

ENVIRONMENT | PLANNING | DEVELOPMENT SOLUTIONS, INC.

Date: June 6, 2023
Prepared by: Daji Yuan, Ph.D.; Meghan Macias, TE
To: City of Hemet
Site: APN: 456-030-020
Subject: Vehicle Miles Traveled (VMT) Screening Memo



This technical analysis evaluates the potential vehicle miles traveled (VMT) impact for the proposed project, which includes the development of a one-story 850,640-square feet (sf) warehouse building on a 41.86-acre site. The existing 41.86-acre site has a General Plan Land Use designation of Business Park (BP) and a zoning designation of B-P (Business Park) as per the City of Hemet General Plan 2030. The maximum Floor Area Ratio (FAR) for the project site is 0.6, which equates to a buildout of 1,094,102 sf of business park per the Final City of Hemet General Plan EIR. It should be noted that the proposed Project would result in a FAR of 0.45 and 243,462 fewer SF than assumed development for the site under the Hemet General Plan and is consistent with the type of development analyzed for the site as part of the General Plan Final EIR. The proposed project is located southwest of the intersection of Kirby Street and Acacia Avenue, just north of the Salt Creek Channel in the City of Hemet. This VMT analysis is based on the requirements of the City of Hemet Traffic Impact Analysis Guidelines for CEQA & VMT (May 2021).

Project Description and Project Trip Generation

The proposed warehouse building would be single-story and include approximately 831,348 sf of warehouse space and 19,292 sf of office space, totaling 850,640 sf. The project site plan is shown in Figure 1. The existing land use designation of BP and proposed project trip generation were prepared using trip rates from the Institute of Transportation Engineers (ITE)¹ *Trip Generation Manual*, 11th Edition and the TUMF High-Cube Warehouse Trip Generation Study² (WSP, January 2019). Table 1 presents the estimated existing land use designation of BP and proposed project trip generation. As shown in Table 1, the project is forecast to generate 11,800 net decrease daily vehicle trips including 1,373 net decrease vehicle trips during the AM peak hour and 1,195 net decrease vehicle trips during the PM peak hour.

Background

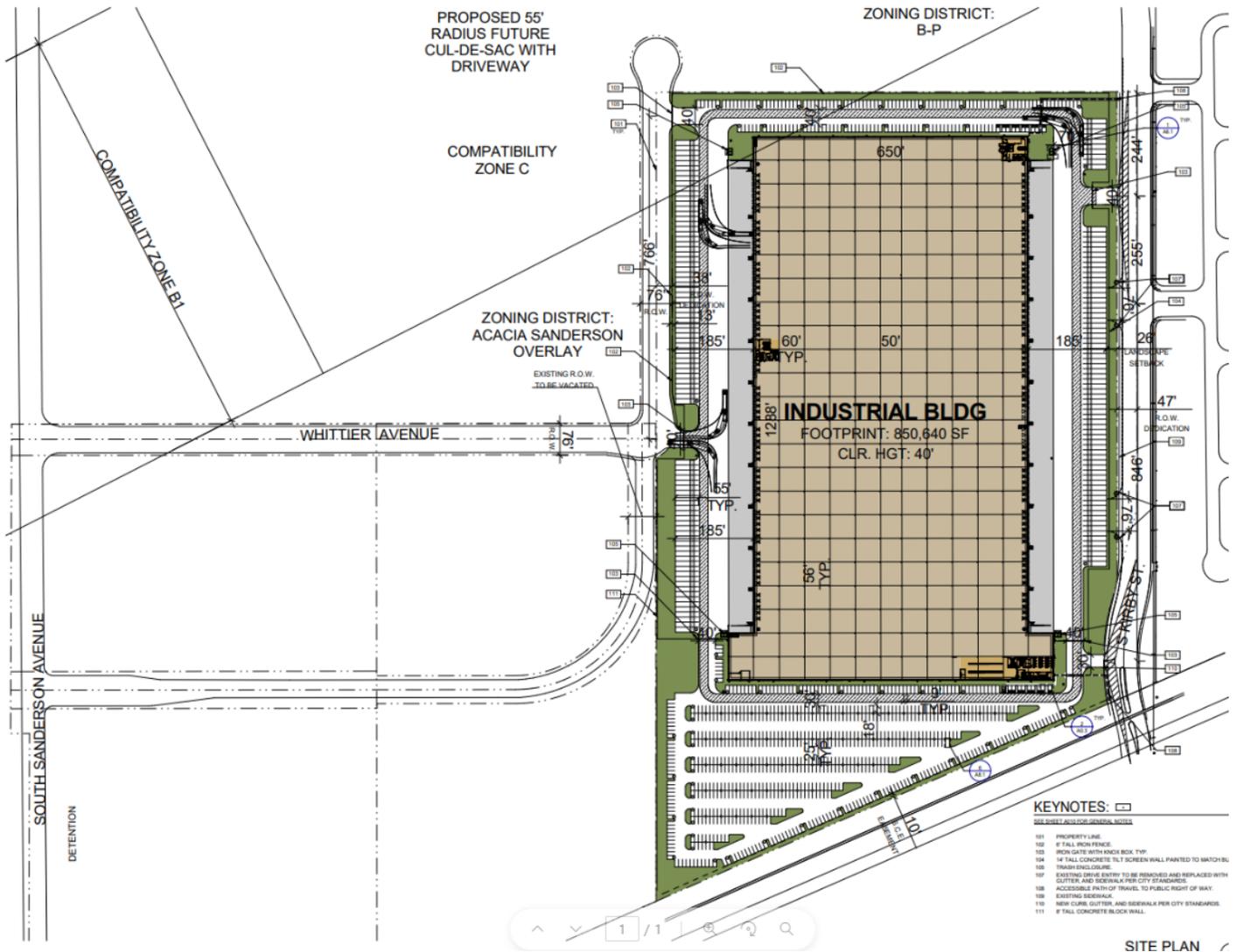
Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse 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

¹ *Trip Generation Manual*, 11th Edition, Institute of Transportation Engineers (ITE). 2021.

² *TUMF High-Cube Warehouse Trip Generation Study*, WSP, January 2019.

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.

Figure 1: Project Site Plan



Source: Ware Malcomb

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>										
Bussiness Park ¹	TSF	12.440	1.148	0.203	1.350	0.317	0.903	1.220		
TUMF Fulfillment Center Rates ²	TSF	2.129	0.094	0.028	0.122	0.046	0.119	0.165		
<u>General Plan Lane Use Trip Generation</u>										
Bussiness Park ¹	1,094.102	TSF	13,611	1,255	222	1,477	347	988	1,335	
<u>Proposed Project Trip Generation</u>										
Kirby St Industrial ²	850.640	TSF	1,811	80	24	104	39	101	140	
<u>Vehicle Mix</u> ²	<u>% Daily</u>	<u>% AM</u>	<u>% PM</u>							
Passenger Vehicles	82.20%	84.40%	87.30%	1,489	67	20	87	34	88	122
2-Axle Trucks	3.80%	1.10%	1.10%	69	1	0	1	1	1	2
3-Axle Trucks	2.50%	2.20%	2.20%	45	2	1	3	1	2	3
4-Axle Trucks	1.30%	3.30%	3.30%	23	3	1	4	1	4	5
5+-Axle Trucks	10.20%	9.00%	6.10%	185	7	2	9	2	6	8
	100.00%	100.00%	100.00%	1,811	80	24	104	39	101	140
Net Trip Generation				-11,800	-1,175	-198	-1,373	-308	-887	-1,195

TSF = Thousand Square Feet

¹ Trip rates from the Institute of Transportation Engineers, *Trip Generation Manual*, 11th Edition, 2021. Land Use Code 770 -Business Park.

² Trip rates and truck percentages from Exhibit 6 of the *TUMF High-Cube Warehouse Trip Generation Study*, January 29, 2019.

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:

- The project is located within a Transit Priority Area (TPA).
- The project is in a low VMT-generating area.
- The project type has been identified as low project type.
- 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 0.45 which is less than the required FAR of 0.75 required for TPA screening. The Project site has a General Plan Land Use designation of Business Park (BP) and a zoning designation of B-P (Business Park). Areas designated Business Park are intended to provide an employment base for the City of Hemet and are to be developed as "clean" industries that do not create nuisances due to levels of noise, odor, air emissions, vibrations, waste, or substantial heavy truck traffic at a maximum FAR of 0.6. The project is consistent with the existing General Plan land use within that 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 683) is 45.7. The VMT/Service Population of the project zone is 86.29% above the jurisdiction VMT. Therefore, the project would not 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.

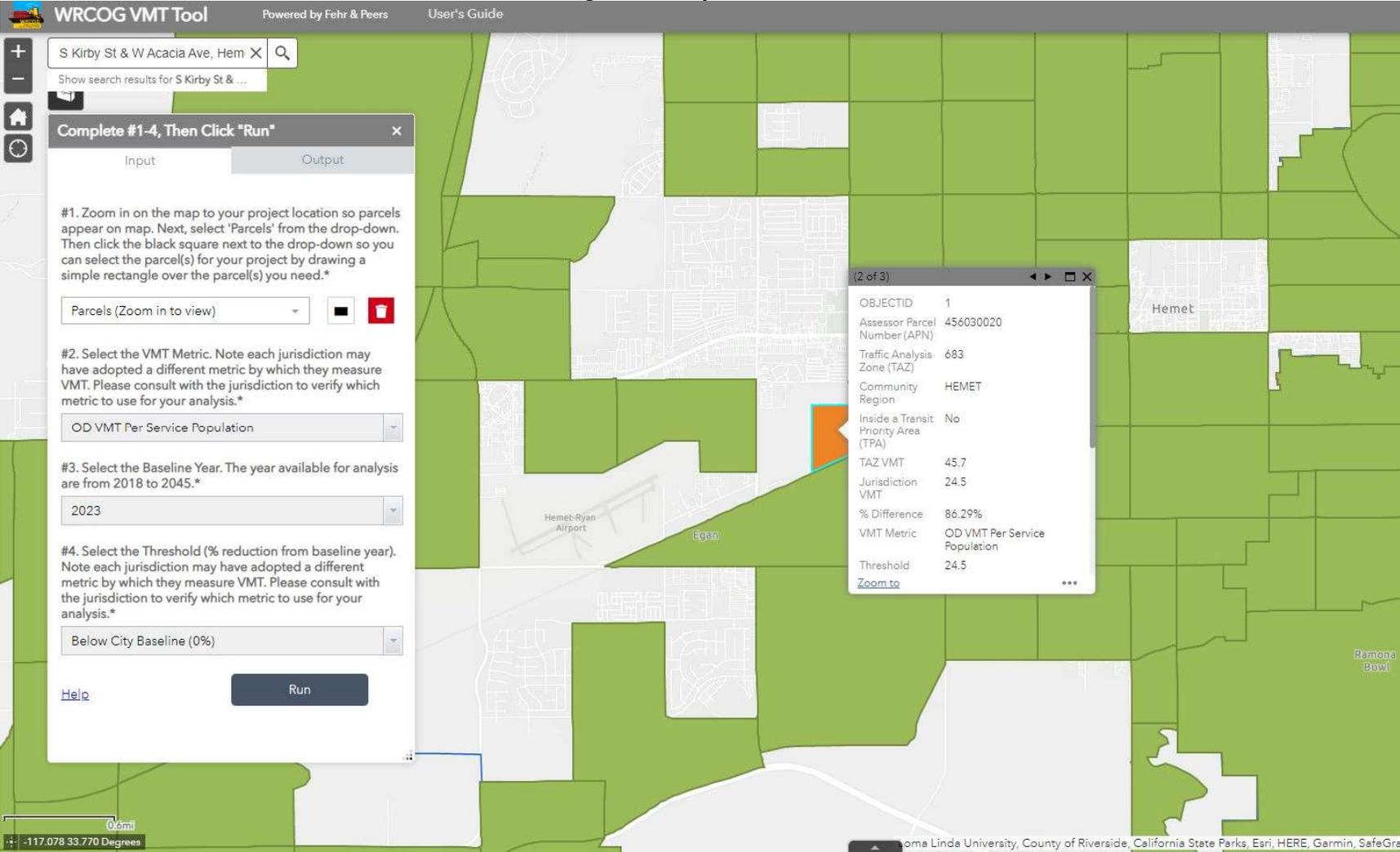
Screening Criteria 4 – Generating less than 500 daily vehicle trips: As per the City's guidelines, projects which generate less than 500 daily vehicle trips would have a less than significant impact on VMT. As shown in Table 1, the project is forecast to generate 11,800 net decrease daily

vehicle trips which is less than 500 daily vehicle trips. Therefore, the project would meet Screening Criteria 4.

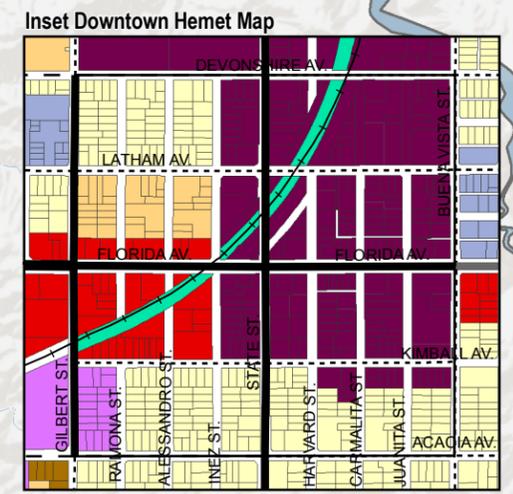
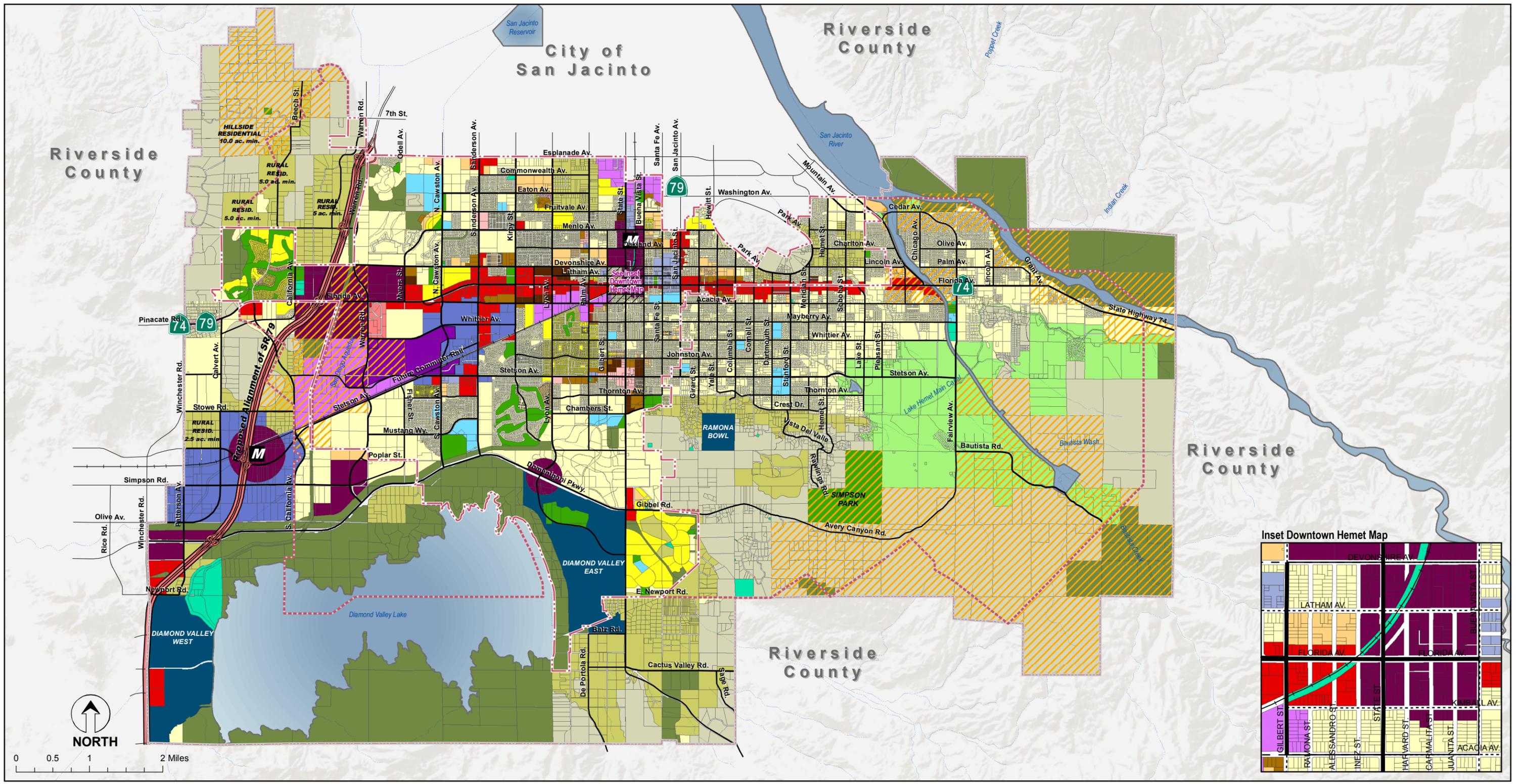
The proposed project would not meet Screening Criteria 1, 2 and 3, but satisfies the requirements of Screening Criteria 4. Therefore, the project's impact on VMT would be considered less than significant and an analysis of VMT would not be required.

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

Figure 1: Project Site Plan



APPENDIX A



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LEGEND

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

Land Use Designations

- RR Rural Residential (0.0 - 2.0 du/ac)
- HR Hillside Residential (0.0 - 0.5 du/ac)
- LDR Low Density Residential (2.1 - 5.0 du/ac)
- LMDR Low Medium Density Residential (5.1 - 8.0 du/ac)
- MDR Medium Density Residential (8.1 - 18.0 du/ac)
- HDR High Density Residential (18.1 - 30.0 du/ac)
- VHDR Very High Density Residential (30.1 - 45.0 du/ac)

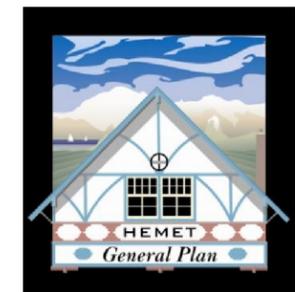
- NC Neighborhood Commercial (FAR 0.35)
- CC Community Commercial (FAR 0.40)
- RC Regional Commercial (FAR 0.50)
- MU Mixed Use (Varies)

Environmental Management Area

- Areas subject to MSHCP criteria

- ARPT Airport
- OP Office Professional (FAR 2.0)
- BP Business Park (FAR 0.60)
- I Industrial (FAR 0.45)

- QP/C Quasi-Public/Cultural
- PF Public Facilities
- SCH School
- P Park/Recreation
- OS Open Space
- A Agriculture



SOURCES: Census Tiger Line Data 2005
Urban Crossroads 2011

**Table 3-2
Land Use Designations and Intensities**

Land Use Category		Max. Intensity
Residential		
RR	Rural Residential RR 2.5 RR 5	0-2.0 du/ac 2.5 acre min. 5.0 acre min.
HR	Hillside Residential HR-10	0-0.5 du/ac 1 du/10 acres
LDR	Low Density Residential	2.1-5.0 du/ac
LMDR	Low Medium Density Residential	5.1-8.0 du/ac
MDR	Medium Density Residential	8.1-18 du/ac
HDR	High Density Residential	18.1-30du/ac
VHDR	Very High Density Residential	30.1-45du/ac
Commercial		
NC	Neighborhood Commercial	FAR 0.35
CC	Community Commercial	FAR 0.40
RC	Regional Commercial	FAR 0.50
DC	Downtown Commercial	FAR 2.0
OP	Office Professional/Medical	FAR 2.0
MU	Mixed Use Commercial & Residential	Varies
Industrial		
ARPT	Airport/Support Uses	Varies
BP	Business Park	FAR 0.60
I	Industrial	FAR 0.45
Public/Quasi Public and Open Space		
PF	Public Facility/Institutional	Varies
P	Park/Outdoor Recreation	NA
QP	Quasi-Public	NA
OS	Open Space/Natural Resource	NA
A	Agricultural	NA
SCH	School	NA
Other		
SP	Specific Plan Required	Varies
EM	Environmental Management (biological resources, fault, and flood zones)	Varies