

11622 El Camino Real, Suite 100, San Diego, CA 92130
Phone 619-890-1253, E-mail: Justin@LOSEngineering.com

October 25, 2024

To: Mr. Nathan Mortin
Planning Department
City of Hemet
445 E Florida Ave
Hemet, CA 92543

From: Justin Rasas, P.E., T.E.

RE: VMT Screening Memo for Dosner Organic Farms at 630 W. Latham

The purpose of this memo is to provide a VMT screening assessment for proposed tenant improvements at 630 W. Latham Ave in the City of Hemet. **Figure 1** shows the project location and existing 22,722 SF building that is currently vacant.

Figure 1: Project Location





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PROJECT DESCRIPTION

The project is an organic herb packing house for Dosner Organic Farms. The existing 22,722 SF building interior will be remodeled to meet the requirements for the proposed organic herb packing house.

The new uses will include areas for office, lunchroom, restrooms, workshop, packing, refrigerated storage and un-refrigerated storage. Exterior improvements include the addition of a loading dock. The applicant also owns the adjacent lot to the east. Therefore, the site plan shows expansion of the parking area, truck circulation, and an additional driveway on W. Latham Ave. The site plan and interior improvements are included in **Attachment A**.

TRIP GENERATION

The trip generation is calculated using ITE 11th Edition trip rates (**Attachment B**). ITE land use 110 General Light Industrial was applied for this project because the ITE description includes manufacturing, service, and warehouse facilities, which match the proposed project.

ITE provides trip rates for vehicles and trucks associated with the land use. The project is forecasted to generate 142 Average Daily Trips (ADT), 19 AM peak hour trips (17 inbound and 2 outbound), and 14 PM peak hour trips (2 inbound and 12 outbound) for the combined cars and trucks as shown in **Table 1**.

Table 1: Trip Generation

ITE 11th Edition Code and Land Use Description	Rates & Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	Total	IN	OUT	Total
ITE (110) Weekday Cars	Rates: FC /KSF		88%	12%	FC	14%	86%	FC
General Light Industrial	Size: 22.722 KSF	Trips: 136	17	2	19	2	12	14
ITE (110) Weekday Trucks	Rates: 0.25 /KSF		50%	50%	0.01	50%	50%	0.01
General Light Industrial	Size: 22.722 KSF	Trips: 6	0	0	0	0	0	0
Combined Cars and Trucks:		142	17	2	19	2	12	14

Source: Institute of Transportation Engineers (ITE) 11th Edition *Trip Generation*. KSF: 1,000 Square Feet.
 FC: Fitted Curve.



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VEHICLE MILES TRAVELED

A VMT analysis is required to satisfy the CEQA guidelines that utilize VMT as the measure of effectiveness for determining transportation impacts. The California Governor’s Office of Planning and Research (OPR) Technical Advisory developed guidance on implementing Senate Bill 743 (SB 743) that shifts the transportation impact measure of effectiveness from Level of Service (LOS) to VMT. The OPR *Transportation Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018 states on page 8 “...lead agencies have the discretion to set or apply their own thresholds of significance”. In compliance with SB 743 and OPR guidance, the City of Hemet has adopted the *Transportation Impact Analysis Guidelines for CEQA & VMT*, May 2021, (“VMT Guidelines”) to evaluate impacts under CEQA using a VMT metric.

According to the City of Hemet VMT Guidelines there are six screening criteria for development projects. Excerpts from the VMT Guidelines are included in **Attachment C**. A project that meets at least one criterion would be presumed to have a less than significant transportation impact due to the project type or location. The screening criteria and relevance for the proposed project are shown in **Table 1**.

Table 2: VMT Screening Criteria

Screening Criteria	Project Relevance
1) Small Project	<i>Applicable.</i>
2) Project Located Near Quality Transit	Not Applicable.
3) Local-Serving Retail	Not Applicable.
4) Affordable Housing	Not Applicable.
5) Local Essential Service	Not Applicable.
6) Map-Based Screening	Not Applicable.

Source: VMT Guidelines

The following Small Project criteria are applicable to this project:

1. Project Generating less than 500 net new daily vehicle trips
2. Light Industrial buildings with area less than or equal to 100,000 SF

The project trip generation is forecasted at 142 daily vehicle trips, which is less than the 500 daily vehicle trip threshold; therefore, the proposed project is presumed to cause a less-than-significant VMT impact.

The proposed industrial project with 22,722 SF is below the 100,000 SF building area threshold; therefore, the proposed project is presumed to cause a less-than-significant VMT impact.

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LOS Engineering, Inc.
Traffic and Transportation

VMT Screening Memo
630 W. Latham Ave Tenant Improvements

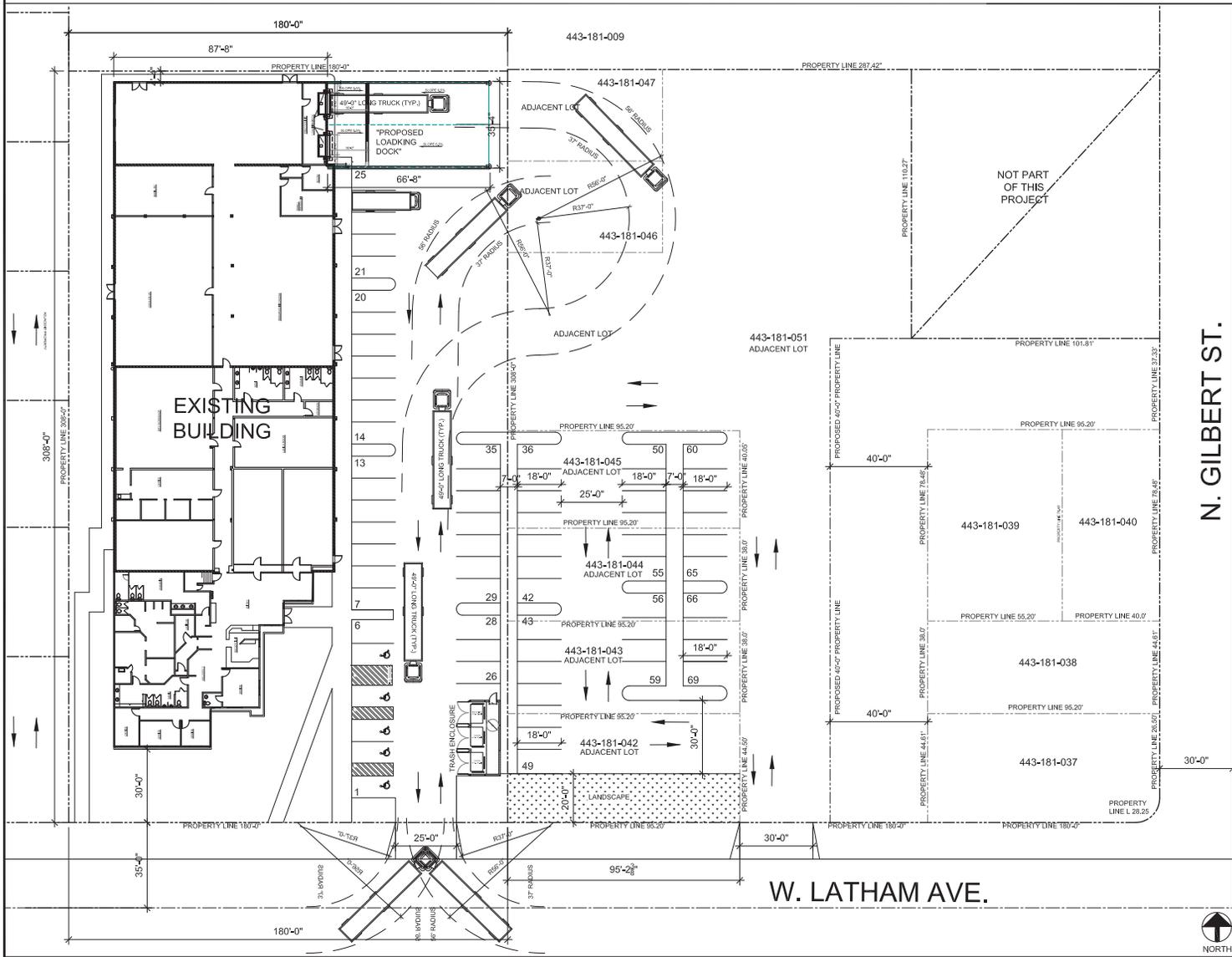
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ATTACHMENT A

Site Plan and Interior Details

DOSNER ORGANIC FARMS-PAR

630 LATHAM AVE. HEMET, CA 92543



EXISTING SITE PLAN

PROJECT DESCRIPTION
ORGANIC HERB PACKING HOUSE FOR DOSNER ORGANIC FARMS

SHEET INDEX

NO.	TITLE SHEET / SITE PLAN
1	T-1.0
2	A-1.1 FLOOR PLANS
3	A-2.0 ELEVATIONS

PROJECT DIRECTORY

TENANT:
DOSNER ORGANIC FARMS
6480 CORVETTE ST.
HEMET, CA 92543
CONTACT: SILVIA JACKSON
PHONE: (213) 276-0215
EMAIL: silviahj@dosner.com

ARCHITECT - APPLICANT:
HERRON + RUMANSOFF ARCHITECTS
530 SAINT JOHN PLACE
HEMET, CA 92543
CONTACT: RUSSELL RUMANSOFF
(951) 652-4431
EMAIL: INFO@HERRONRUMANSOFF.COM

PROPERTY OWNER:
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6480 CORVETTE ST.
HEMET, CA 92543
CONTACT: SILVIA JACKSON
PHONE: (213) 276-0215
EMAIL: silviahj@dosner.com

BUSINESS OWNER:
DOSNER ORGANIC FARMS
6480 CORVETTE ST.
HEMET, CA 92543
CONTACT: SILVIA JACKSON
PHONE: (213) 276-0215
EMAIL: silviahj@dosner.com

SITE DATA

ASSESSOR'S PARCEL NUMBER:
443-181-034 443-181-040 443-181-045
443-181-037 443-181-042 443-181-046
443-181-038 443-181-043 443-181-047
443-181-039 443-181-044 443-181-051

ADDRESS:
630 W. LATHAM AVE HEMET CA, 92544

LEGAL DESCRIPTION:
1.20 ACRES MAL IN FOR PAR 1 PM
09/01/10 PM 16532 CM 80/115-118 A
ND PAR 2 PM 02/7002 PM 7447

LOT SIZE: APN 443-181-034 1.20 ACRES (56,192.4 SQ.FT.)
APN 443-181-037 0.09 ACRES (3,920.4 SQ.FT.)
APN 443-181-038 0.08 ACRES (3,484.8 SQ.FT.)
APN 443-181-039 0.09 ACRES (3,920.4 SQ.FT.)
APN 443-181-040 0.07 ACRES (3,049.2 SQ.FT.)
APN 443-181-042 0.09 ACRES (3,920.4 SQ.FT.)
APN 443-181-043 0.08 ACRES (3,484.8 SQ.FT.)
APN 443-181-044 0.08 ACRES (3,483.8 SQ.FT.)
APN 443-181-045 0.08 ACRES (3,484.8 SQ.FT.)
APN 443-181-046 0.05 ACRES (2,178.0 SQ.FT.)
APN 443-181-047 0.02 ACRES (877.92 SQ.FT.)
APN 443-181-051 0.87 ACRES (37,876.2 SQ.FT.)
TOTAL 2.87 ACRES (125,617.2 SQ.FT.)

ZONING: O-P
BUILDING PROPERTY CLASS: INDUSTRIAL
LAND USE: OFFICE PROFESSIONAL
EXISTING BUILDING SQUARE FOOTAGE: 22,708
CONSTRUCTION TYPE: VB FIRE SPRINKLERED
OCCUPANCY CLASSIFICATION: F-1
OCCUPANCY CLASSIFICATION ALLOWABLE AREA FACTOR (F1 SM) PER CBC TABLE 506.2: 25,500 S.F.
NUMBER OF STORIES: 2

VICINITY MAP

CODE SUMMARY

BUILDING	2022 CBC
MECHANICAL	2022 CMC
PLUMBING	2022 CPC
ELECTRICAL	2022 CEC
ENERGY	2022 CFC
FIRE	2022 CFC
ENERGY	2022 CFC
GREEN BUILDING	2022 CGBC
WITH STATE AND LOCAL AMENDMENTS	

SCALE
1" = 20'-0"

SCALE
1" = 20'-0"

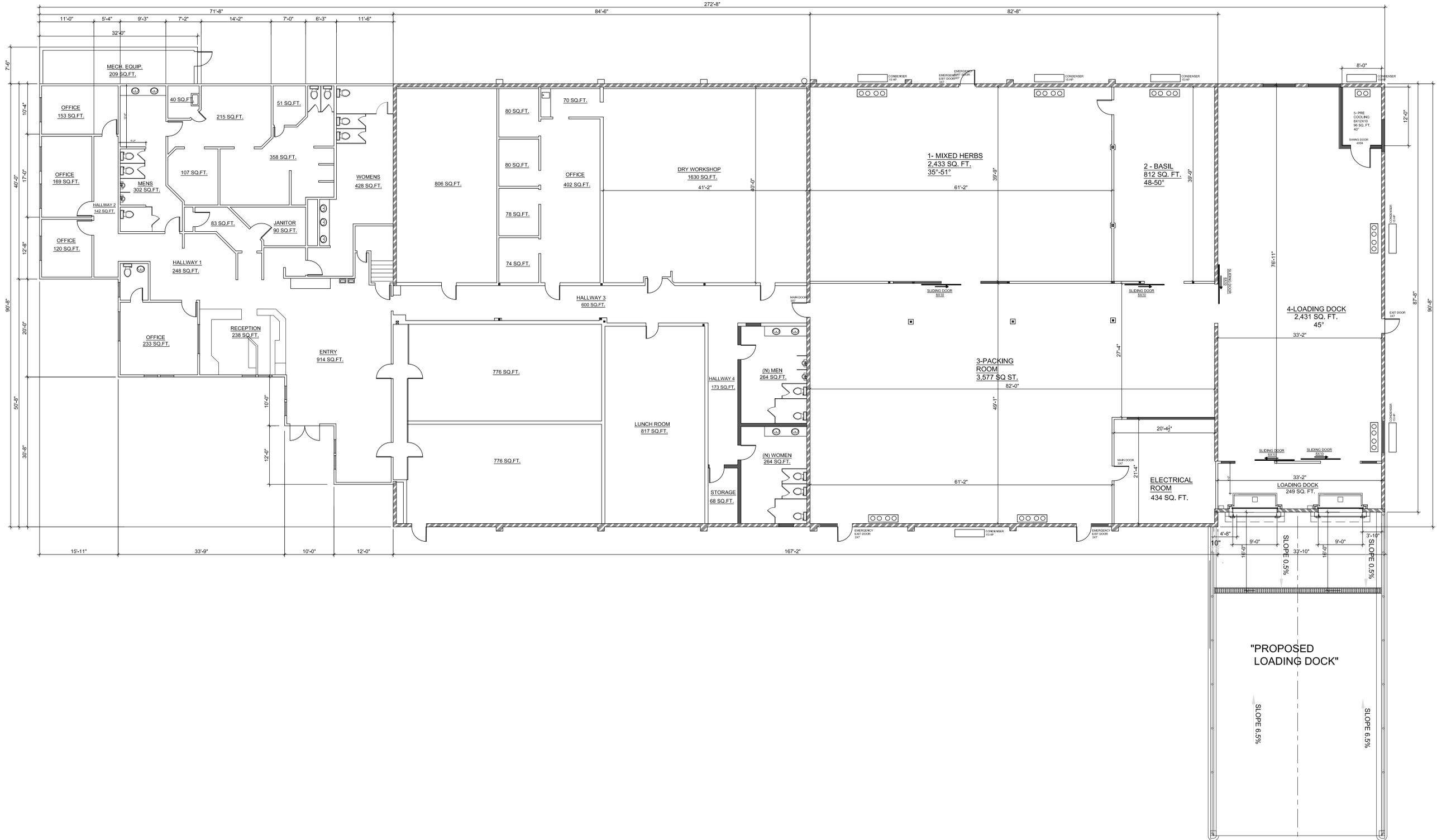
SCALE
1" = 20'-0"

1115-38-23
T-1.0
sheet no. int.description
1115-38-23
job no. int.description
1115-38-23
sheet no. int.description

01/05/24
1ST SHEET
Issue purpose
addn
architect's signature

DOSNER ORGANIC FARMS-PAR
630 W. LATHAM AVENUE
HEMET, CA, 92543

530 St. John Place Hemet, California 92543
hrron + rumansoff architects, inc.



EXISTING SQUARE FOOTAGE
OF BUILDING 22,722 SQ. FT.

WALL LEGEND	
	EXISTING 2X WALLS
	EXISTING CMU WALLS
	NEW 2X WALLS

NOTE: VERIFY EXISTING



PROPOSED FLOOR PLAN

SCALE
1/8" = 1'-0"

7/15/2024 10:44:44 AM

630 W. LATHAM AVE
HEMET, CA 92543

530 Saint John Place Hemet, California 92543

01-15-24
03-15-24
05-07-24
07-15-24

OWNERS REVIEW
PRELIM. REVIEW, APPL.
OWNERS REVIEW
CONSULTANTS SQ. FT.

1ST SKETCH 01-05-24

issue purpose date

revisions

PROJECT

CONSULTANT

architect's signature

architects, inc.

1115-38-23

A-1.1

PROPOSED FLOOR PLAN

job no. 1115-38-23

herson + rumanosoff

DOSNER ORGANIC FARMS-PAR



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ATTACHMENT B

ITE 11th Edition Trip Generation Rates

Land Use: 110

General Light Industrial

Description

A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment. Industrial park (Land Use 130) and manufacturing (Land Use 140) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 2000s, and the 2010s in Colorado, Connecticut, Indiana, New Jersey, New York, Oregon, Pennsylvania, and Texas.

Source Numbers

106, 157, 174, 177, 179, 184, 191, 251, 253, 286, 300, 611, 874, 875, 912

General Light Industrial (110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 37

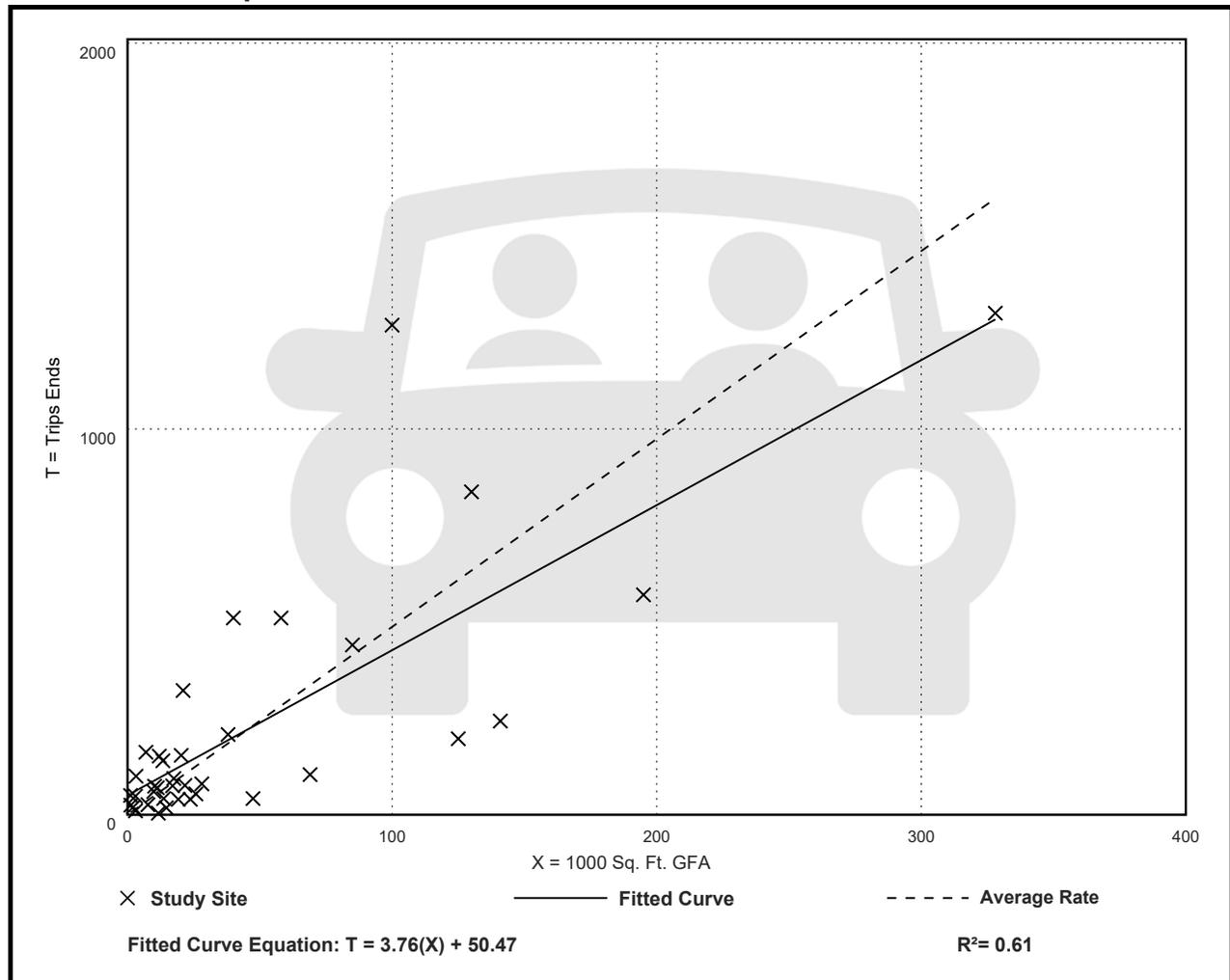
Avg. 1000 Sq. Ft. GFA: 45

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.87	0.34 - 43.86	4.08

Data Plot and Equation



General Light Industrial (110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 41

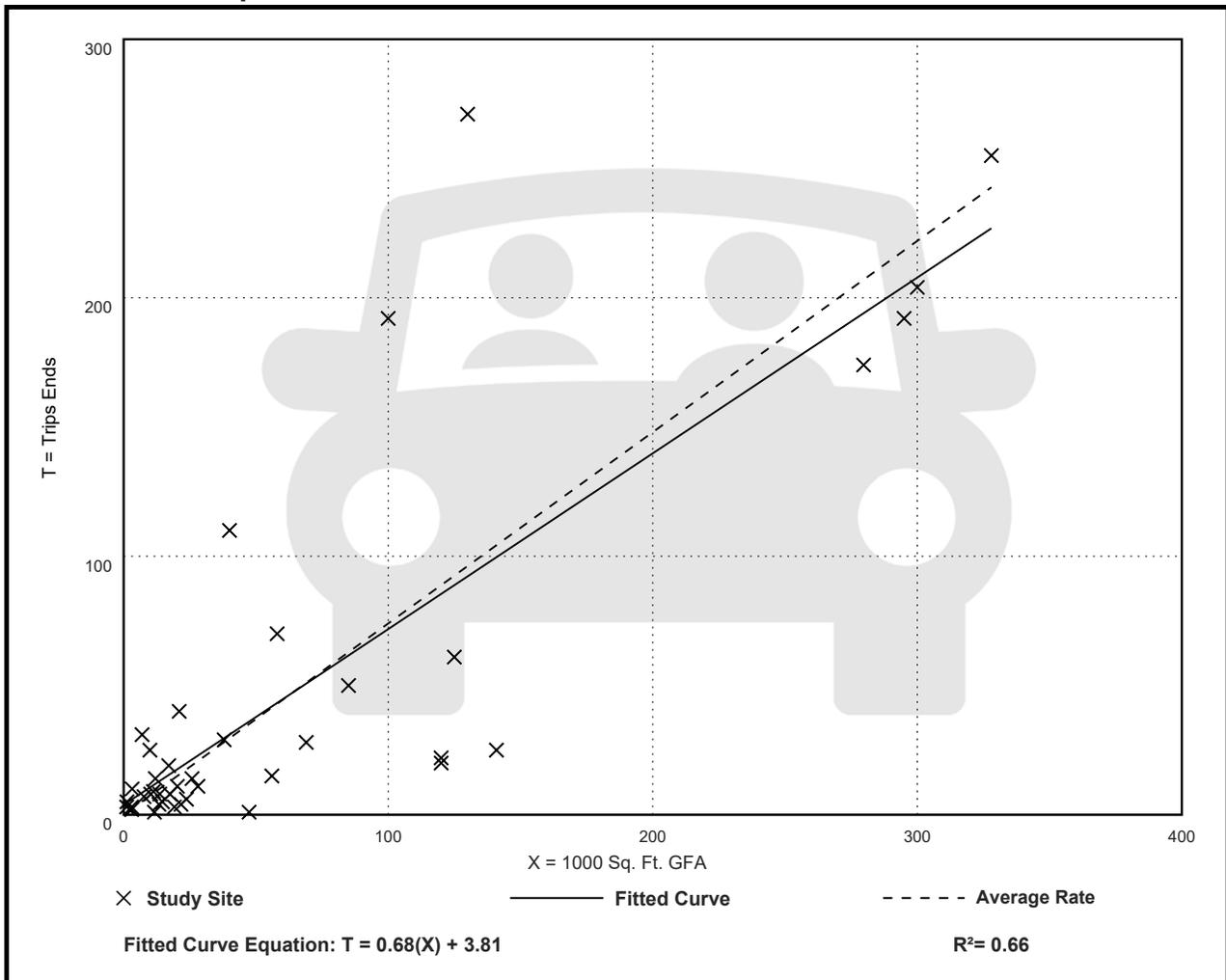
Avg. 1000 Sq. Ft. GFA: 65

Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.74	0.02 - 4.46	0.61

Data Plot and Equation



General Light Industrial (110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 40

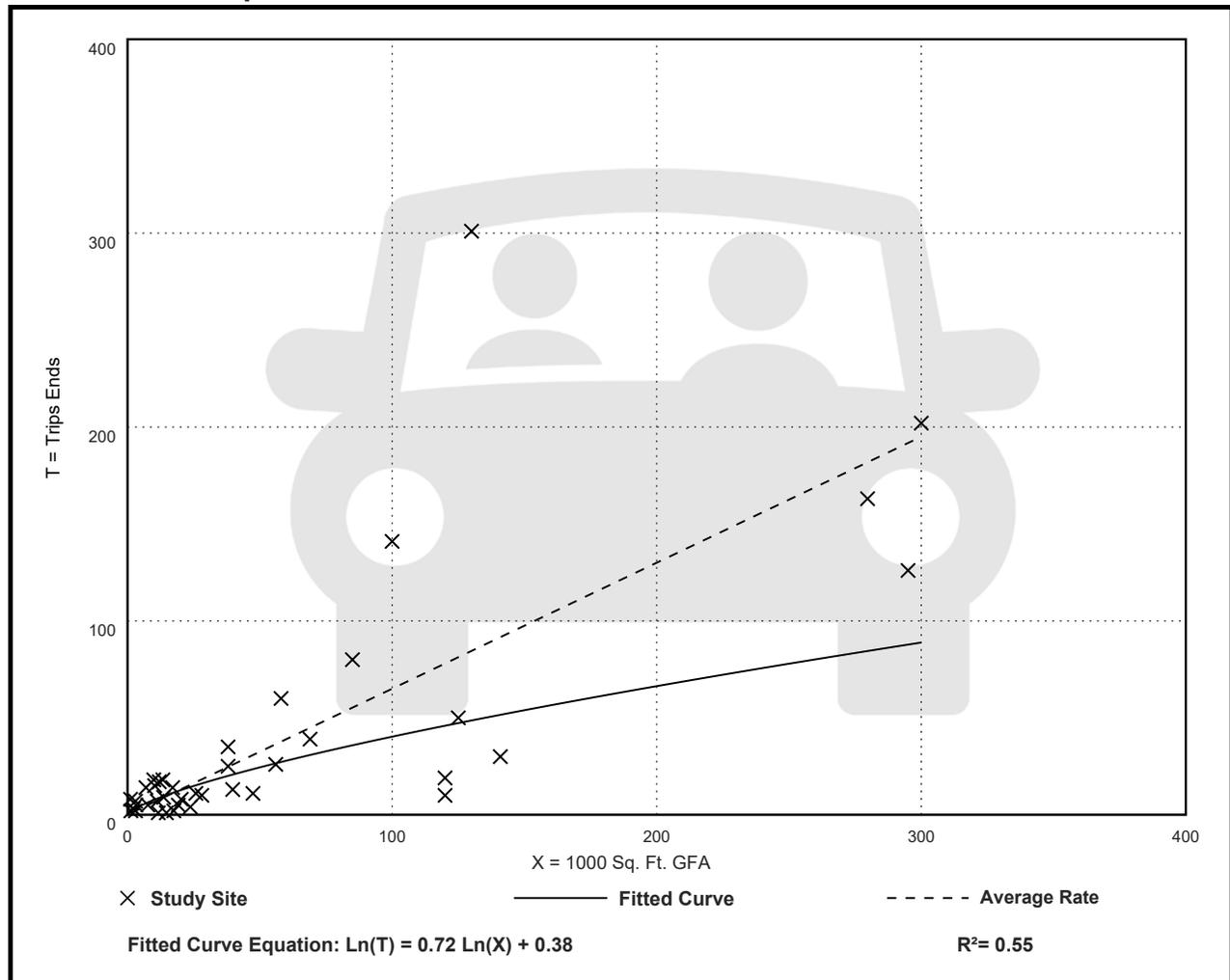
Avg. 1000 Sq. Ft. GFA: 58

Directional Distribution: 14% entering, 86% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.65	0.07 - 7.02	0.56

Data Plot and Equation



General Light Industrial (110)

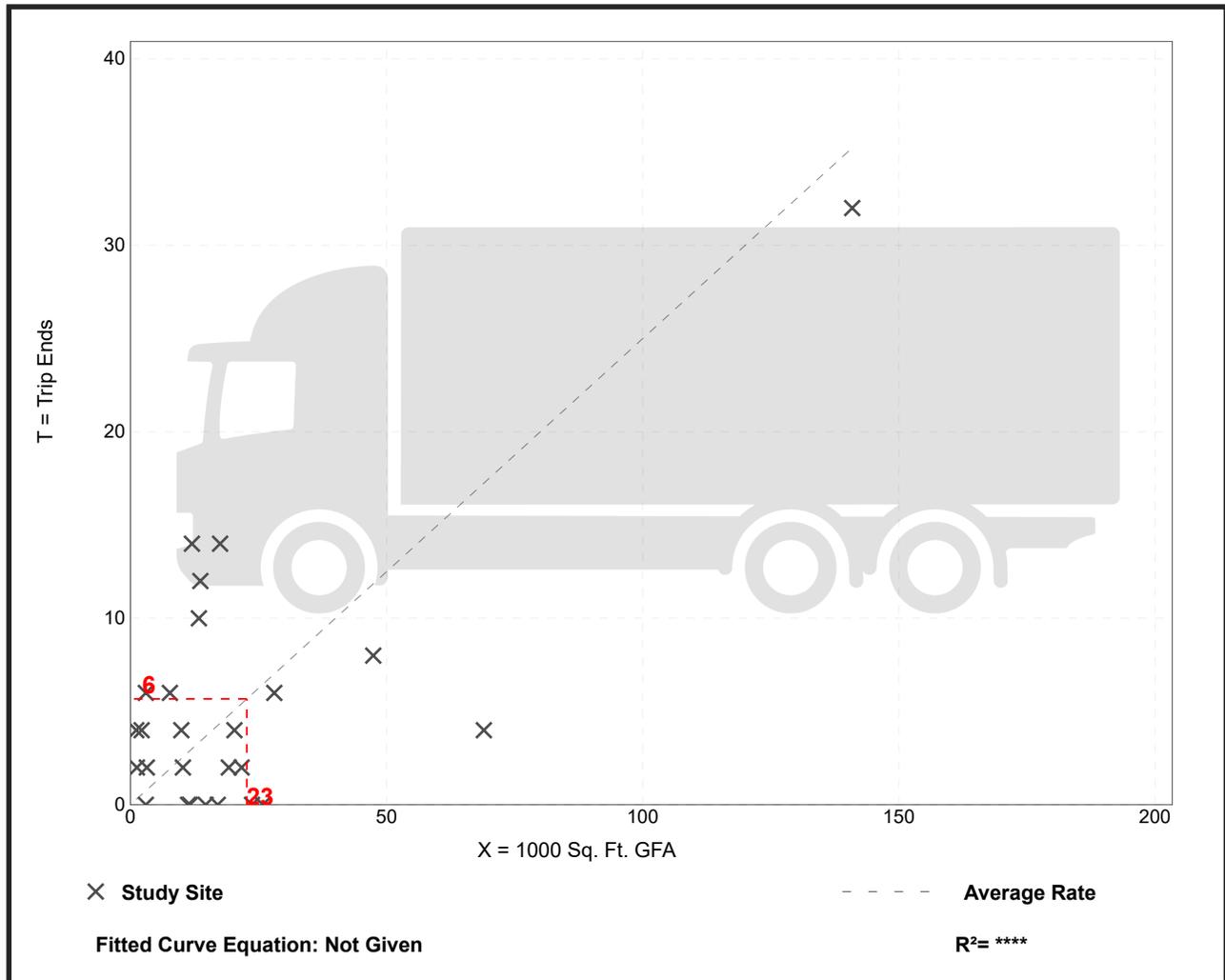
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 26
Avg. 1000 Sq. Ft. GFA: 21
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.25	0.00 - 3.51	0.36

Data Plot and Equation





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ATTACHMENT C

Transportation Guidelines' VMT Screening Criteria



City of Hemet Traffic Impact Analysis Guidelines For CEQA & VMT

FEHR  PEERS

May 2021

4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

As of May 2021, there are no TPAs within the City of Hemet. The analyst should confirm the status of transit service when reviewing the potential for project screening.

Step 2: Low VMT Area Screening

Residential and office projects located within a low VMT-generating area are presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if there is a reasonable expectation that the project will generate VMT per service population that is similar to the existing land uses in the low VMT area.

For this screening in the City of Hemet, the RIVTAM travel forecasting model was used to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs). TAZs are geographic polygons similar to Census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population (population plus employment) was estimated for each TAZ. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

To identify if the project is in a low VMT-generating area, the analyst may review the WRCOG screening tool and apply the appropriate threshold (identified later in this chapter) within the tool. Additionally, as noted above, the analyst must identify if the project is consistent with the existing General Plan land use within that TAZ and use professional judgement that there is nothing unique about the project that would otherwise be misrepresented utilizing the data from the travel demand model.

The WRCOG screening tool can be accessed at the following location:

<https://apps.fehrandpeers.com/WRCOGVMT/>

Step 3: Project Type Screening

Local-serving projects, including retail projects less than 50,000 square feet, are presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.

In addition to local serving retail, the following uses can also be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including:
 - Gas stations
 - Banks
 - Restaurants
 - Shopping Center
 - Service uses such as hair salons, barbers, gyms, equipment sales and rentals, home electronics and small appliance repair, laundromats, tailors, and other service uses listed as permitted in the Hemet Municipal Code
- Local-serving hotels (e.g. non-destination hotels)
- Student housing projects on or adjacent to college campuses
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (Public libraries, fire stations, local government)
- Local-serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Affordable or supportive housing
- Assisted living facilities
- Senior housing as defined by the U.S. Department of Housing and Urban Development (HUD)
- Re-tenanting of existing non-residential space
- Interior expansions
- Minor exterior expansions
- Other local-serving projects as approved by the Planning and Building Director, City Engineer and/or Public Works Director
- Projects generating less than 500 net new daily vehicle trips³
 - This generally corresponds to the following "typical" development potentials:
 - 52 single family housing units
 - 68 multi-family, condominiums, or townhouse housing units
 - 51,000 sq. ft. of office
 - 100,000 sq. ft. of light industrial⁴
 - 287,000 sq. ft. of warehousing⁴
 - 357,000 sq. ft. of high cube transload and short-term storage warehouse⁴

³ Based on the City's review of the small project screening criterion that have been adopted by neighboring and nearby cities, the City of Hemet has selected a small project screening criteria of 500 ADT. 500 ADT is consistent with the historical requirement for traffic studies of 50 peak hour trips. Furthermore, projects generating 500 ADT would not be expected to generate more than 3,000 metric tons of CO_{2e} per year, which would screen the project from GHG analysis, consistent with the South Coast AQMD draft threshold.

⁴ Threshold may be higher depending on the tenant and the use of the site. This number was estimated using rates from ITE's Trip Generation Manual.