



MEMORANDUM

DATE: January 5, 2022

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

FROM: Ambarish Mukherjee, P.E., AICP

SUBJECT: River Walk Village Project Vehicle Miles Traveled Analysis Memorandum
(LSA Project No. CIM2105)

LSA has prepared this Vehicle Miles Traveled (VMT) Analysis Memorandum (Memo) for the River Walk Village Project (project) to be located along Bradley Road, north of Lazy Creek Road in the City of Menifee (City). The project includes 198 single-family detached townhomes.

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)*, was 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. As per the City's VMT Guidelines, residential and office 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.

The City's VMT Guidelines recommend using the Western Riverside Council of Governments (WRCOG) VMT Screening tool (<https://apps.fehrandpeers.com/WRCOGVMT/>) to obtain the project location/TAZ VMT per service population and comparing with the City's threshold to determine whether a project is located in a low VMT-generating area. The VMT Guidelines establishes the threshold as the County of Riverside General Plan Buildout Year VMT per service population. As such, the project location/TAZ VMT per service population needs to be compared with the County of Riverside General Plan Buildout Year VMT per service population. The screening tool and the numeric threshold included in the VMT Guidelines were developed using the Riverside County Transportation analysis Model (RIVTAM).

However, Riverside County Model Version 3.0 (RIVCOM) is currently the approved travel demand model within the WRCOG region that replaces RIVTAM. Therefore, the project TAZ VMT per service population and the corresponding threshold value were calculated using model runs from RIVCOM.

As developed from the RIVCOM model runs, the project TAZ VMT per service population is 31.44 miles. The County of Riverside General Plan Buildout VMT per service population is 33.7 miles. Therefore, since the project TAZ VMT per service population is lower than the City's threshold, it could be estimated that the project is located within a low VMT-generating area.

Additionally, as per the City's General Plan Land Use Map, the project is located in '8-1-14 du/ac Residential (8-1-14 R)' land use designation, allowing Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, and zero lot line homes. 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.

Therefore, the proposed project 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. Sidewalks are present on east side along Bradley Road in the project vicinity. The project will be adding sidewalks along the project frontage on Bradley Road. Additionally, Bradley Road is designated as a Class II Bike facility. Newport Road is designated as a Class II bike facility. Existing and future transit services are present along Newport Road and Bradley Road along the project frontage.

The project does not propose to modify existing or proposed bike or transit facilities. Additionally, the project proposes to add sidewalks along project frontage, partially eliminating the existing sidewalk gaps along Bradley 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