

October 2, 2020

Ms. Gabriela Marks
Marks Architects
2643 4th Ave.
San Diego, CA 92103

Subject: JIB French Valley Trip Generation Comparison and Vehicle Miles Evaluation (JN 0037-0018)

Dear Ms. Marks:

Trames Solutions Inc. is pleased to submit this trip generation analysis for the proposed JIB French Valley project. A traffic study was previously prepared that evaluated a 2,847 sf fast food restaurant with a drive-thru, a C-Store with 12 vehicle fueling positions, and a car wash with 90 linear feet of tunnel (Jack in the Box Traffic Impact Study, September 23, 2019). The project is now proposing to reduce the size and uses of the project to include only two fast food restaurants (2,694 sf and 3,000 sf). The site is located south of Benton Road and east of Winchester Road in the County of Riverside.

The County of Riverside has recently prepared a draft version of their Transportation Analysis Preparation Guide (August 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 County's baseline threshold) will be evaluated for potential impacts.

The following evaluation provides a comparison of the previous projects' trip generation and determines if a comprehensive VMT analysis is required.

PROJECT DESCRIPTION

The JIB French Valley project will consist of two fast food restaurants that total 5,694 sf in area. Attachment A contains the site plan and anticipated uses. These uses are summarized below:

Currently Proposed Land Uses

2,694 sf of fast- food restaurant (w/ drive thru)

3,000 sf of fast- food restaurant (w/ drive thru)

The traffic study that was previously prepared included the following uses:

Previous Land Use Assumptions

Convenience store with 12 vehicle fueling positions

1,860 sf of fast- food restaurant (w/ drive thru)

Car wash with 90 linear feet of tunnel (LF)

TRIP GENERATION ANALYSIS

Typically, traffic generated by residential developments can be determined based on the Institute of Transportation Engineers (ITE), Trip Generation handbook (10th edition). This publication contains trip rates based on studies conducted for a variety of uses.

Table 1 provides a summary of the daily, AM peak hour, and PM peak hour trip rates for currently proposed project. Based on the proposed uses, it is estimated that a total of 1,340 net trips will occur per day, with 117 net trip ends occurring during the AM Peak Hour, and 95 net trip ends occurring during the PM Peak Hour. Table 2 provides a summary of the trips.

As indicated previously, a traffic study was prepared that evaluated different land use assumptions. The trip rates and summary from the study are presented in Tables 3 and 4, respectively. Based on the traffic study, it was determined that a total of 2,319 net trips would occur per day, with 153 net trip ends during the AM Peak Hour, and 170 net trip ends during the PM Peak Hour. The subsequent traffic impacts were analyzed based on these sets of assumptions.

VEHICLE MILES TRAVELED (VMT) EVALUATION

The intent of the VMT analysis is to reduce Greenhouse Gas (GHG) emissions while promoting the development of infill land use project and multimodal transportation networks, and to promote a diversity of Land uses within developments. The County has developed a six-step process for evaluating land use projects as follows:

- Step 1 - Evaluate land use
- Step 2 – Screen for non-significant transportation impact
- Step 3 – Determine significance threshold and methodology
- Step 4 – Scope of Analysis Agreement
- Step 5 – Analysis and Mitigation
- Step 6 – Mitigation Monitoring (if Required)

Step 1 – Evaluate land use

The proposed project will consist of two fast food restaurants with drive-thrus that are intended to serve the local community. Regional traffic to the site is not anticipated based on the type of restaurants and the target customers. Land Use Code 970 from the ITE trip generation manual was determined to be the appropriate use for this project.

Step 2 – Screen for non-significant transportation impact

This step is intended to determine if a project would have a non-significant transportation impact. The County has provided seven screening criteria that would allow a project to have a presumed less than significant impact and eliminate the need for further analysis. Criteria 3 – Local-Serving Retail presumes that a local serving retail project will cause a less-than-significant impact if a single store on-site does not exceed 50,000 sf. Since the proposed project in total will be 5,694 sf and intended to serve the nearby community, a less than significant impact can be assumed.

CONCLUSIONS

The proposed project is not expected to generate more trips than the amount analyzed in the approved traffic study. In fact, it is anticipated that the current project would generate 979 ($979 = 2,319 - 1,340$) fewer net trips per day, with 36 ($36 = 153 - 117$) fewer net trip ends during the AM Peak Hour, and 75 ($75 = 170 - 95$) fewer net trip ends during the PM Peak Hour. Since the proposed project would generate fewer trips than the previously analyzed land use assumptions, it is likely that the impacts would be equal or less than those analyzed in the traffic study.

Ms. Gabriela Marks
Marks Architects
October 2, 2020
Page 4

Due to the size of the project and the nature of the business (fast food serving the nearby community), a less than significant impact from a vehicle miles traveled standpoint can be assumed. Therefore, no further analysis is required.

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

TABLE 1
PROJECT TRIP GENERATION RATES¹

Land Use	ITE Code	Quantity ²	Peak Hour Trip Rates						Daily
			AM			PM			
			IN	OUT	Total	IN	OUT	Total	
Fast Food w/ Drive Thru	934	2.694 TSF	20.50	19.69	40.19	16.99	15.68	32.67	470.95
Fast Food w/ Drive Thru	934	3 TSF	20.50	19.69	40.19	16.99	15.68	32.67	470.95

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017).

² TSF = Thousand Square Feet

TABLE 2
PROJECT TRIP GENERATION SUMMARY

Land Use	ITE Code	Quantity ¹	Peak Hour						Daily
			AM			PM			
			In	Out	Total	In	Out	Total	
Fast Food w/ Drive Thru	934	2.694 TSF	55	53	108	46	42	88	1,269
- Pass-By Reduction (AM-49%, PM-50%)			-27	-27	-53	-22	-22	-43	-635
Fast Food w/ Drive Thru	934	3 TSF	62	59	121	51	47	98	1,413
- Pass-By Reduction (AM-49%, PM-50%)			-30	-30	-59	-24	-24	-48	-707
TOTAL EXTERNAL TRIPS			61	56	117	52	44	95	1,340

¹ TSF = Thousand Square Feet

TABLE 3
PREVIOUS PROJECT TRIP GENERATION RATES¹

Land Use	ITE Code	Quantity ²	Peak Hour Trip Rates						Daily
			AM			PM			
			IN	OUT	Total	IN	OUT	Total	
Fast Food w/ Drive Thru	934	1.86 TSF	20.50	19.69	40.19	16.99	15.68	32.67	470.95
Convenience Mkt. w/Pumps	853	12 VFP	10.38	10.38	20.76	11.52	11.52	23.04	322.50
Car Wash	Data	90 LF	0.25	0.21	0.46	0.38	0.41	0.79	8.45

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017).

² VFP = Vehicle Fueling Positions; TSF = Thousand Square Feet; LF = Linear Feet of Tunnel

TABLE 4
PREVIOUS PROJECT TRIP GENERATION SUMMARY

Land Use		Quantity ¹	Peak Hour						Daily
			AM			PM			
			In	Out	Total	In	Out	Total	
Fast Food w/ Drive Thru	934	1.86 TSF	38	37	75	32	29	61	876
- Pass-By Reduction (AM-49%, PM-50%)			-19	-19	-37	-15	-15	-30	-438
Convenience Mkt. w/Pumps	853	12 VFP	125	125	250	138	138	276	3,870
- Pass-By Reduction (AM-63%, PM-66%)			-79	-79	-158	-91	-91	-182	-2,438
Car Wash	Data	90 LF	23	19	42	34	37	71	761
- Pass-By Reduction (25%)			-6	-6	-11	-9	-9	-18	-190
- Internal Interaction (5%)			-4	-4	-8	-4	-4	-8	-122
TOTAL EXTERNAL TRIPS			79	74	153	85	85	170	2,319

¹ VFP = Vehicle Fueling Positions; TSF = Thousand Square Feet; LF = Linear Feet of Tunnel

ATTACHMENT A
SITE PLAN

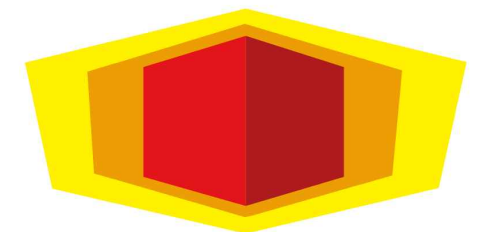
HWY 79 WINCHESTER ROAD

MAGDAS COLORADAS RD

BENTON ROAD

Benton Crossings

MURRIETA CA



DMSD PROPERTIES

marks
architects

9/24/20

