

December 23, 2020

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SUBJECT: MENIFEE CROSSROADS VEHICLE MILES TRAVELLED (VMT) SCREENING ANALYSIS

Dear Ms. Sherrie Munroe:

The following Vehicle Miles Travelled (VMT) Screening Analysis has been prepared for the proposed Menifee Crossroads development (**Project**), which is located on the northeast corner of Bradley Road & Newport Road in the City of Menifee.

PROJECT OVERVIEW

The Project is to consist of a 37,400 square foot supermarket, 10,700 square feet of commercial retail use, 25,400 square feet of general office use, 18,400 square feet of Medical-Dental Office use, 2,000 square feet of fast-food restaurant use with drive-through use, 4,000 square feet of fast-food restaurant use without drive-through use, and 4,500 square feet of High Turnover Sit-Down Restaurant. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. (1) The proposed Project is anticipated to generate a total of 5,358 vehicle trip-ends per day (in actual vehicles) (See Attachment A). The site is currently designated as Economic Development Corridor in the City's General Plan, which allows for the proposed commercial and office use.

BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which requires all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (**Technical Advisory**). (2) Based on OPR's Technical Advisory, the City of Menifee recently adopted new Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (June 2020) (**City Guidelines**), which documents the City's VMT analysis methodology and approved impact thresholds. (3) The VMT analysis presented in this report has been developed based on the newly adopted City Guidelines.

The analysis will utilize the Western Riverside Council of Governments (WRCOG) VMT Screening Tool (**Screening Tool**). The Screening Tool allows users to input an assessor's parcel number (APN) to determine if a project's location meets one or more of the screening thresholds for land use projects identified in the City Guidelines.

PROJECT SCREENING

The Technical Advisory and City Guidelines describe specific "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed project level VMT analysis. Screening thresholds are described in the following three steps:

- Transit Priority Area (TPA) Screening
- Low VMT Area Screening
- Project Type Screening

Consistent with the Technical Advisory and City Guidelines, a land use project needs only to satisfy one of the above screening thresholds to result in a less than significant impact.

TPA SCREENING

Projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"¹ or an existing stop along a "high-quality transit corridor"²) may be presumed to have a less than significant impact absent substantial evidence to the contrary.

However, the presumption may NOT be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The Project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.

¹ Pub. Resources Code, § 21064.3 ("Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").

² Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

The TPA screening threshold is not met.

LOW VMT AREA SCREENING

The City Guidelines also states that, “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.”

Based on the Screening Tool results provided in Attachment B, the Project is located within a low VMT generating zone. The Project resides within TAZ 3914 and was shown to generate 28.55 VMT per service population whereas the City’s impact threshold as stated in the City Guidelines is 35.68 VMT per service population. As stated previously, the site is currently designated as Economic Development Corridor in the City’s General Plan, which allows for the proposed commercial use. The socioeconomic data for TAZ 3914 also includes retail employment.

The Low VMT Area screening threshold is met.

PROJECT TYPE SCREENING THRESHOLD

The City Guidelines notes projects that consist of local-serving retail less than 50,000 square feet and local serving hotels may be presumed to cause a less-than-significant impact. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. (3) The proposed Project consists of the development of a 37,400 square foot supermarket, 10,700 square feet of commercial retail use, 25,400 square feet of general office use, 18,400 square feet of Medical-Dental Office use, 2,000 square feet of fast-food restaurant use with drive-through use, 4,000 square feet of fast-food restaurant use without drive-through use, and 4,500 square feet of High Turnover Sit-Down Restaurant.

The Small Projects screening threshold is not met.

CONCLUSION

Based on our review of applicable VMT screening thresholds, the Project meets the Low VMT Area screening and would therefore be presumed to result in a less than significant VMT impact. The Project was not found to meet the TPA or Project Type screening, however meeting the Low VMT Area screening is sufficient to determine a less than significant impact; no additional VMT analysis is required.

If you have any questions, please contact me directly at aevatt@urbanxroads.com.

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December 23, 2020
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Respectfully submitted,

URBAN CROSSROADS, INC.

Aric Evatt, PTP
President

Robert Vu, PE
Transportation Engineer

REFERENCES

1. **Institute of Transportation Engineers.** *Trip Generation Manual.* 10th Edition. 2017.
2. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
3. **City of Menifee.** *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled.* City of Menifee : s.n., June 2020.

**ATTACHMENT A:
PROJECT TRIP GENERATION**

Project Trip Generation Summary

Land Use	ITE Code	Units ¹	AM Peak Hour			PM Peak Hour			Weekday Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates²									
General Office ³	710	TSF	1.71	0.28	1.99	0.20	1.02	1.22	11.06
Medical-Dental Office	720	TSF	2.17	0.61	2.78	0.97	2.49	3.46	34.80
Shopping Center ³	820	TSF	9.10	5.58	14.68	4.66	5.05	9.71	122.92
Supermarket	850	TSF	2.29	1.53	3.82	4.71	4.53	9.24	106.78
High Turnover (Sit-Down) Restaurant	932	TSF	5.47	4.47	9.94	6.06	3.71	9.77	112.18
Fast-Food without Drive Thru	933	TSF	15.06	10.04	25.10	14.17	14.17	28.34	346.23
Fast-Food with Drive Thru	934	TSF	20.50	19.69	40.19	16.99	15.68	32.67	470.95

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Summary⁴									
High Turnover (Sit-Down) Restaurant	4,500	TSF	25	20	45	27	17	44	506
Internal Capture (26.6% AM, 38.6% PM, 32.8% Daily):			-5	-5	-9	-9	-8	-17	-150
Pass-By (43% PM, 25% Daily):			0	0	0	-4	-4	-8	-90
Fast-Food Restaurant without Drive Thru	4,000	TSF	60	40	100	57	57	114	1,386
Internal Capture (32.8% AM, 40.1% PM, 36.8% Daily):			-13	-13	-25	-23	-22	-46	-456
Pass-By (49% AM, 50% PM, 25% Daily):			-13	-13	-26	-17	-17	-34	-234
Fast-Food Restaurant With Drive Thru	2,000	TSF	41	39	80	34	31	65	942
Internal Capture (27.8% AM, 48.6% PM, 38.2% Daily):			-9	-9	-17	-16	-15	-31	-330
Pass-By (49% AM, 50% PM, 25% Daily):			-15	-15	-30	-8	-8	-16	-154
<i>Restaurant Subtotal:</i>			72	45	117	41	30	71	1,420
General Office	25,400	TSF	43	7	50	5	26	31	282
Internal Capture (20.9% AM, 22.6% PM, 22.0% Daily):			-5	-6	-10	-2	-5	-7	-62
Medical-Dental Office	18,400	TSF	40	11	51	18	46	64	640
Internal Capture (40.2% AM, 25.0% PM, 32.8% Daily):			-10	-10	-21	-5	-11	-16	-210
<i>Office Subtotal:</i>			68	2	70	16	56	72	650
Commercial Retail	10,700	TSF	97	60	157	50	54	104	1,316
Internal Capture (5.8% AM, 19.8% PM, 12.9% Daily):			-5	-4	-9	-11	-9	-21	-170
Pass-By (34% PM, 25% Daily):			0	0	0	-13	-13	-26	-288
Supermarket	37,400	TSF	85	57	143	176	169	345	3,994
Internal Capture (19.5% AM, 18.0% PM, 18.8% Daily):			-14	-14	-28	-34	-29	-62	-752
Pass-By (36% PM, 25% Daily):			0	0	0	-51	-51	-102	-812
<i>Retail Subtotal:</i>			164	99	263	117	121	238	3,288
Project Buildout Total:			392	234	626	367	400	767	9,066
Total Internal Capture Reductions:			-60	-60	-120	-100	-100	-200	-2,130
Project Buildout Total (less internal capture reductions):			332	174	506	267	300	567	6,936
Total Pass-by Reductions:			-28	-28	-56	-93	-93	-186	-1,578
Project Buildout Total (less internal capture and pass-by reductions):			304	146	450	174	207	381	5,358

¹ TSF = thousand square feet; RM = Rooms

² Trip Generation Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, Tenth Edition (2017).

³ AM, PM and daily trip generation rates based on the ITE Regression Equation from the *Trip Generation Manual*.

⁴ AM and PM peak hour internal capture based on NCHRP 684 Internal Capture Trip Estimation Tool. Daily traffic internal capture reduction based on average reduction of AM and PM peak hours. AM and PM peak hour pass-by trip reductions based on ITE Trip Generation Handbook (3rd Edition, 2017). Daily trip generation pass-by reductions assumes 25% as ITE does not provide guidance.

**ATTACHMENT B
SCREENING TOOL**

WRCOG VMT Screening Tool

Find address or place

OBJECTID_12_13	Within a Transit Priority Area (TPA)?	Within a low VMT generating TAZ based on Total VMT?	Within a low VMT generating TAZ based on Residential Home-Based VMT?	Within a low VMT generating TAZ based on Home-Based Work VMT?	Additional Details	Shape_Length	Shape_Area
1	No (Fail)	Yes (Pass)	Yes (Pass)	Yes (Pass)	<ul style="list-style-type: none"> 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. 	983.400299516972	50291.84462661915

APN:336180028; TAZ:3,914

Within a Transit Priority Area (TPA)?
No (Fail)

Within a low VMT generating TAZ based on Total VMT?

Yes (Pass)
Jurisdictional average 2012 daily total VMT per service population = 30.99
Project TAZ 2012 daily total VMT per service population = 28.55

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

Yes (Pass)
Jurisdictional average 2012 daily residential home-based VMT per capita = 19.11
Project TAZ 2012 daily residential home-based VMT per capita = 17.64

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

Yes (Pass)
Jurisdictional average 2012 daily home-based work VMT per worker = 9.46
Project TAZ 2012 daily home-based work VMT per worker = 8.36

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.