

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

Date: July 14th, 2023
Prepared by: Daji Yuan, Ph.D.; Meghan Macias, TE
To: City of Hemet
Site: APN: 456-010-025
Subject: Vehicle Miles Traveled (VMT) Screening Memo



This technical analysis evaluates the potential vehicle miles traveled (VMT) impact for the development of four warehouse buildings (Project) totaling 1,140,401 square feet on a 60.86-acre site. The Project site plan is shown in Figure 1. The Project site is located within the western portion of Riverside County in the City of Hemet, southwest of the intersection of West Acacia Avenue and Cawston Avenue. This VMT analysis is based on the requirements of the City of Hemet Traffic Impact Analysis Guidelines for CEQA & VMT (May 2021).

Project Trip Generation

The Project trip generation was analyzed as per the TUMF High-Cube Warehouse Trip Generation Study (WSP, January 29, 2019). Table 1 presents the estimated trip generation for the proposed Project. As shown in Table 1, the proposed Project is estimated to generate approximately 2,428 daily trips, 139 AM (107 inbound and 32 outbound), and 188 PM (53 inbound and 135 outbound) peak hour trips. In terms of passenger car equivalent (PCE), the proposed Project is estimated to generate approximately 3,023 daily PCE trips, 177 AM (137 inbound and 40 outbound), and 228 PM (64 inbound and 164 outbound) peak hour PCE trips.

Background

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. 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. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.



1

SHEET NUMBER

DRC-A1.00

Table 1: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour				
			In	Out	Total	In	Out	Total		
<u>Trip Rates</u>										
TUMF Fulfillment Center Rates ¹	TSF	2.129	0.094	0.028	0.122	0.046	0.119	0.165		
Passenger Vehicles	TSF	1.750	0.006	0.002	0.008	0.003	0.008	0.011		
2-4 Axle Trucks	TSF	0.162	0.006	0.002	0.008	0.003	0.008	0.011		
5-Axle Trucks	TSF	0.217	0.008	0.003	0.011	0.003	0.007	0.010		
<u>Total Vehicle Trip Generation</u>										
Hemt 63 Warehouse	1,140.401	TSF	2,428	107	32	139	53	135	188	
<u>Vehicle Mix</u> ¹	<u>% Daily</u>	<u>% AM</u>	<u>% PM</u>							
Passenger Vehicles	82.20%	84.40%	87.30%	2,058	90	27	117	46	118	164
2-Axle Trucks	3.80%	1.100%	1.10%	59	1	0	1	1	1	2
3-Axle Trucks	2.50%	2.20%	2.20%	57	2	1	3	1	3	4
4-Axle Trucks	1.30%	3.30%	3.30%	56	4	1	5	2	4	6
5+-Axle Trucks	10.20%	9.00%	6.10%	198	10	3	13	3	8	11
	100.00%	100.00%	100.00%	2,428	107	32	139	53	135	188
<u>PCE Trip Generation</u> ²										
	<u>PCE Factor</u>									
Passenger Vehicles	1.0	2,058	90	27	117	46	118	164		
2-Axle Trucks	1.5	89	2	0	2	1	2	3		
3-Axle Trucks	2.0	114	5	1	6	2	6	8		
4-Axle Trucks	3.0	168	11	3	14	5	13	18		
5+-Axle Trucks	3.0	594	29	9	38	10	25	35		
Total PCE Trip Generation		3,023	137	40	177	64	164	228		

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

¹ Trip rates and truck percentages from the TUMF High-Cube Warehouse Trip Generation Study, WSP, January 29, 2019.

² Passenger Car Equivalent (PCE) factors from County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled, dated December 2020.

City of Hemet VMT Screening Criteria

The City's Guidelines provide the following screening thresholds to assess whether further VMT analysis is required. 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.
4. The project generates less than 500 daily vehicle trips.

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

Screening Criteria 1 - Transit Priority Area Screening: As per 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 the TPA. In addition, the proposed building would result in a FAR of 0.43 which is less than the required FAR of 0.75 required for TPA screening. The northern portion of the Project site has a General Plan land use designation of Community Commercial (C-C) and the southern portion of the site has a land use designation of Business Park (B-P). The C-C designation provides for general retail, markets, commercial services, restaurants, lodging, commercial recreation, professional offices and financial institutions. The B-P designation provides for single and multi-tenant light industrial, flex office and office use. The Project is consistent with the existing General Plan land use within that traffic analysis zone (TAZ). The *Hemet General Plan Land Use Plan Exhibit 3.3* and *Land Use Designation and Intensities Table 3-2* are attached in *Appendix A*.

The project is not located in a TPA and has an FAR less than 0.75 therefore the project would not satisfy the requirements of Screening Criteria 1 – TPA screening.

Screening Criteria 2 - Low VMT Area Screening: The City's guidelines include 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 2, the Citywide VMT/Service Population is 24.5 and the VMT/Service Population for the project zone (TAZ 689) is 3.847. The VMT/Service Population of the project zone is 84.31% below the jurisdiction VMT. Therefore, the project would meet Screening Criteria 2 – Low-VMT Area Screening.

Screening Criteria 3 - Low Project Type: As per the City's guidelines, 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 K-12 schools, local parks, day care centers, gas stations, banks, hair/nail salon, walk-in medical clinics/urgent care, 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.

Screening Criteria 4 - Generating less than 500 daily vehicle trips: As per the City's guidelines, projects which generate less than 500 daily vehicle trips would have a less than significant impact

on VMT. As shown in *Table 1*, the project is forecast to generate 2,428 daily vehicle trips which is more than 500 daily vehicle trips. Therefore, the project would not meet Screening Criteria 4.

The proposed project would not meet Screening Criteria 1, 3 and 4, but satisfies the requirements of Screening Criteria 2. Therefore, the project's impact on VMT would be considered less than significant and an analysis of VMT would not be required.

If you have any questions, please feel free to contact me at daji@epdsolutions.com or at (949) 794-1180.

Figure 2: WRCOG VMT Screening

WRCOG VMT Tool Powered by Fehr & Peers User's Guide

Find address or place

Complete #1-4, Then Click "Run"

Input Output

#1. Zoom in on the map to your project location so parcels appear on map. Next, select 'Parcels' from the drop-down. Then click the black square next to the drop-down so you can select the parcel(s) for your project by drawing a simple rectangle over the parcel(s) you need.*

Parcels (Zoom in to view)

#2. Select the VMT Metric. Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

OD VMT Per Service Population

#3. Select the Baseline Year. The year available for analysis are from 2018 to 2045.*

2023

#4. Select the Threshold (% reduction from baseline year). Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

Below City Baseline (0%)

[Help](#) **Run**

(3 of 4)

OBJECTID	341
TAZ	689
VMT Metric	OD VMT Per Service Population
TAZ VMT	3.8470650666666666
Community Region VMT	24.51602168777778
Threshold	24.5
% Difference	-84.31%
Results	Yes (Pass)
Shape_Length	14067.042919823907
Shape_Area	8855325.015558774

Zoom to

Hemet-Ryan Airport Egan

Stetson Ave W Stetson Ave

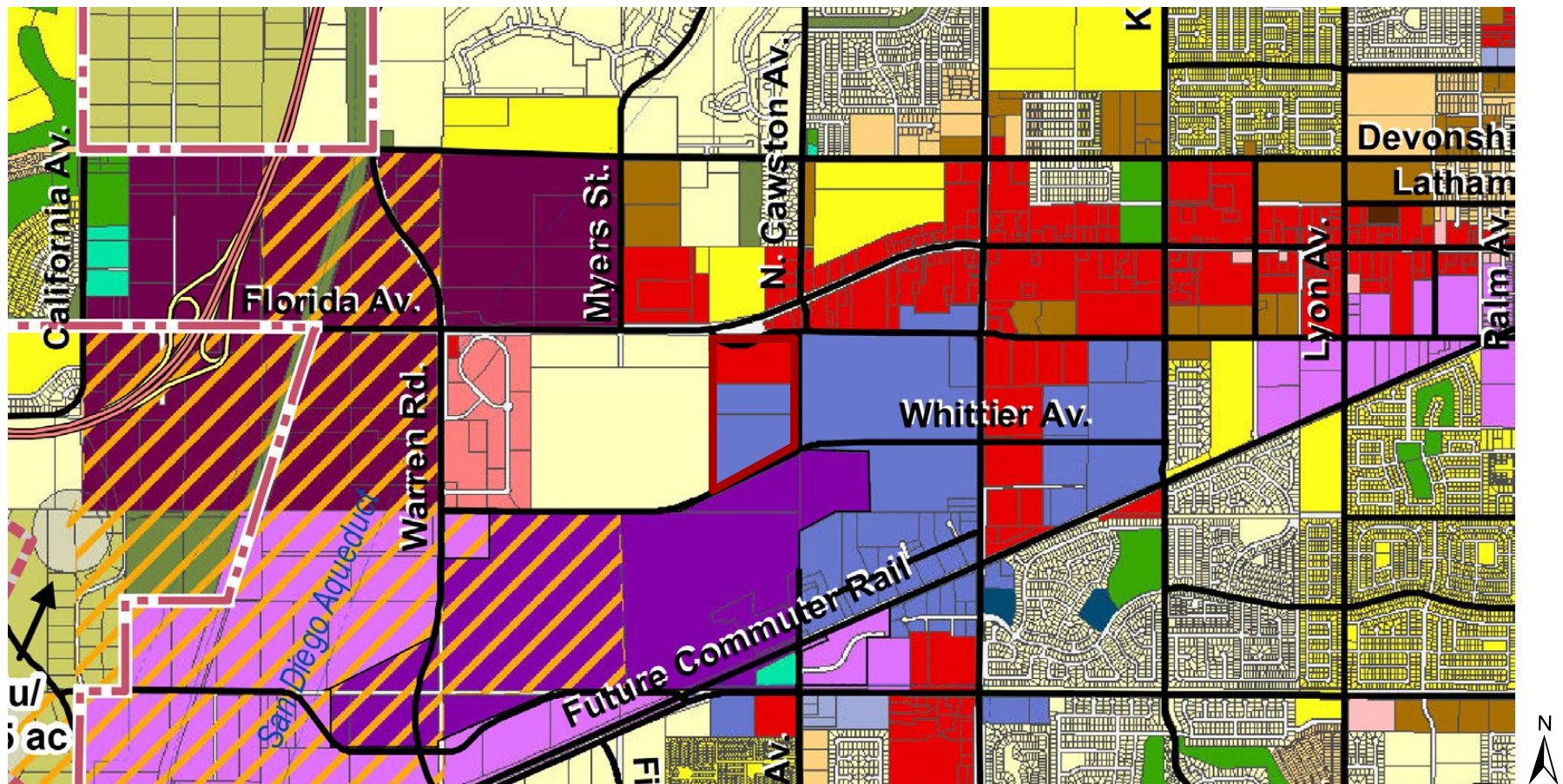
0.3mi

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iverside County Assessor / RCIT | Esri Community Maps Contributors

APPENDIX A

Existing Land Use



Project Site

LEGEND

- Hemet City Boundary
- Planning Area
- Sphere of Influence
- River/Lake
- Creek/Canal
- Railroad
Metrolink
(General Location)

Land Use Designations

- Rural Residential (0.0 - 2.0 du/ac)
- Hillside Residential (0.0 - 0.5 du/ac)
- Low Density Residential (2.1 - 5.0 du/ac)
- Low Medium Density Residential (5.1 - 8.0 du/ac)
- Medium Density Residential (8.1 - 18.0 du/ac)
- High Density Residential (18.1 - 30.0 du/ac)
- Very High Density Residential (30.1 - 45.0 du/ac)

- Neighborhood Commercial (FAR 0.35)
- Community Commercial (FAR 0.40)
- Regional Commercial (FAR 0.50)
- Mixed Use (Varies)

Environmental Management Area

- Areas subject to MSHCP criteria

- Airport
- Office Professional (FAR 2.0)
- Business Park (FAR 0.60)
- Industrial (FAR 0.45)

- Quasi-Public/Cultural
- Public Facilities
- School
- Park/Recreation
- Open Space
- Agriculture