APPENDIX 9c

September 28, 2020

Mr. Tom Dodson
Tom Dodson and Associates
PO Box 2307
San Bernardino, CA 92406

SUBJECT: JEFFERSON RESIDENTIAL VEHICLE MILES TRAVELED (VMT) ANALYSIS

Dear Mr. Tom Dodson:

The following Vehicle Miles Traveled (VMT) Analysis has been prepared for the proposed Jefferson Residential development (**Project**), which is located east of Jefferson Avenue and south of Ivy Street/Los Alamos Road in the City of Murrieta.

PROJECT OVERVIEW

The Project as addressed in this analysis consists of up to 160 market rate apartments on 9.18 acres. 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 1,172 vehicle trip-ends per day (see Attachment A).

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 takes 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 Western Riverside Council of Governments (WRCOG) prepared a WRCOG SB 743 Implementation Pathway Document Package (March 2019) to assist its member agencies with implementation tools necessary to adopt analysis methodology, impact thresholds and mitigation approaches for VMT. To add to the previous work effort, WRCOG in February 2020 released its Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (**WRCOG Guidelines**), which provides each of its member agencies with specific procedures for complying with the new CEQA requirements for VMT analysis. (3) The City of Murrieta using information previously published by both OPR and WRCOG recently adopted their own set of new guidelines called Traffic Impact Analysis Preparation Guidelines (**City Guidelines**). (4)

PROJECT SCREENING

The City Guidelines provides details on "Project Type Screening" 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 project level assessment. Projects that meet project type screening are as listed:

- Local serving retail projects less than 50,000 square feet
- Projects generating less than 110 daily vehicle trips regardless of whether consistent with the General Plan or not. This generally corresponds to the following "typical" development potentials:
    - A residential parcel map
    - 11 single family housing units
    - 16 multi-family, condominiums, or townhouse housing units
    - 10,000 sq. ft. of office
    - 15,000 sq. ft. of light industrial
    - 63,000 sq. ft. of warehouse
    - Local-serving retail that primarily serves the City and/or adjacent cities
    - Office and other employment-related land uses reducing commutes outside the local area
    - Local-serving day care centers, pre-K and K-12 schools
    - Local parks and civic uses
    - Local-serving gas stations, banks and hotels (e.g. non-destination hotels)
    - Local serving community colleges that are consistent with SCAG RTP/SCS assumptions
    - Student housing projects

The Project is forecasted to generate more than 110 daily vehicle trips and is not included in the list of projects that meet the project type screening; therefore, the Project would not be eligible to screen out of further VMT analysis based on City's project type screening criteria.

The Project Type screening criteria is not met.

LIMITED VMT ANALYSIS

As stated in the City Guidelines "projects not screened out using the process above shall perform a limited analysis of VMT expected to be generated by the project and compare that to the VMT expected to be generated by the land use assumed in the General Plan." As noted in the City Guidelines, the results of this test will result in one of the following outcomes:

- VMT is less than the land use assumed in the General Plan – Less than Significant VMT impact and no need for further analysis in a TIA for VMT

- VMT is more than the land use assumed in the General Plan - Likely Significant VMT impact and need for full analysis in a TIA for VMT

The Project site is currently designated as Multiple-Family Residential land use based on the City of Murrieta's General Plan 2035 Land Use Policy Map. The Multiple-Family Residential land use density standard is between 10.1 and 30.0 dwelling units per acre. (5) The zoning for the site is Multiple Family 2 (MF-2), which allows between 15.1 and 18.0 dwelling units per acre. (6) As noted previously, the Project consists of 160 dwelling units on approximately 9.18 net acres, which equates to 17.43 dwelling units per acre. The Project's proposed density is within the land use and zoning assumptions evaluated by the City's updated General Plan and would therefore would not generate VMT in excess of the land uses assumed in the General Plan. Based on the City's Guidelines the Project does not require additional VMT analysis.

CONCLUSION

In summary, the Project does not meet project type screening criteria, however, the Project's land use and development intensity is the same or less than the land use assumed in the City's General Plan. As such, the Project's VMT impact is less than significant; no additional VMT analysis is required.

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

Respectfully submitted,

URBAN CROSSROADS, INC.

Aric Evatt
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. **Western Riverside Council of Governments (WRCOG).** *Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment.* February 13, 2020.
4. **City of Murrieta Public Works/Engineering and the Development Services Department.** *Traffic Impact Analysis Prepartion Guidelines.* City of Murrieta : s.n., May 2020.
5. **City of Murrieta.** *General Plan 2035 Land Use Policy Map - FINAL.* City of Murrieta : s.n., Approved July 7, 2020.
6. —. *Proposed Zoning Map.* City of Murrieta : s.n., Approved July 7, 2020.

ATTACHMENT A:
TRIP GENERATION

Project Trip Generation Summary

Land Use	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates[1]									
Multifamily Housing (Low-Rise) (2-floors)	DU	220	0.11	0.35	0.46	0.35	0.21	0.56	7.32

Land Use	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Summary									
Jefferson Residential	160	DU	17	57	74	56	33	90	1,172

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

[2] DU = Dwelling Units