

MEMORANDUM

DATE: May 7, 2021

TO: Mr. Rob Blough, P.E.,
City Traffic Engineer, City of Menifee

FROM: Ambarish Mukherjee, P.E., AICP

SUBJECT: Boulders Mixed-Use Project Vehicle Miles Traveled Analysis Memorandum
(LSA Project No. CIM2002)

LSA has prepared this Vehicle Miles Traveled (VMT) Analysis Memorandum (Memo) for the Boulders Mixed-Use Project (project) to be located at the northeast corner of Berea Road and Normandy Road in the City of Menifee (City). The project will include 234 multi-family apartments, a three-story office building with a total area of 25,745 square feet (sf), and a 8,250 sf daycare center.

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated using the metric of VMT.

The *City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled* (VMT Guidelines), were adopted on June 3, 2020. The VMT Guidelines includes the project screening criteria, VMT analysis methodologies, VMT metrics and thresholds for projects under the City's jurisdiction. This VMT Memo has been prepared based on the City's VMT Guidelines.

As per the City's VMT Guidelines, residential, office and mixed-use projects located in a low VMT-generating area/Traffic Analysis Zone (TAZ) and consistent with the City's General Plan land use are presumed to have a less than significant impact and can be screened out from further VMT analysis.

As previously noted, the project is a mixed-use project with three primary uses: multifamily residential, office building and daycare center. Based on the City VMT Guidelines, the Western Riverside Council of Governments (WRCOG) VMT Screening tool (<https://apps.fehrandpeers.com/WRCOGVMT/>) should be used for identifying whether a project is located in a low VMT-generating area. Additionally, as included in the VMT Guidelines, daily total VMT per service population was selected as the VMT metric for evaluation. The output from the WRCOG VMT screening tool for the project is illustrated in Figure 1.

As shown in Figure 1, the project is in a low VMT-generating TAZ based on daily total VMT per service population. The project TAZ daily total VMT per service population is 29.55 miles. As included in the VMT Guidelines, the project VMT significant threshold for the City is established at

County of Riverside General Plan Buildout VMT per service population, as 35.68 miles daily total VMT per service population. Therefore the estimated project VMT is lower than the City's VMT significance threshold.

Additionally, as per the City's General Plan Land Use Map, the project is located in 'Economic Development Corridor (EDC)' land use designation, allowing for a mix of residential, commercial, office, industrial, entertainment, educational, and/or recreational uses or other land uses. Therefore, the project's proposed land use is consistent with the City's General Plan. Thus, the project could be screened out from detailed VMT analysis, being located in a low VMT-generating area and being consistent with the City's General Plan land use.

As per the City VMT Guidelines, the daycare center could also be presumed to have less than significant impact being a local-serving land use.

Therefore, the proposed project as a whole could be screened out by applying the screening criteria included in the City's VMT Guidelines and is considered to have a less than significant VMT impact under CEQA.

ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ANALYSIS

As previously noted, the project is consistent with the City's General Plan and Zoning designation. Except the project frontage along Berea Road, sidewalks are present on both sides along the roadways in the project vicinity. Additionally, the project frontage along Berea Road is designated as a Class III Bike facility. Newport Road is designated as a Class II bike facility. Existing and future transit services are present along Newport Road.

The project does not propose to modify existing or proposed bike or transit facilities. Additionally, the project proposes to add sidewalks along project frontage, bridging the existing sidewalk gap along Berea Road. As such, the project does not conflict with any existing or proposed pedestrian bicycle, or transit facilities. Therefore, the project conforms to the adopted active transportation and public transit policies and will not have any significant impact.

Should you have any questions, please do not hesitate to contact me at (951) 781-9310 or email me at Ambarish.Mukherjee@lsa.net.

Sincerely,

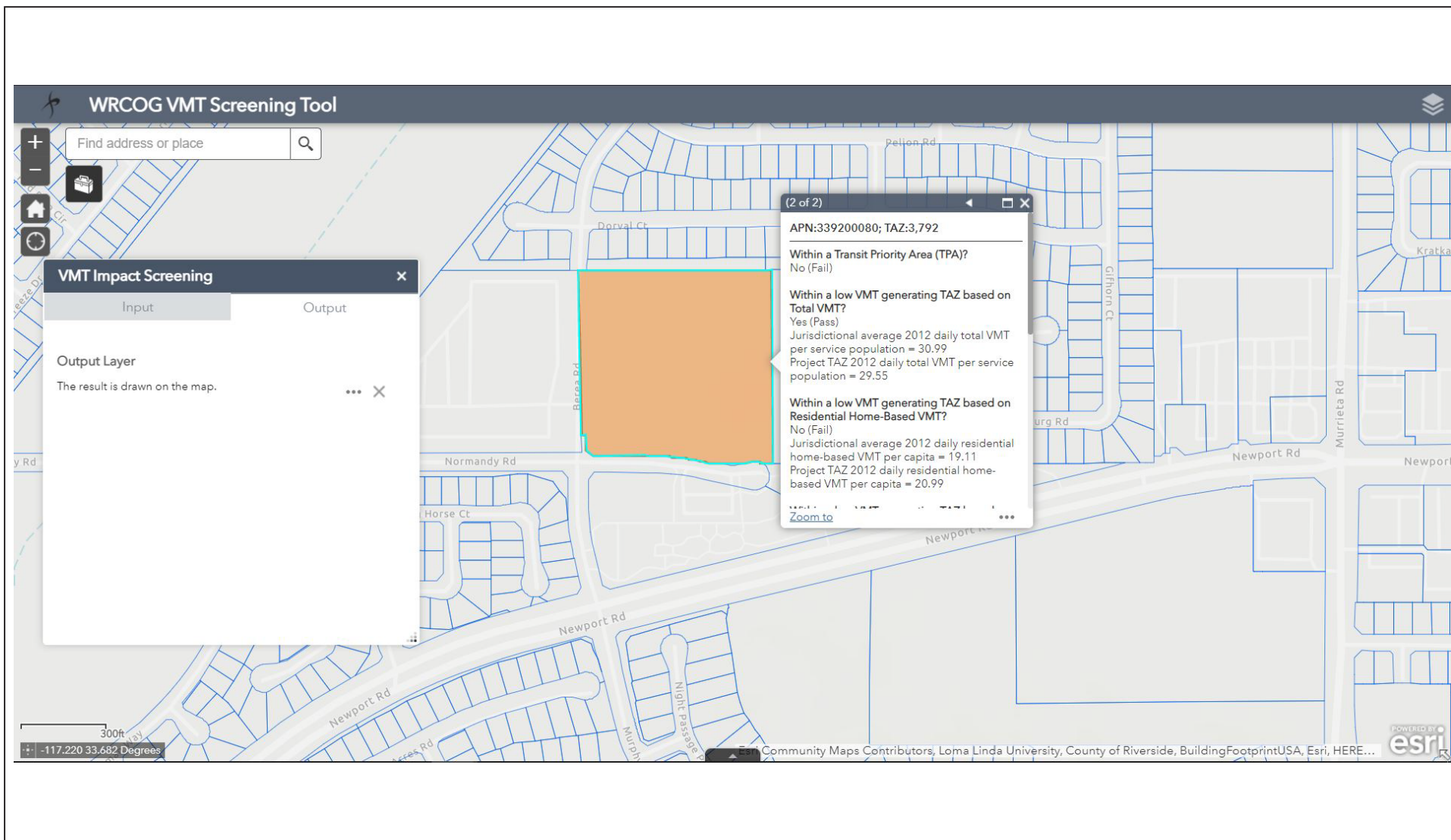
LSA



Ambarish Mukherjee, AICP, PE
Principal

Attachments:

Figure 1: WRCOG VMT Screening Tool Output



LSA

FIGURE 1

*Boulders Mixed-Use Project
Vehicle Miles Traveled Memorandum*

WRCOG VMT Screening Tool Output