0.630	4.960
Passenger Cars:			0.598	0.081	0.679	0.080	0.537	0.617	4.563
2-Axle Trucks:			0.005	0.001	0.005	0.000	0.003	0.003	0.099
3-Axle Trucks:			0.008	0.001	0.009	0.001	0.005	0.005	0.164
4+-Axle Trucks:			0.035	0.005	0.039	0.003	0.021	0.024	0.745

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² TSF = thousand square feet

³ Vehicle Mix Source: ITE Trip Generation Handbook Supplement (2020), Appendix C.

Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.

Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

⁴ PCE factors: 2-axle = 1.5; 3-axle = 2.0; 4+-axle = 3.0.

PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Project Trip Generation Summary (Actual Vehicles):								
General Light Industrial	93.255 TSF							
Passenger Cars:		56	8	64	7	50	57	426
2-axle Trucks:		0	0	0	0	0	0	6
3-axle Trucks:		0	0	0	0	0	0	8
4+axle Trucks:		1	0	1	0	1	1	24
Total Truck Trips:		1	0	1	0	1	1	38
Total Trips (Actual Vehicles)²		57	8	65	7	51	58	464
Project Trip Generation Summary (PCE):								
General Light Industrial	93.255 TSF							
Passenger Cars:		56	8	64	7	50	57	426
2-axle Trucks:		0	0	0	0	0	0	10
3-axle Trucks:		1	0	1	0	0	0	16
4+axle Trucks:		3	0	3	0	2	2	70
Total Truck Trips:		4	0	4	0	2	2	96
Total Trips (PCE)²		60	8	68	7	52	59	522

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

**ATTACHMENT B
SCREENING TOOL**

WRCOG VMT Screening Tool

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*

Western Riverside County Parcels... [X] [Execute]

[Help](#)

(1 of 2)

APN:389220003; TAZ:3,511

Within a Transit Priority Area (TPA)?
No (Fail)

Within a low VMT generating TAZ based on Total VMT?
No (Fail)
Jurisdictional average 2012 daily total VMT per service population = 36.29
Project TAZ 2012 daily total VMT per service population = 110.70

Within a low VMT generating TAZ based on Residential Home-Based VMT?
Yes (Pass)
Jurisdictional average 2012 daily residential home-based VMT per capita = 18.63
Project TAZ 2012 daily residential home-based VMT per capita = 8.96

Within a low VMT generating TAZ based on Zoom to

Layer List

All results based on RIVTAM Model.

- Output Layer
- 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

ATTACHMENT C
PROJECT GHG EMISSIONS

TABLE 1: PROJECT GHG EMISSIONS

Emission Source	Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ e
Annual construction-related emissions amortized over 30 years	30.78	0.01	0.00	30.93
Area Source	0.02	4.00E-05	0.00	0.02
Energy Source	348.68	0.01	4.40E-03	350.27
Mobile Source	1,102.24	0.03	0.00	1,102.89
On-Site Equipment	609.51	0.20	0.00	614.43
Waste	23.47	1.39	0.00	58.15
Water Usage	78.76	0.71	0.02	101.53
Total CO₂e (All Sources)	2,258.22			

Source: CalEEMod output, See Appendices 3.1 through 3.2 for detailed model outputs.