

To: Riverside County
From: Hashem Basrawi, EIT, Chad Karns, EPD Solutions Inc
Date: 5/22/2024
Site: 21765 Temescal Canyon Road, Riverside County
EPD Project Number 24-038
Subject: Trip Generation Screening Analysis

This technical memorandum provides an evaluation of the proposed 3-story 103,195 SF storage unit building (Project) located at 21765 Temescal Canyon Road in Riverside County. The purpose of this analysis is to determine whether a Level of Service (LOS) analysis would be required for the Project. The proposed Project involves demolishing the two existing buildings within the site (i.e., 11,501 SF Empire Recreational Rentals shop and 2,615 SF All Four-Wheel Drive auto repair shop). The existing land uses would be replaced with a 3-story 103,195 SF self-storage unit building. The proposed building would consist of 33,379 SF self-storage area and 942 SF of office space on the first floor and 34,437 SF self-storage area on the second floor as well as a 34,437 SF self-storage area on the third floor cumulating 103,195 SF (i.e., total building gross area). The proposed storage unit building would include 718 units; however, it is to be noted that the building storage unit number may increase to 825 units. Therefore, as a conservative approach, this memorandum was analyzed assuming 825 units. The Project site plan is shown in Figure 1.

This memo will evaluate the Project using the Riverside County Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled (December 2020).

Project Trip Generation

The Project trip generation was prepared using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021). As a conservative approach, the Project's trip generation was evaluated using two variables (i.e., 825 units and 103,195 SF). The variable with the highest trip generation was utilized for the purpose of this analysis. The ITE land use that was utilized for the Project is Mini-Warehouse (ITE Land Use Code 151). The existing land use trip generation was accounted for and a net difference between the existing and proposed trip generation was calculated. ITE land uses that were utilized for the existing land uses are Recreational Vehicle Sales (ITE Land Use Code 842) and Automobile Parts and Service Center (ITE Land Use Code 943).

Table 1 presents the trip generation estimate for both the existing land use and the proposed Project. As shown in Table 1, the existing site generates a total of 101 daily trips, with 10 trips occurring during the AM peak hour and 14 trips occurring during PM peak hour. The proposed Project would generate a total of 150 daily trips, 9 trips occurring during the AM peak hour, and 15 trips occurring during the PM peak hour. As a result net, the proposed project is forecast to generate 49 new daily trips, 1 fewer AM, and 1 new PM peak hour trips.

Level of Service Screening (For Non-CEQA Purposes)

As per the County's TIA Guidelines, any use which can demonstrate, based on the most recent edition of the Trip Generation Report published by the Institute of Transportation Engineers (ITE) or other approved trip

generation data, trip generation of less than 100 vehicle trips during the peak hours, is exempt from Traffic Analysis. As shown in Table 1, the proposed project is forecast to generate 49 new daily trips, 1 fewer AM, and 1 new PM peak hour trips. Therefore, as per the County's TIA Guidelines, an LOS analysis would not be required for the Project.

Summary

The proposed project was evaluated using the County's TIA guidelines to determine if the project would require a LOS (for non-CEQA purpose). As a result net, the Project would 49 new daily trips, 1 fewer AM, and 1 new PM peak hour trips, which is less than the County's threshold (100 peak hour trips) to prepare an LOS analysis. Therefore, an LOS analysis would not be required for the Project.

Table 1: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Trip Rates									
Mini Warehouse ¹	HSU	17.96	0.62	0.59	1.21	0.84	0.84	1.68	
Mini Warehouse ²	TSF	1.45	0.05	0.04	0.09	0.07	0.08	0.15	
Automobile Parts and Service Center ³	TSF	16.60	1.38	0.53	1.91	0.80	1.26	2.06	
Recreational Vehicle Sales ⁴	TSF	5.00	0.39	0.07	0.46	0.24	0.53	0.77	
Proposed Project's Trip Generation		825	UNITS						
Self Storage Facility ¹	8.25	HSU	148	5	5	10	7	7	14
Mini Warehouse ²	103.195	TSF	150	5	4	9	7	8	15
Existing Project's Trip Generation									
Recreational Vehicle Sales ⁴	11.501	TSF	58	4	1	5	3	6	9
Auto Repair Shop ³	2.615	TSF	43	4	1	5	2	3	5
Total New Trip Generation			150	5	4	9	7	8	15
Total Existing Trip Generation			101	8	2	10	5	9	14
Net New Trip Generation			49	-3	2	-1	2	-1	1

TFS = Thousand Square Feet

HSU = 100s Storage Units

¹ Trip rate from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021 - Mini Warehouse (based on storage units)- 151

² Trip rate from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021 - Mini Warehouse (based on square feet) - 151

³ Trip rate from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021 - Automobile Parts and Service Center-943

⁴ Trip rate from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021 - Recreational Vehicle Sales-842

To: Riverside County
From: Hashem Basrawi, EIT, Chad Karns, EPD Solutions, Inc.
Date: 6/3/2024
Site: 21765 Temescal Canyon Road, Riverside County
EPD Project Number 24-038
Subject: Vehicle Miles Traveled Screening Analysis

This technical memorandum provides an evaluation of the proposed 3-story 103,195 SF storage unit building (Project) located at 21765 Temescal Canyon Road in Riverside County. The purpose of this analysis is to determine whether a Vehicle Miles Traveled (VMT) analysis would be required for the Project. The proposed Project involves demolishing the two existing buildings within the site (i.e., 11,501 SF Empire Recreational Rentals shop and 2,615 SF All Four-Wheel Drive auto repair shop). The existing land uses would be replaced with a 3-story 103,195 SF self-storage unit building. The proposed building would consist of 33,379 SF self-storage area and 942 SF of office space on the first floor and 34,437 SF self-storage area on the second floor as well as a 34,437 SF self-storage area on the third floor cumulating 103,195 SF (i.e., total building gross area). The proposed storage unit building would include 718 units; however, it is to be noted that the building storage unit number may increase to 825 units. Therefore, as a conservative approach, this memorandum was analyzed assuming 825 units. The Project site plan is shown in Figure 1.

This memo will evaluate the Project using the Riverside County Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled (December 2020).

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.

VMT Screening Analysis

The Project is located in Riverside County. The County's Guidelines provide criteria for projects that would be considered to have a less-than significant impact on VMT and therefore could be screened from requiring further analysis. If a project meets one of the following criteria, then the VMT impact of the project is considered less-than significant and no further analysis of VMT would be required:

1. Small projects
2. Projects located near High Quality Transit
3. Affordable Housing projects

4. Local Serving Retail projects
5. Projects providing a Local Essential Service
6. Projects located in a low VMT generating area
7. Redevelopment Projects

The applicability of each criterion to the proposed project is discussed below.

Screening Criteria 1 – Small Project Screening: According to the County's guidelines, small projects that generate less than 110 daily trips are presumed to cause a less than significant VMT impact. As shown in Table 1, the project would generate 49 new trips which is less than the County's threshold (i.e., 110 trips). Therefore, it is presumed that the Project would meet Screening Criteria 1.

Screening Criteria 2 – Projects located near High Quality Transit: Projects that are located within ½ mile of an existing major transit stop where service interval frequency is 15 minutes or less during the morning and afternoon peak commute periods are presumed to have a less than significant impact on VMT. The Project is not located within ½ mile of an existing major transit stop, therefore Screening Criteria 2 is not met.

Screening Criteria 3 – Affordable Housing Projects: The County's guidelines state that affordable housing projects are presumed to cause a less-than-significant impact. Since the project is not an affordable housing project, Screening Criteria 3 would not apply.

Screening Criteria 4 – Local Serving Retail: The County's guidelines include a screening threshold for local-serving retail projects where no single store exceeds 50,000 SF. The net SF of the Project as a result of replacing the proposed project with the existing land use is 85,595 SF which is greater than the 50,000 SF threshold; therefore, Screening Criteria 4 is not met.

Screening Criteria 5 – Local Essential Service: This criterion would apply to land uses that are considered a local essential service such as local serving day care, police or fire, government offices such as post office and library, and local parks. Since the project is considered local retail but not an essential service, Screening Criteria 5 would not apply.

Screening Criteria 6 - Low VMT Area Screening: The County's map-based screening threshold applies only to residential and office projects. Therefore, Screening Criteria 6 would not apply.

Screening Criteria 7 – Redevelopment Projects: The existing land use is being replaced with the proposed project. Since the proposed project would generate more daily trips than the existing land use, Screening Criteria 7 is not met.

Summary

Since the project would generate less than 110 daily trips, Screening Criteria 1 would be met and the project's impact on VMT would be considered less than significant. Further analysis of VMT would not be required.

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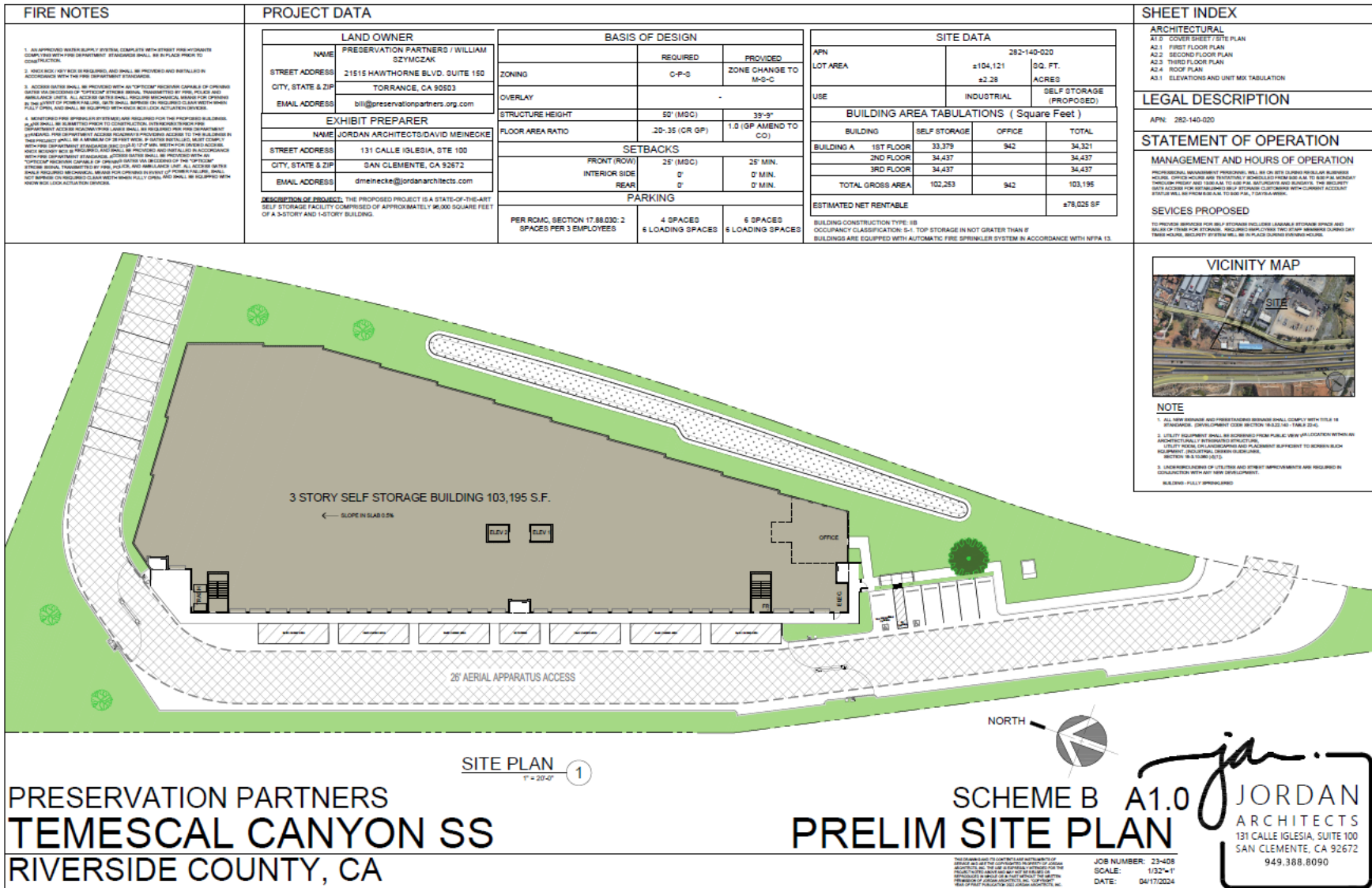
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Figure 1: Project Site Plan



Source: Jordan Architect