

Approved  
8/28/2020  
Nicholas Lowe

August 26, 2020



**TJW ENGINEERING, INC.**  
TRAFFIC ENGINEERING &  
TRANSPORTATION PLANNING  
CONSULTANTS

Mr. Ali R. Badie, AIA  
*AB GROUP*  
70 Quarter Horse  
Irvine, CA 92602

**SUBJECT:      Vehicle Miles Traveled (VMT) Analysis, City of Lake Elsinore**

Dear Mr. Badie,

*TJW Engineering, Inc. (TJW)* is pleased to submit this Vehicle Miles Traveled (VMT) analysis for the proposed Lakeview Plaza project located in the City of Lake Elsinore. The project consists of a 43,120 square foot (SF) shopping center. A site plan is attached for reference. The purpose of this memorandum is to supplement the Traffic Impact Analysis (TIA) dated January 7<sup>th</sup>, 2020 by providing a VMT analysis for the proposed project.

Senate Bill (SB) 743 was adopted in 2013 requiring the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within the California Environmental Quality Act (CEQA). For land use projects, OPR has identified Vehicle Miles Traveled (VMT) as the new metric for transportation analysis under CEQA. The regulatory changes to the CEQA guidelines that implement SB 743 were approved on December 28<sup>th</sup>, 2018 with an implementation date of July 1<sup>st</sup>, 2020 as the new metric.

The City of Lake Elsinore adopted its revised Traffic Impact Analysis Guide on June 23<sup>rd</sup>, 2020. The document outlines guidelines for CEQA analysis including screening criteria and requirements for VMT assessment of land use projects based on the Western Riverside Council of Governments (WRCOG) Implementation Pathway Study (March 2019).

Per the WRCOG screening tool, the project parcel does not fall within a Transit Priority Area (TPA). The project parcel also does not fall within a low VMT generating TAZ based on total VMT, residential home-based VMT, and home-based work VMT. See attached for VMT Screening Tool output. Based on the screening tool, the proposed project does not screen out using these metrics. However, additional screening criteria is identified in the City's TIA Guidelines.

The City's TIA Guide indicates projects serving the local community less than 50,000 square feet may be presumed to have a less than significant impact. It is anticipated that the proposed project will serve local residents within the vicinity providing enhanced convenience. This additional convenience would

reduce the need for residents to travel longer distances. Therefore, trip lengths within the region would be reduced, and vehicle travel would decrease. Thus, the project can be considered a local serving retail and will not have a significant VMT impact.

This memo provides an overview of VMT analysis for the proposed project for consistency with the new CEQA guidelines. As outlined in the City's newly adopted TIA Guide, land use projects serving the local community less than 50,000 square feet may be presumed to have less than a significant impact on VMT and does not require additional VMT analysis.

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,



Thomas Wheat, PE, TE  
President

Registered Civil Engineer #69467  
Registered Traffic Engineer #2565



David Chew, PTP  
Transportation Planner





WRCOG VMT Screening Tool

Find address or place

Layer List

APN:375092005; TAZ:3,513

Within a Transit Priority Area (TPA)?

No (Fail)

Within a low VMT generating TAZ based on Total VMT?

No (Fail)

Jurisdictional average 2012 daily total VMT per service population = 36.29

Project TAZ 2012 daily total VMT per service population = 53.29

Within a low VMT generating TAZ based on Residential Home-Based VMT?

No (Fail)

Jurisdictional average 2012 daily residential home-based VMT per capita = 18.63

Project TAZ 2012 daily residential home-based VMT per capita = 18.71

Within a low VMT generating TAZ based on Home-Based Work VMT?

No (Fail)

Jurisdictional average 2012 daily home-based work VMT per worker = 11.76

Project TAZ 2012 daily home-based work VMT per worker = 12.43

Notes:

- TPA designation is based on October 2018 conditions.
- Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.
- If VMT screening is desired for current baseline conditions, contact WRCOG for 2012 and 2040 VMT data. Interpolated VMT results can be obtained using the complete data set.
- VMT results do not account for full length of trips that occur beyond the SCAG region.

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