

Appendix J

Trip Generation and VMT Screening Memorandum



September 20, 2022

Michael Carroll
Foxgate Capital
55 Waugh, Suite 1250
Houston, TX 77007

Subject: *Trip Generation and VMT Screening Memorandum for the Proposed Foxgate Warehouse Project in the City of Hemet*

Dear Mr. Carroll:

Kimley-Horn and Associates, Inc. has prepared a trip generation and VMT screening memorandum to evaluate the trip generating characteristics for the proposed Foxgate Warehouse project in the City of Hemet.

PROJECT DESCRIPTION

The project site is located near the southeast corner of S. Gilmore Street at Acacia Avenue in the City of Hemet. The site is bounded by industrial uses to the north and east, Gilmore Street to the west, and a residential uses to the south. The project site is currently vacant. The applicant proposes to construct a 25,000 square-foot warehouse building. A copy of the Project Site Plan is provided in Figure 1.

Vehicular access to the project site would be provided via three driveways on S. Gilmore Street. The northern driveway will be used for passenger cars and inbound trash trucks, the middle driveway will be used for outbound trucks and trash trucks, and the southern driveway will be used for inbound trucks.

PROJECT TRAFFIC

A trip generation analysis has been prepared to determine the estimated traffic to be generated by the proposed project. Trip generation estimates are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) trip generation rates for the following land use categories:

- ITE Category 150 – Warehousing

Passenger vehicle and truck mix assumptions were applied to the project land uses based on the ITE Trip Generation Manual (10th Edition, Supplement) and the City of Fontana Truck Trip Generation Study (2003). Passenger car equivalent (PCE) factors were then applied to the truck types, based on number of axles (1.5 PCE for 2-axle trucks, 2.0 PCE for 3-axle trucks, and 3.0 PCE for 4+-axle trucks) to determine the total PCE volumes to be generated by the project. These factors are consistent with Riverside County's *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled* (December 2020).

Daily, morning, and evening peak hour trip generation estimates are summarized on Table 1. Based on Table, 1, the proposed project is estimated to generate approximately 60 daily PCE trips, with 6 PCE trips (5 inbound and 1 outbound) in the morning peak hour, and 6 PCE trips (1 inbound and 5 outbound) in the evening peak hour

TRAFFIC STUDY REQUIREMENTS

Riverside County's *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled* (December 2020) states that a traffic analysis is generally not required for "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."

Based on the trip generation analysis noted in the section above, the proposed project would generate less than 100 net new project trips during the peak hours. Therefore, the proposed project is assumed to have a less-than-significant traffic impact and no traffic analysis is required.

VEHICLE MILES TRAVELED

SB 743 was approved by the California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "Level of Service" (LOS) for evaluating transportation projects. OPR has recommended that Vehicle Miles Traveled (VMT) replace also as the primary measure of transportation impacts. OPR Technical Advisory suggests that the City may screen out VMT impact using project size, maps, transit availability, and provision of affordable housing to quickly identify when a project should be expected to cause a less-than significant impact without conducting a detailed study.

A qualitative VMT assessment was conducted based on guidance by OPR and Riverside County Local Guidelines for Implementing the California Environmental Quality Act. Riverside County's *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled* states that a detailed CEQA assessment will not be required for land use elements of a project that meet any of the following screening criteria:

1. Small Projects,
2. Projects Near High Quality,
3. Local-Serving Retail,
4. Affordable Housing,
5. Local Essential Service,
6. Map Based Screening and,
7. Redevelopment Project

Small Projects Screening

The Riverside County Guidelines state that projects with low trip generation per existing CEQA exemptions or based on the County Greenhouse Gas Emissions Screen Tables, resulting in a 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO_{2e}) per year are presumed to cause a less-than-significant impact. The following guidelines are provided to determine if a project is presumed to cause a less-than-significant impact:

- Warehouse (unrefrigerated) buildings with area less than or equal to 208,000 SF.
- The project trip generation is less than 110 trips per day per the ITE Manual or other acceptable source determine by Riverside County.

The project is proposing to construct a 25,000 square-foot warehouse building and estimated to generate 61 daily PCE trips.

Based on the guidelines noted above, the project would be classified as a small project, and the VMT impact is considered to be less-than-significant and would not require a VMT analysis.

The Small Projects screening threshold is met.

FINDINGS AND CONCLUSIONS

Based on the trip generation analysis presented in this memorandum, the net traffic that would be generated by the proposed project would not exceed the peak hour trip threshold defined in Riverside County's Transportation Analysis Guidelines. The proposed project is estimated to generate 4 net new AM and PM peak hour PCE trips, which is below the 100 net new peak hour vehicle trip threshold indicated in the County's guidelines. Therefore, the proposed project is assumed to have a less-than-significant impact and no traffic analysis is required.

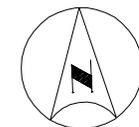
Please contact me if you have any questions or if you need additional information.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Trevor Briggs, P.E. (C87664)



NOT TO SCALE

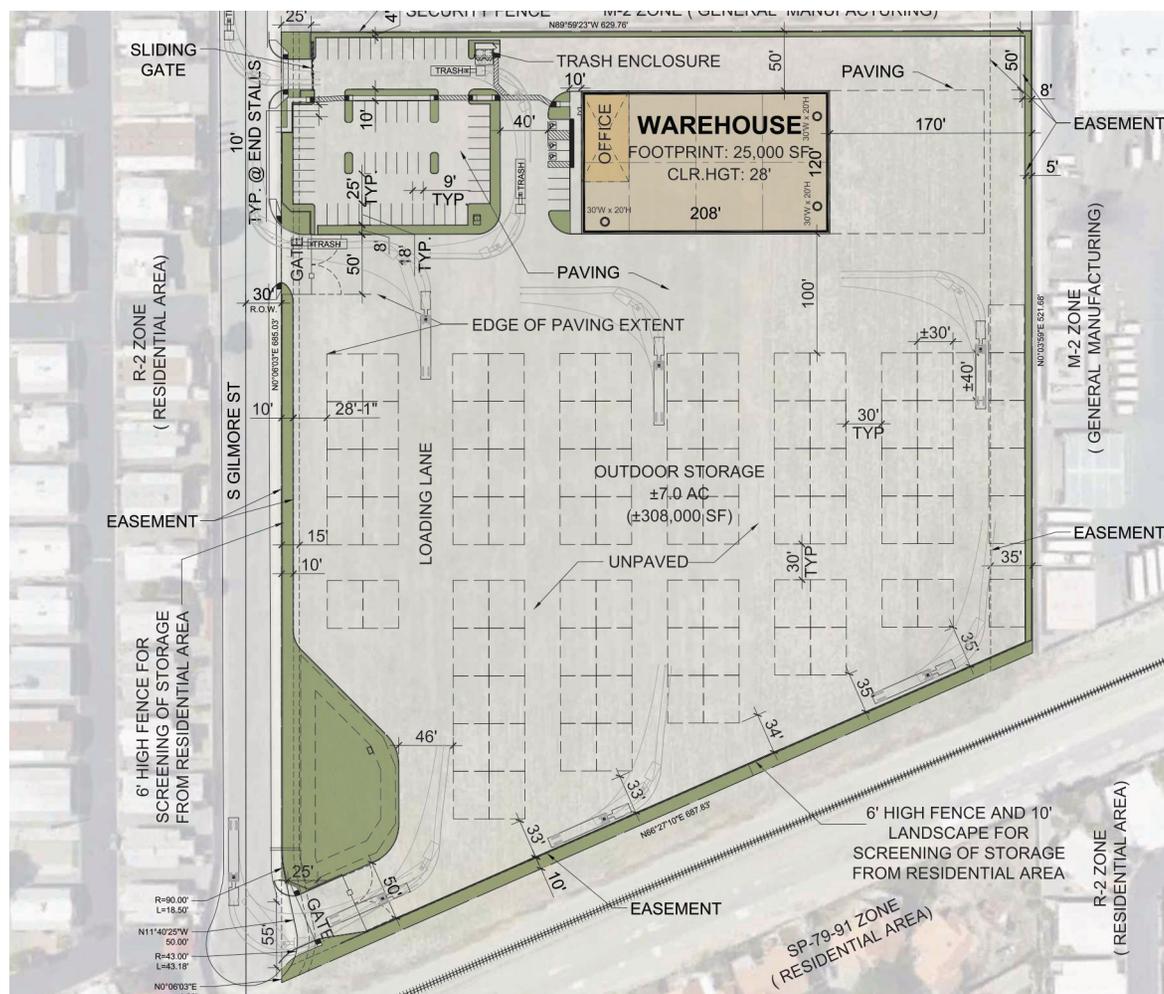


FIGURE 1
PROJECT SITE PLAN

TABLE 1
SUMMARY OF PROJECT TRIP GENERATION
FOXGATE WAREHOUSE PROJECT

TRIP GENERATION RATES ¹

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	150	KSF	1,710	0.131	0.039	0.170	0.050	0.130	0.180

PROJECT TRIP GENERATION

Project Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	25,000	KSF	43	3	1	4	1	3	4
Passenger Vehicles	73.00%		31	2	1	3	1	2	3
Trucks	27.00%		12	1	0	1	0	1	1

PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)

Vehicle Type	Vehicle Mix ^{2,3}	Daily Vehicles	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	73.00%	31	1.0	31	2	1	3	1	2	3
2-Axle Trucks	7.00%	3	1.5	5	0	0	0	0	0	0
3-Axle Trucks	6.00%	3	2.0	6	0	0	0	0	0	0
4+ Axle Trucks	14.00%	6	3.0	18	3	0	3	0	3	3
Total Truck PCE Trips				29	3	0	3	0	3	3
Total Project PCE Trips				60	5	1	6	1	5	6

¹ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

² Passenger Vehicles and Truck splits taken from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition Supplement.

³ Truck mix percentages were calculated based on a ratio between the ITE truck splits and the truck mix splits for Light Warehouse (<100 KSF) in the Truck Trip Generation Study (City of Fontana, August 2003)

PCE = Passenger Car Equivalent

KSF = Thousand Square Feet