

11622 El Camino Real, Suite 100, San Diego, CA 92130  
Phone 619-890-1253, E-mail: Justin@LOSEngineering.com

October 25, 2024

To: Mr. Nathan Mortin  
Planning Department  
City of Hemet  
445 E Florida Ave  
Hemet, CA 92543

From: Justin Rasas, P.E., T.E.

RE: VMT Screening Memo for Dosner Organic Farms at 630 W. Latham

The purpose of this memo is to provide a VMT screening assessment for proposed tenant improvements at 630 W. Latham Ave in the City of Hemet. **Figure 1** shows the project location and existing 22,722 SF building that is currently vacant.

**Figure 1: Project Location**





11622 El Camino Real, Suite 100, San Diego, CA 92130  
 Phone 619-890-1253, E-mail: Justin@LOSengineering.com

**PROJECT DESCRIPTION**

The project is an organic herb packing house for Dosner Organic Farms. The existing 22,722 SF building interior will be remodeled to meet the requirements for the proposed organic herb packing house.

The new uses will include areas for office, lunchroom, restrooms, workshop, packing, refrigerated storage and un-refrigerated storage. Exterior improvements include the addition of a loading dock. The applicant also owns the adjacent lot to the east. Therefore, the site plan shows expansion of the parking area, truck circulation, and an additional driveway on W. Latham Ave. The site plan and interior improvements are included in **Attachment A**.

**TRIP GENERATION**

The trip generation is calculated using ITE 11<sup>th</sup> Edition trip rates (**Attachment B**). ITE land use 110 General Light Industrial was applied for this project because the ITE description includes manufacturing, service, and warehouse facilities, which match the proposed project.

ITE provides trip rates for vehicles and trucks associated with the land use. The project is forecasted to generate 142 Average Daily Trips (ADT), 19 AM peak hour trips (17 inbound and 2 outbound), and 14 PM peak hour trips (2 inbound and 12 outbound) for the combined cars and trucks as shown in **Table 1**.

**Table 1: Trip Generation**

ITE 11th Edition Code and Land Use Description	Rates & Size	Daily	AM Peak Hour			PM Peak Hour		
			IN	OUT	Total	IN	OUT	Total
ITE (110) Weekday Cars	Rates: FC /KSF		88%	12%	FC	14%	86%	FC
General Light Industrial	Size: 22.722 KSF	Trips: <b>136</b>	17	2	<b>19</b>	2	12	<b>14</b>
ITE (110) Weekday Trucks	Rates: 0.25 /KSF		50%	50%	0.01	50%	50%	0.01
General Light Industrial	Size: 22.722 KSF	Trips: <b>6</b>	0	0	<b>0</b>	0	0	<b>0</b>
<b>Combined Cars and Trucks:</b>		<b>142</b>	<b>17</b>	<b>2</b>	<b>19</b>	<b>2</b>	<b>12</b>	<b>14</b>

Source: Institute of Transportation Engineers (ITE) 11th Edition *Trip Generation*. KSF: 1,000 Square Feet.  
 FC: Fitted Curve.



11622 El Camino Real, Suite 100, San Diego, CA 92130  
 Phone 619-890-1253, E-mail: Justin@LOSengineering.com

**VEHICLE MILES TRAVELED**

A VMT analysis is required to satisfy the CEQA guidelines that utilize VMT as the measure of effectiveness for determining transportation impacts. The California Governor’s Office of Planning and Research (OPR) Technical Advisory developed guidance on implementing Senate Bill 743 (SB 743) that shifts the transportation impact measure of effectiveness from Level of Service (LOS) to VMT. The OPR *Transportation Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018 states on page 8 “...lead agencies have the discretion to set or apply their own thresholds of significance”. In compliance with SB 743 and OPR guidance, the City of Hemet has adopted the *Transportation Impact Analysis Guidelines for CEQA & VMT*, May 2021, (“VMT Guidelines”) to evaluate impacts under CEQA using a VMT metric.

According to the City of Hemet VMT Guidelines there are six screening criteria for development projects. Excerpts from the VMT Guidelines are included in **Attachment C**. A project that meets at least one criterion would be presumed to have a less than significant transportation impact due to the project type or location. The screening criteria and relevance for the proposed project are shown in **Table 1**.

**Table 2: VMT Screening Criteria**

<b>Screening Criteria</b>	<b>Project Relevance</b>
1) Small Project	<i>Applicable.</i>
2) Project Located Near Quality Transit	Not Applicable.
3) Local-Serving Retail	Not Applicable.
4) Affordable Housing	Not Applicable.
5) Local Essential Service	Not Applicable.
6) Map-Based Screening	Not Applicable.

Source: VMT Guidelines

The following Small Project criteria are applicable to this project:

1. Project Generating less than 500 net new daily vehicle trips
2. Light Industrial buildings with area less than or equal to 100,000 SF

The project trip generation is forecasted at 142 daily vehicle trips, which is less than the 500 daily vehicle trip threshold; therefore, the proposed project is presumed to cause a less-than-significant VMT impact.

The proposed industrial project with 22,722 SF is below the 100,000 SF building area threshold; therefore, the proposed project is presumed to cause a less-than-significant VMT impact.

###



***LOS Engineering, Inc.***  
***Traffic and Transportation***

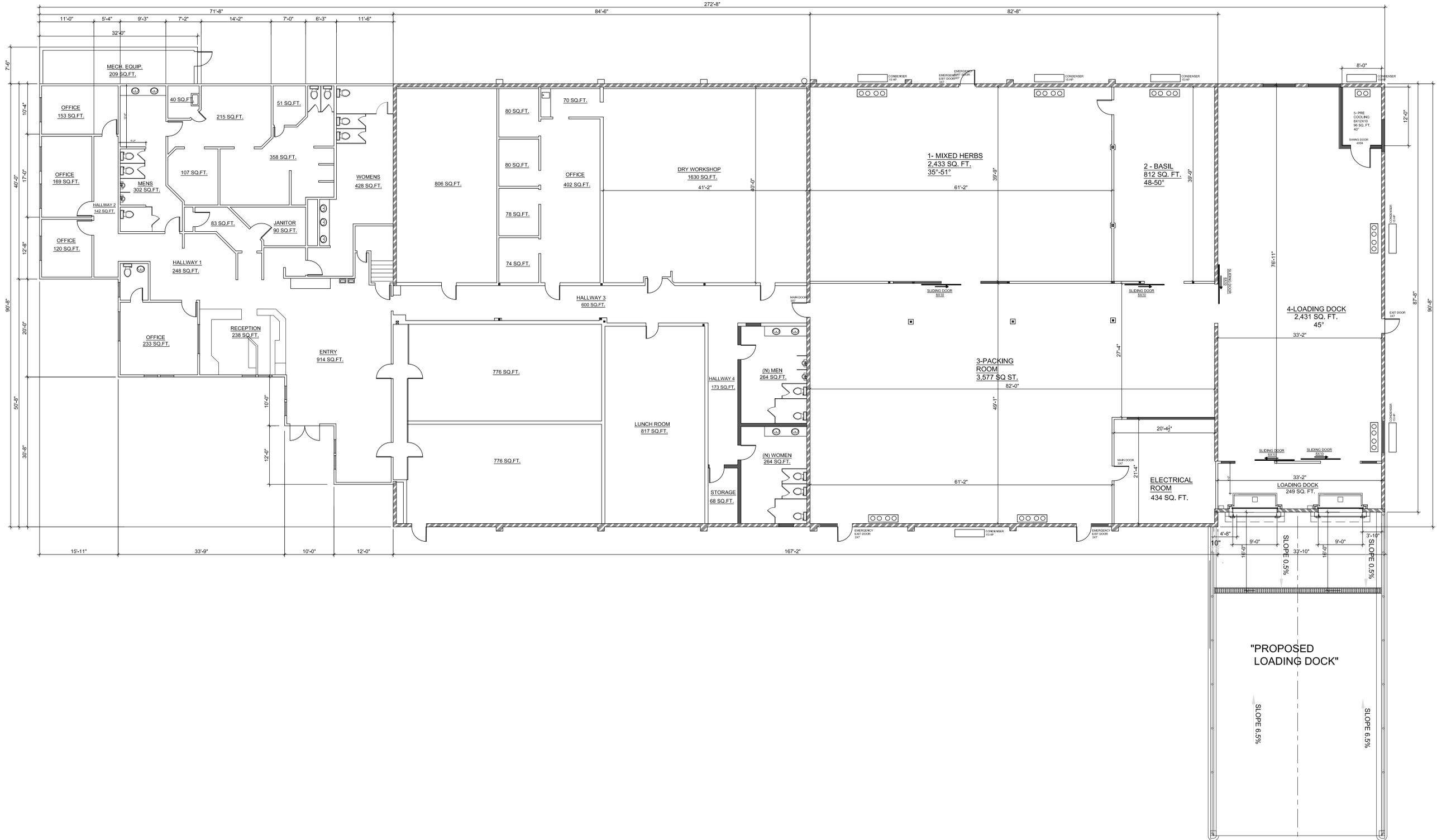
**VMT Screening Memo**  
**630 W. Latham Ave Tenant Improvements**

11622 El Camino Real, Suite 100, San Diego, CA 92130  
Phone 619-890-1253, E-mail: Justin@LOSEngineering.com

## ATTACHMENT A

### Site Plan and Interior Details





EXISTING SQUARE FOOTAGE  
OF BUILDING 22,722 SQ. FT.

WALL LEGEND	
	EXISTING 2X WALLS
	EXISTING CMU WALLS
	NEW 2X WALLS

NOTE: VERIFY EXISTING



PROPOSED FLOOR PLAN

SCALE  
1/8" = 1'-0"

7/15/2024 10:44:44 AM

630 W. LATHAM AVE  
HEMET, CA 92543

530 Saint John Place Hemet, California 92543

1115-38-23

A-1.1

PROJECT

CONSULTANT'S SIGNATURE

CONSULTANT

REVISIONS

ISSUE PURPOSE

DATE

1ST SKETCH 01-05-24

OWNERS REVIEW 01-15-24  
PRELIM. REVIEW, APPL. 03-15-24  
OWNERS REVIEW 05-07-24  
CONSULTANTS SQ. FT. 07-15-24

DOSNER ORGANIC FARMS-PAR

HERSON + RUMANISOFF ARCHITECTS, INC.



***LOS Engineering, Inc.***  
***Traffic and Transportation***

**VMT Screening Memo**  
**630 W. Latham Ave Tenant Improvements**

11622 El Camino Real, Suite 100, San Diego, CA 92130  
Phone 619-890-1253, E-mail: Justin@LOSEngineering.com

## ATTACHMENT B

### ITE 11<sup>th</sup> Edition Trip Generation Rates

# Land Use: 110

## General Light Industrial

---

### Description

A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment. Industrial park (Land Use 130) and manufacturing (Land Use 140) are related uses.

### Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 2000s, and the 2010s in Colorado, Connecticut, Indiana, New Jersey, New York, Oregon, Pennsylvania, and Texas.

### Source Numbers

106, 157, 174, 177, 179, 184, 191, 251, 253, 286, 300, 611, 874, 875, 912

# General Light Industrial (110)

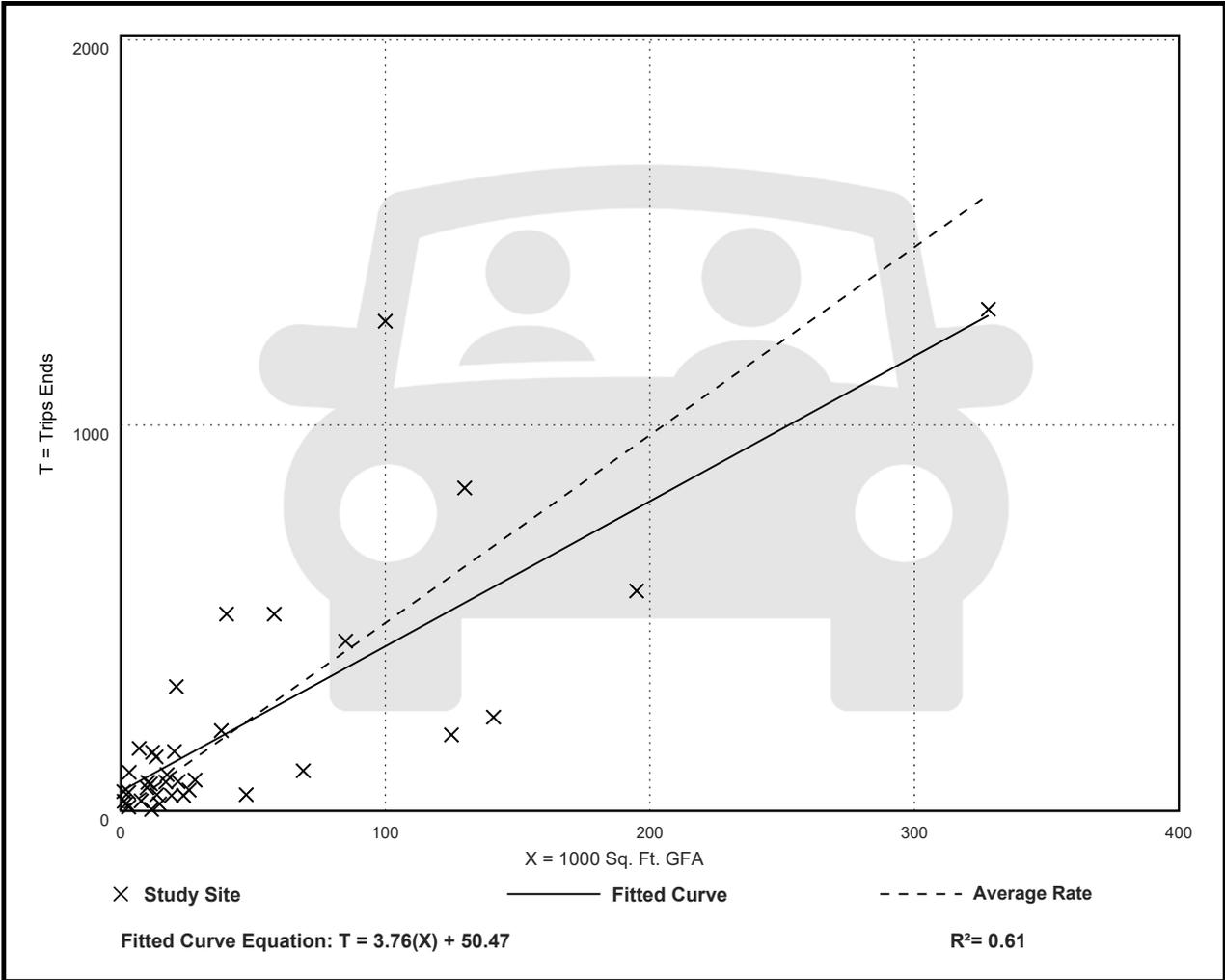
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
On a: Weekday

**Setting/Location: General Urban/Suburban**  
Number of Studies: 37  
Avg. 1000 Sq. Ft. GFA: 45  
Directional Distribution: 50% entering, 50% exiting

**Vehicle Trip Generation per 1000 Sq. Ft. GFA**

Average Rate	Range of Rates	Standard Deviation
4.87	0.34 - 43.86	4.08

**Data Plot and Equation**



# General Light Industrial (110)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**

**On a: Weekday,**

**Peak Hour of Adjacent Street Traffic,**

**One Hour Between 7 and 9 a.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 41

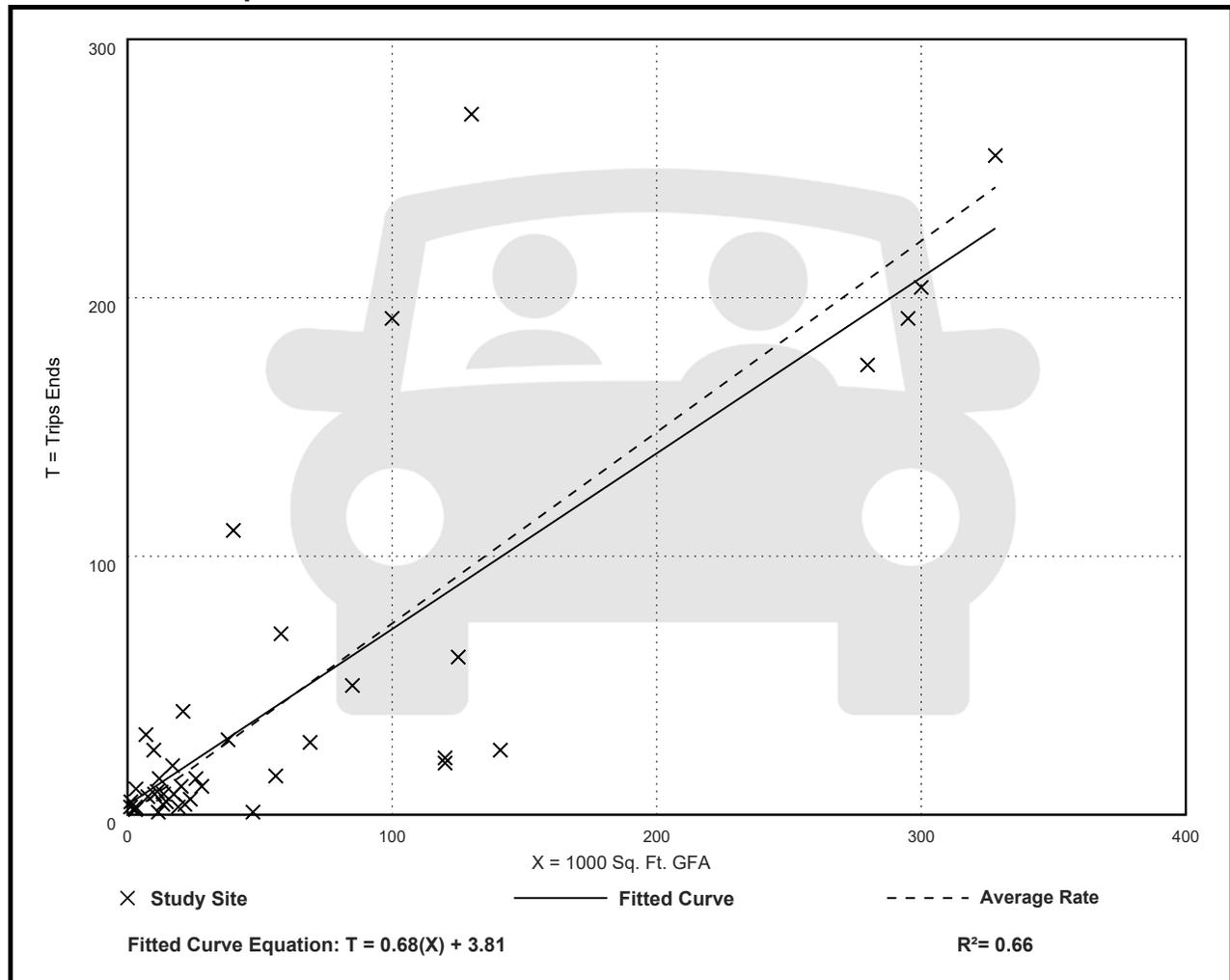
Avg. 1000 Sq. Ft. GFA: 65

Directional Distribution: 88% entering, 12% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.74	0.02 - 4.46	0.61

## Data Plot and Equation



# General Light Industrial (110)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**

**On a: Weekday,**

**Peak Hour of Adjacent Street Traffic,**

**One Hour Between 4 and 6 p.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 40

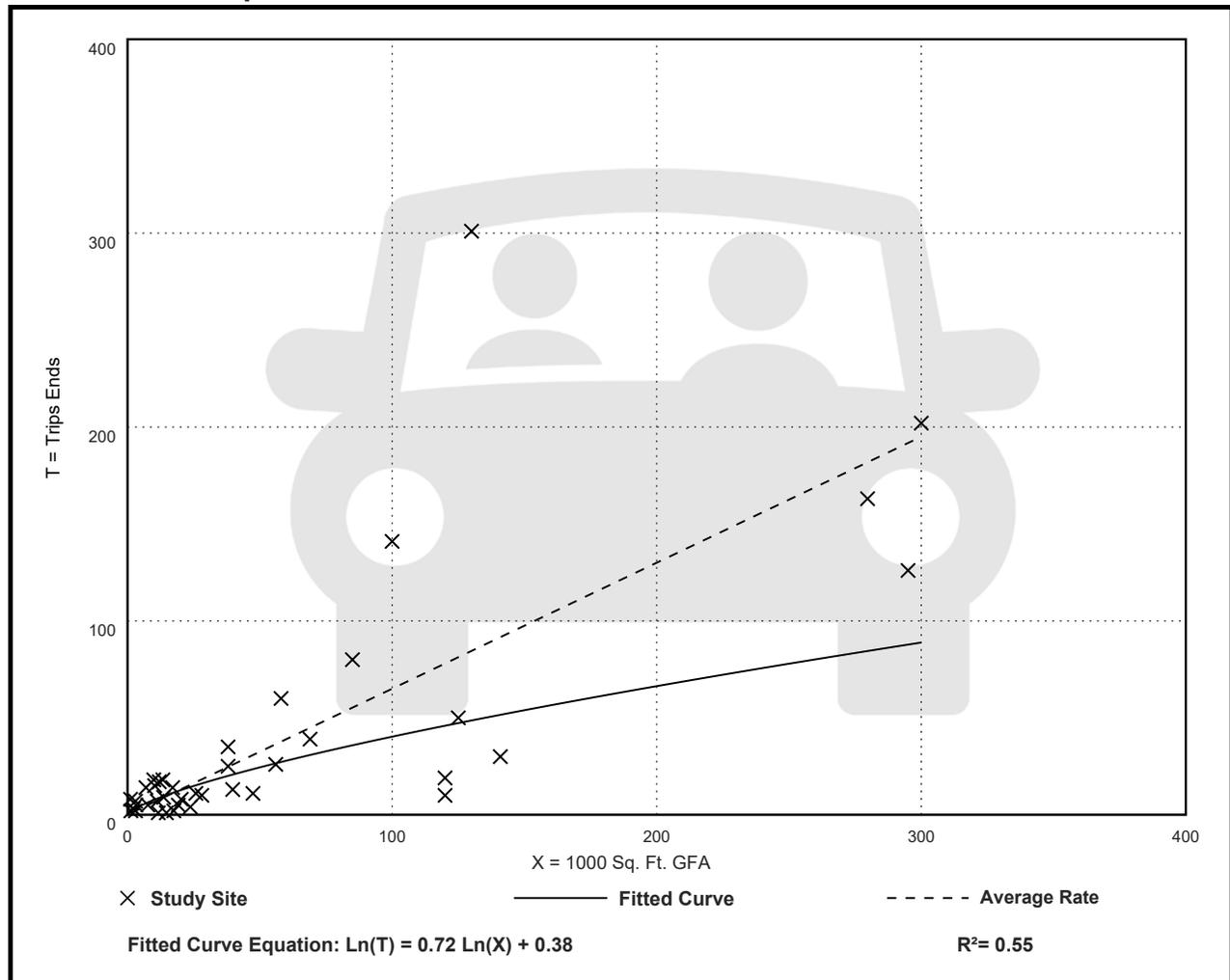
Avg. 1000 Sq. Ft. GFA: 58

Directional Distribution: 14% entering, 86% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.65	0.07 - 7.02	0.56

## Data Plot and Equation











***LOS Engineering, Inc.***  
***Traffic and Transportation***

**VMT Screening Memo**  
**630 W. Latham Ave Tenant Improvements**

11622 El Camino Real, Suite 100, San Diego, CA 92130  
Phone 619-890-1253, E-mail: Justin@LOSEngineering.com

## ATTACHMENT C

### Transportation Guidelines' VMT Screening Criteria



# City of Hemet Traffic Impact Analysis Guidelines For CEQA & VMT

FEHR & PEERS

**May 2021**

4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

As of May 2021, there are no TPAs within the City of Hemet. The analyst should confirm the status of transit service when reviewing the potential for project screening.

### **Step 2: Low VMT Area Screening**

Residential and office projects located within a low VMT-generating area are presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if there is a reasonable expectation that the project will generate VMT per service population that is similar to the existing land uses in the low VMT area.

For this screening in the City of Hemet, the RIVTAM travel forecasting model was used to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs). TAZs are geographic polygons similar to Census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population (population plus employment) was estimated for each TAZ. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

To identify if the project is in a low VMT-generating area, the analyst may review the WRCOG screening tool and apply the appropriate threshold (identified later in this chapter) within the tool. Additionally, as noted above, the analyst must identify if the project is consistent with the existing General Plan land use within that TAZ and use professional judgement that there is nothing unique about the project that would otherwise be misrepresented utilizing the data from the travel demand model.

The WRCOG screening tool can be accessed at the following location:

<https://apps.fehrandpeers.com/WRCOGVMT/>

### **Step 3: Project Type Screening**

Local-serving projects, including retail projects less than 50,000 square feet, are 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.

In addition to local serving retail, the following uses can also be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including:
  - Gas stations
  - Banks
  - Restaurants
  - Shopping Center
  - Service uses such as hair salons, barbers, gyms, equipment sales and rentals, home electronics and small appliance repair, laundromats, tailors, and other service uses listed as permitted in the Hemet Municipal Code
- Local-serving hotels (e.g. non-destination hotels)
- Student housing projects on or adjacent to college campuses
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (Public libraries, fire stations, local government)
- Local-serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Affordable or supportive housing
- Assisted living facilities
- Senior housing as defined by the U.S. Department of Housing and Urban Development (HUD)
- Re-tenanting of existing non-residential space
- Interior expansions
- Minor exterior expansions
- Other local-serving projects as approved by the Planning and Building Director, City Engineer and/or Public Works Director
- Projects generating less than 500 net new daily vehicle trips<sup>3</sup>
  - This generally corresponds to the following "typical" development potentials:
    - 52 single family housing units
    - 68 multi-family, condominiums, or townhouse housing units
    - 51,000 sq. ft. of office
    - 100,000 sq. ft. of light industrial<sup>4</sup>
    - 287,000 sq. ft. of warehousing<sup>4</sup>
    - 357,000 sq. ft. of high cube transload and short-term storage warehouse<sup>4</sup>

---

<sup>3</sup> Based on the City's review of the small project screening criterion that have been adopted by neighboring and nearby cities, the City of Hemet has selected a small project screening criteria of 500 ADT. 500 ADT is consistent with the historical requirement for traffic studies of 50 peak hour trips. Furthermore, projects generating 500 ADT would not be expected to generate more than 3,000 metric tons of CO<sub>2e</sub> per year, which would screen the project from GHG analysis, consistent with the South Coast AQMD draft threshold.

<sup>4</sup> Threshold may be higher depending on the tenant and the use of the site. This number was estimated using rates from ITE's Trip Generation Manual.