

Appendix L

VMT Evaluation

August 12, 2020

Mr. Brandon Humann
RED Corydon, LLC
38122 Stone Meadow Dr.
Murrieta, CA 92562

Approved
Nicholas Lowe, PE
8/14/2020

Subject: Corydon and Mission Trail C-Store – VMT Evaluation (JN 0331-0001)

Dear Mr. Humann:

Trames Solutions Inc. is pleased to submit the following Vehicle Miles Traveled (VMT) evaluation for the proposed Corydon and Mission Trail C-Store project. The site is located south of Corydon and west of Mission Trail in the City of Lake Elsinore. Previously, a traffic study was completed in January 2020 and subsequently revised in June 2020 based on comments provided by the City.

Project Description

The Corydon and Mission Trail C-Store project will consist of a commercial project that includes a total of 35,453 sf of building area. Attachment A contains the site plan and anticipated uses. These uses (convenience store with gas pumps, fast food restaurants, small office condos, and retail) are intended to serve the local community rather than draw traffic from distant areas.

City of Lake Elsinore VMT Criteria

The City of Lake Elsinore has recently updated their Traffic Impact Analysis Preparation Guide (June 23, 2020) to include a vehicle miles traveled (VMT) analysis methodology. The VMT analysis is based on the passage of SB 743 which replaces automobile delay and LOS as the basis of determining CEQA impacts. Land use projects that have the potential to increase the average VMT per service population (compared to the City's baseline threshold) will be evaluated for potential impacts.

If a project can demonstrate that it would have a less than significant impact by passing one of the following three-step screening processes, a project-level assessment will not be required. The three screening steps are as follows:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Project Type Screening

VMT Screening Evaluation

Step 1: Transit Priority Area (TPA) Screening

A TPA is defined as a half-mile area around an existing major transit stop or an existing stop along a high-quality transit corridor. A high-quality transit corridor is a corridor with fixed route bus service with service interval frequency of 15 minutes or less during the morning and afternoon peak periods.

The project site is served by Riverside Transit Agency Route 8. This route has headways exceeding 60 minutes in both the AM and PM peak hours. There are no major transit stops within a half-mile of the project site. Therefore, this area is not considered a Transit Priority Area.

Step 2: Low VMT Area Screening

Projects located within low VMT-generating areas may be presumed to have a less than significant impact. WRCOG has developed a screening tool that identifies whether an individual traffic analysis zones (TAZ) is located within a low VMT-generating area. Attachment B contains the screenshot of the results. As indicated on the results, this TAZ is not located with a low VMT-generating area.

Step 3: Project Type Screening

Local serving retail projects less than 50,000 sf may be 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.

The proposed project will consist of approximately 35,453 sf which falls below the 50,000 sf threshold. Furthermore, the types of uses envisioned for the project would not draw

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customers from the outside area but provide convenience to the local community. Therefore, the project can be considered to have a less than significant impact from a Vehicle Miles Traveled standpoint.

If you have any questions, please contact me directly at (949) 244-2436.

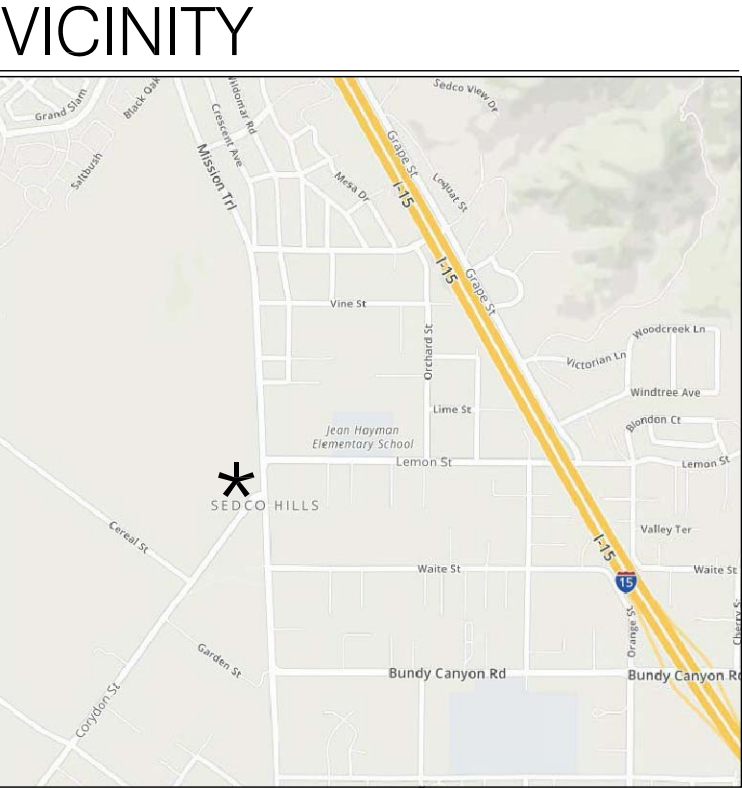
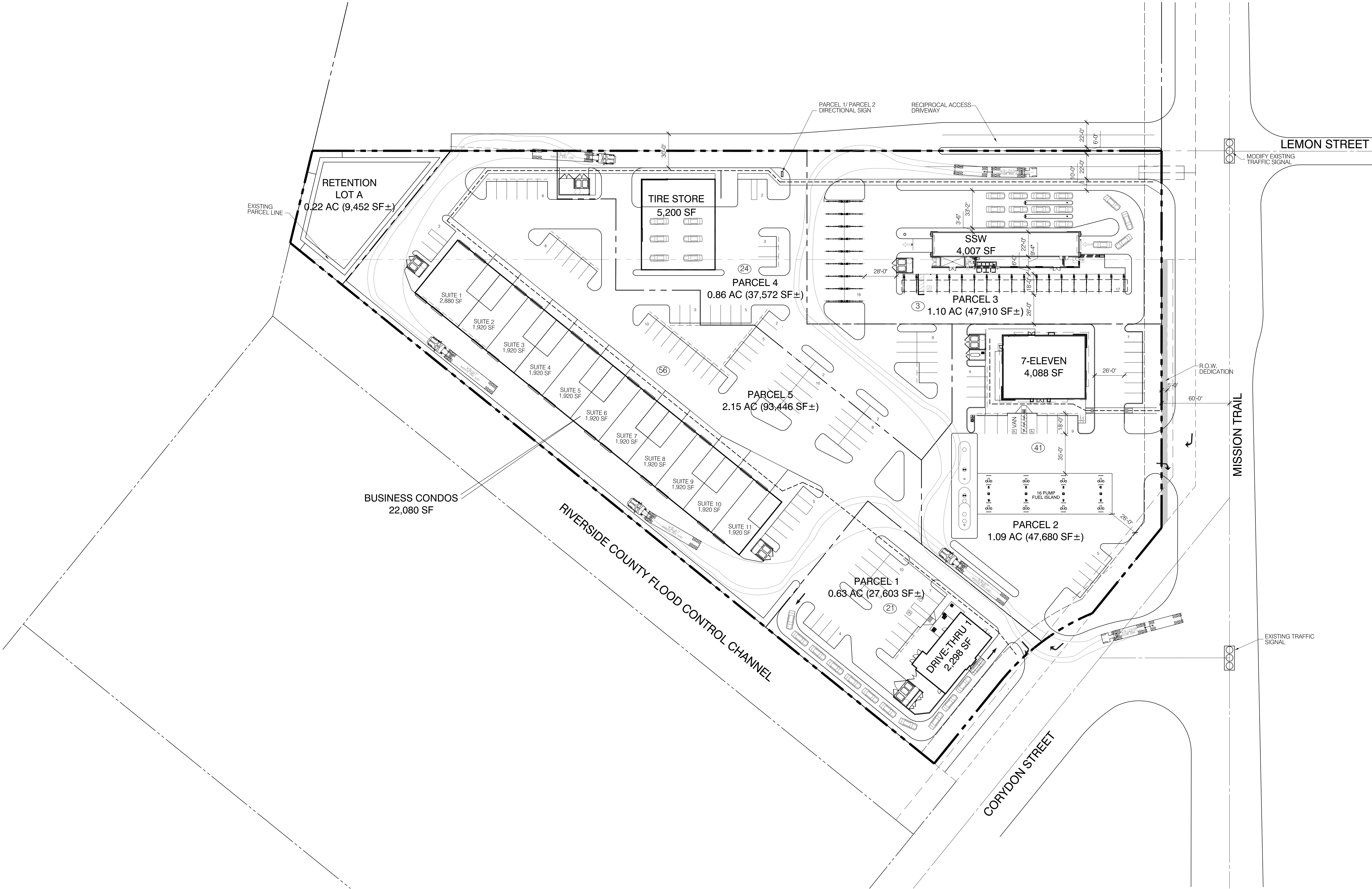
Respectfully submitted,
Trames Solutions Inc.



Scott Sato, P.E.
Vice President

Attachment A – Site Plan
Attachment B – WRCOG Screening Tool – Screen Shot

ATTACHMENT A
SITE PLAN



ZONING

GENERAL PLAN:	SPECIFIC PLAN:
ZONING:	EAST LAKE SPECIFIC PLAN
	PLANNING AREA 2
	ACTION SPORTS, TOURISM, COMMERCIAL & RECREATION
	MIXED US OVERLAY

BUILDING SETBACKS:	
FRONT:	15'
SIDE(ADJ TO PUBLIC RIGHT-OF-WAY):	15'
SIDE(ADJ TO INTERIOR LOT LINES):	0'
REAR(ADJ TO INTERIOR LOT LINES):	0'
PARKING SETBACKS:	
FRONT:	25' AVG/ 20' MIN
SIDE(ADJ TO PUBLIC RIGHT-OF-WAY):	15'
SIDE(ADJ TO INTERIOR LOT LINES):	0'
REAR(ADJ TO INTERIOR LOT LINES):	0'

MAXIMUM BUILDING HEIGHT:	45'
ARCHITECTURAL ELEMENTS:	65'
MAXIMUM BUILDING COVERAGE:	
MINIMUM LANDSCAPE COVERAGE:	15%

PROJECT SUMMARY

LAND AREA:	6.05 AC (263,663 SF±)
RETAIL:	4,088 SF
DRIVE-THRU RESTAURANT:	5,298 SF
FLEX-TECH:	22,080 SF
EXPRESS CARWASH:	4,007 SF
TOTAL BUILDING AREA:	35,453 SF
FUELING CANOPY:	4,284 SF
BUILDING COVERAGE (F.A.R.):	15.1%

PARKING EMC SEC. 17.148.030

REQUIRED PARKING:	
PARKING STALL DIMENSIONS:	9' X 18'
MINIMUM AISLE WIDTH (90° PARKING):	26'
RETAIL (1/250):	16 STALLS
DRIVE-THRU RESTAURANT 1:	
1/ 45 SF CUSTOMER AREA	14 STALLS
(648 SF/ 45):	
1/ 200 SF NONCUSTOMER AREA	8 STALLS
(1,650 SF/ 200):	
TIRE STORE:	
1,500 SF/ 250 OFFICE/ SALES:	6 STALLS
3/ SERVICE BAY:	18 STALLS
FLEX-TECH CONDOS:	
12,000 SF/ 250 OFFICE:	48 STALLS
10,080 SF/ 500 STORAGE:	20 STALLS
EXPRESS CARWASH (1/EMPLOYEE)	3 STALLS
PARKING REQUIRED:	133 STALLS
SHARED USE REDUCTION (10%):	<13 STALLS>
TOTAL PARKING REQUIRED:	120 STALLS
TOTAL PARKING PROVIDED:	121 STALLS

NOTE:
BUILDING AREAS AND LAND COVERAGE ARE PRELIMINARY AND SUBJECT TO ADJUSTMENT. ANY PROPOSED DEVELOPMENT IS SUBJECT TO APPROVAL OF GOVERNMENT OR OTHER AGENCIES HAVING JURISDICTION. ALL DIMENSIONS AND SITE CONDITIONS ARE SUBJECT TO VERIFICATION.

**PRELIMINARY SITE PLAN
SCHEME Kv3**

CORYDON GATEWAY
LAKE ELSINORE, CA

GKPA PROJECT #19114.01
7 JANUARY 2020

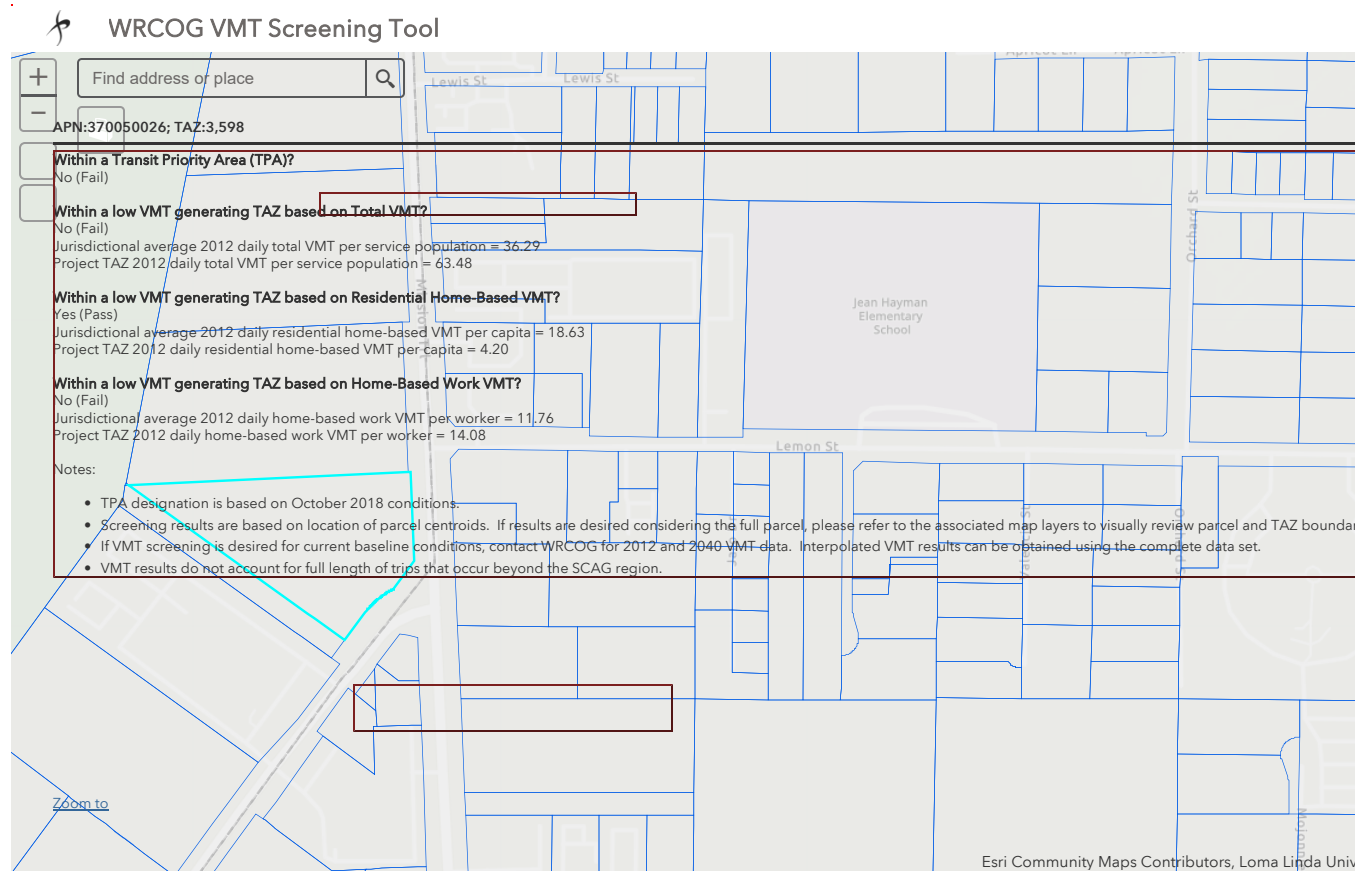
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ATTACHMENT B

ATTACHMENT B – WRCOG SCREENING TOOL – SCREEN SHOT



300ft
-117.288 33.634 Degrees