

TECHNICAL MEMORANDUM



To: Mr. Sunti Kumjim
KNE Real Estate

Date: May 21, 2021

From: Daniel A. Kloos, P.E., Associate Principal
Linscott, Law & Greenspan, Engineers

LLG Ref: 2.21.4392.1

Subject: ***Vehicle Miles Traveled (VMT) Assessment
Whitewood Multi-Family Development, Murrieta***

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As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Vehicle Miles Traveled (VMT) Assessment Technical Memorandum for the proposed Whitewood Multi-Family Development (herein referred to as “Project”). The Project site is located on the southeast quadrant of Whitewood Road and Linnel Lane/Lee Lane in the City of Murrieta, California. **Figure 1** presents a Vicinity Map, which illustrates the general location of the project site and depicts the surrounding street system and **Figure 2** presents an aerial depiction of the existing site. The proposed Project will consist of a 324-unit multi-family apartment complex as presented in **Figure 3**. As shown in **Figure 3**, 116 units are located on the north side of the project site (i.e. north units) and 208 units are located on the south side of the project site (i.e. south units).

The following sections of this Technical Memorandum provide a brief history of Senate Bill 743 (SB 743), present the City of Murrieta’s VMT screening criteria and summarize the findings of the proposed Project’s VMT Assessment.

HISTORY OF SENATE BILL 743 (SB 743)

On September 27, 2013, Governor Jerry Brown signed Senate Bill 743 (SB 743). SB 743 created a process to change the way analysis of transportation impacts under the California Environmental Quality Act (CEQA) is conducted. The Governor’s Office of Planning and Research (OPR) was tasked to amend the CEQA Guidelines to provide an alternative to the traditional metric of automobile delay which would promote three statutory goals: 1) the reduction of greenhouse gas (GHG) emissions; 2) the development of multimodal transportation networks; and 3) a diversity of land uses. OPR concluded that the use of Vehicle Miles Traveled (VMT), with thresholds linked to GHG reduction targets, would adequately analyze a project’s transportation impacts while supporting all three statutory goals.

OPR released a preliminary evaluation of alternative methods for transportation analysis in December 2013, and by August 2014, released a preliminary discussion draft of potential updates to the CEQA Guidelines, which specified VMT as the selected metric for analysis. In 2016, OPR released a draft of the proposed revisions to the CEQA Guidelines. At the same time, OPR released a new *Technical Advisory*

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for *Evaluating Transportation Impacts In CEQA*, which provides technical recommendations regarding the implementation of VMT analysis state-wide in a document external to the CEQA statute.

After extensive stakeholder outreach, OPR transmitted the final proposed revisions to the CEQA Guidelines and the current draft of the *Technical Advisory* to the California Natural Resources Agency (the body responsible for certifying, adopting, and amending the CEQA Guidelines) in November 2017. Beginning in January 2018, the California Natural Resources Agency initiated the formal rulemaking process to adopt the proposed revisions, including the new Section 15064.3 which specifies VMT as the metric for transportation analysis. On December 28, 2018, the California Office of Administrative Law filed the revised CEQA Guidelines with the Secretary of the State on behalf of the Natural Resources Agency, thereby formally implementing vehicle miles traveled as the metric for transportation analysis under CEQA. Pursuant to the adopted Section 15064.3, a lead agency may elect to implement the new criteria for analyzing transportation impacts immediately. Beginning on July 1, 2020, the criteria must be applied state-wide.

The City of Murrieta recently adopted new transportation impact criteria in May 2020 to be consistent with the aforementioned CEQA revisions. These new guidelines are contained within the *City of Murrieta Traffic Impact Analysis Preparation Guidelines*, dated May 2020, and provides the screening criteria and methodology for VMT analysis.

PROJECT TYPE SCREENING CRITERIA

Under the VMT methodology, screening is used to determine if a project will be required to conduct a detailed VMT analysis. The *City of Murrieta Traffic Impact Analysis Preparation Guidelines (May 2020)* outlines the screening methods to determine whether the proposed Project will screen-out, either in its entirety, or partially based on individual land uses. The City's Project Type Screening criteria and its determination are listed below:

- Local serving retail projects less than 50,000 square feet may be 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.
- 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

As stated previously, the proposed Project consists of a 324-unit multi-family apartment complex and therefore does not satisfy any of the aforementioned City's Project Type Screening criteria.

VMT LIMITED ANALYSIS

Per the City's guidelines, projects not satisfying the Project Type Screening criteria are required to prepare a VMT Limited Analysis. Based on coordination with City of Murrieta Traffic Engineering staff, the VMT Limited Analysis confirms whether or not the Project is consistent with the General Plan (i.e. land use and zoning) and whether or not the Project exceeds the development envelope assumed in the 2040 General Plan for the Traffic Analysis Zone (TAZ) that the project site is located within. If the proposed Project is consistent with the assumptions in the 2040 General Plan Buildout condition and is within the 2040 General Plan development envelope, no further VMT analysis is required.

Based on information provided by City of Murrieta Planning Department staff, the current land use designation for the project site is Multi-Family Residential and the current zoning designation for the project site is MF-2, which are both consistent with the General Plan.

Figure 4 presents the Murrieta Model TAZ's map from the City of Murrieta Focused General Plan Update Traffic Impact Analysis. As shown in the Project TAZ Detail portion of *Figure 4*, the proposed Project site is located within TAZ #43423602. TAZ #43423602 is bounded by Linnel Lane to the north, Clinton Keith Road to the

south, Whitewood Road to the west and Menifee Road to the east. The proposed Project site is generally located in the northwest corner of TAZ #43423602.

Figure 5 presents an aerial photograph of the boundary for TAZ #43423602 and illustrates the approximate number of existing homes within the project TAZ. Review of *Figure 5* shows that approximately 22 single family homes currently exist within the TAZ.

Based on information provided by City of Murrieta Traffic Engineering staff, 1,550 households is the total households development envelope assumed in the 2040 General Plan for TAZ #43423602. Of this total, there are 204 single family households and 1,346 multi-family households. Given that TAZ #43423602 currently only has 22 existing single family homes and the proposed Project will consist of a 324-unit multi-family apartment complex, the 1,550 household development envelope assumed within the 2040 General Plan will not be exceeded.

Since the proposed Project is consistent with the land use and zoning assumptions in the 2040 General Plan and the Project development tabulation is well within the permitted 2040 General Plan development envelope, the VMT Limited Analysis concludes that no further VMT analysis is required per the City's guidelines.

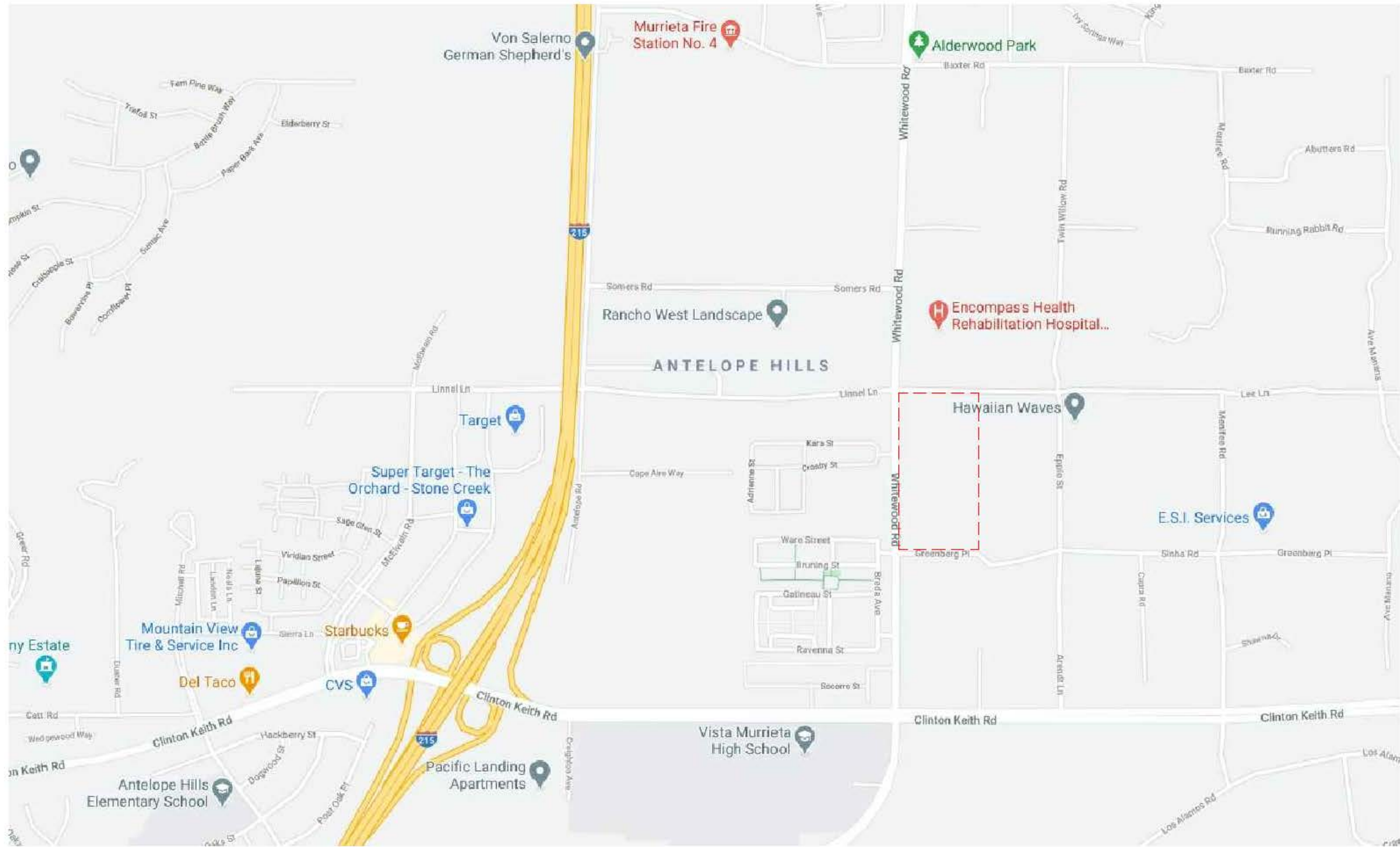
CONCLUSION

Given that the proposed Project is consistent with the land use and zoning assumptions in the 2040 General Plan and the Project development tabulation is well within the permitted 2040 General Plan development envelope, the VMT Limited Analysis concludes that no further VMT analysis is required per the City's guidelines.

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We appreciate the opportunity to provide this Technical Memorandum. Should you have any questions regarding the memorandum, please contact us at (949) 825-6175.





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NO SCALE

SOURCE: GOOGLE

KEY

= PROJECT SITE

FIGURE 1

VICINITY MAP

WHITEWOOD MULTI-FAMILY DEVELOPMENT, MURRIETA



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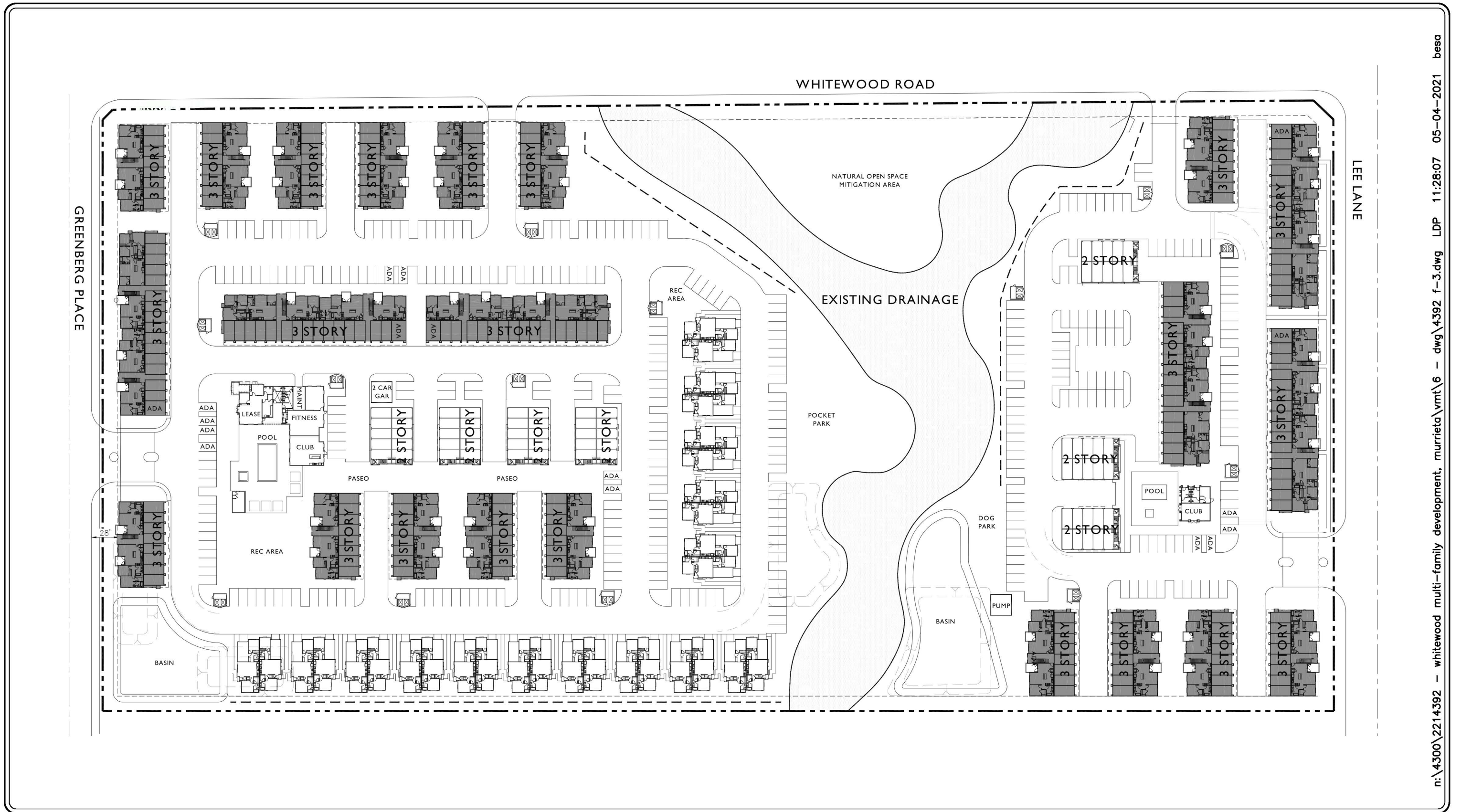


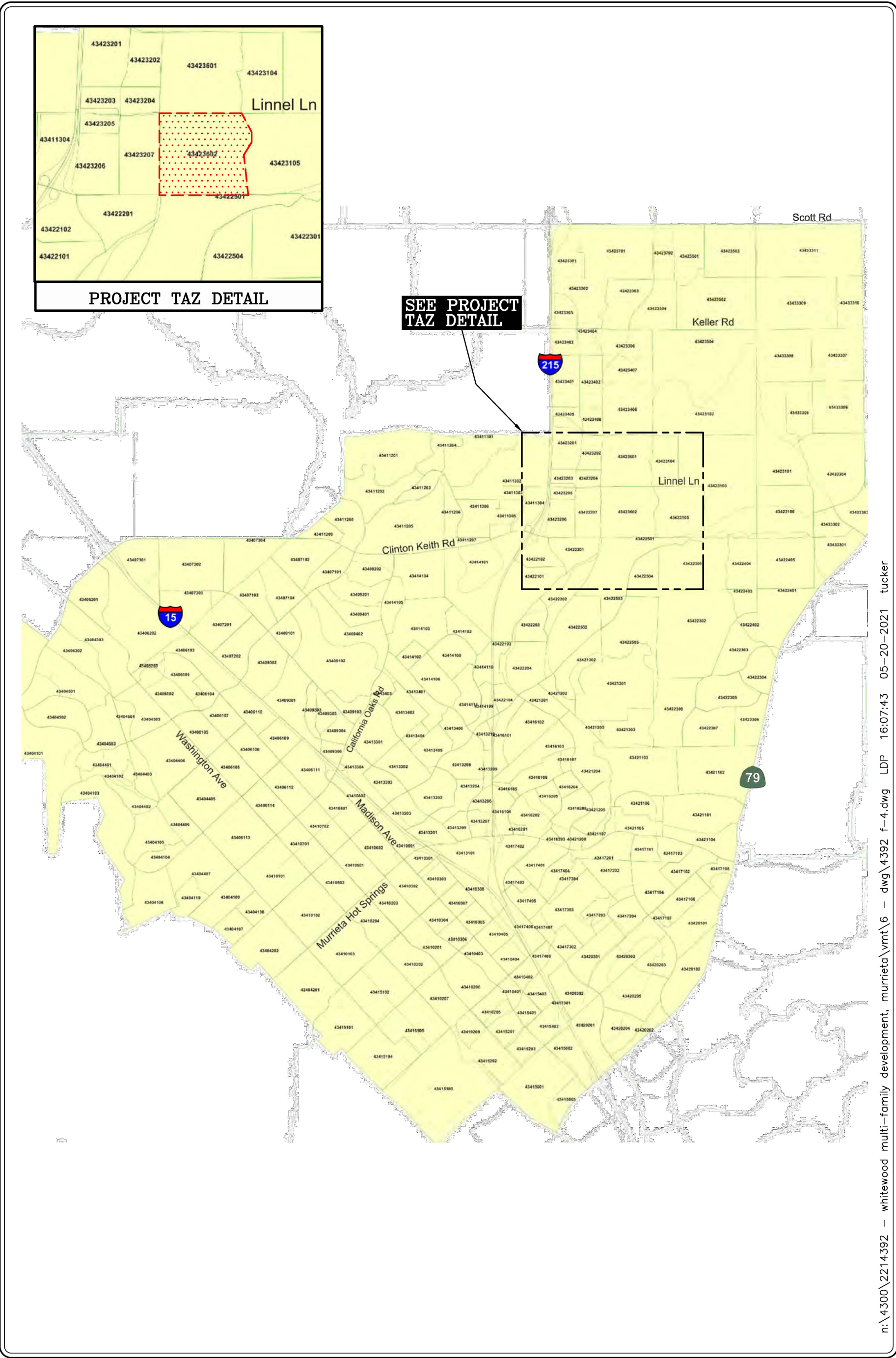
NO SCALE

SOURCE: GOOGLE
KEY
 = PROJECT SITE

FIGURE 2

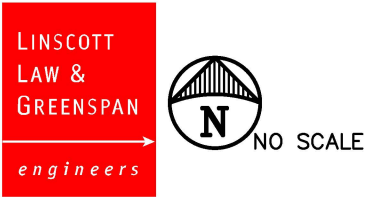
EXISTING SITE AERIAL
 WHITEWOOD MULTI-FAMILY DEVELOPMENT, MURRIETA





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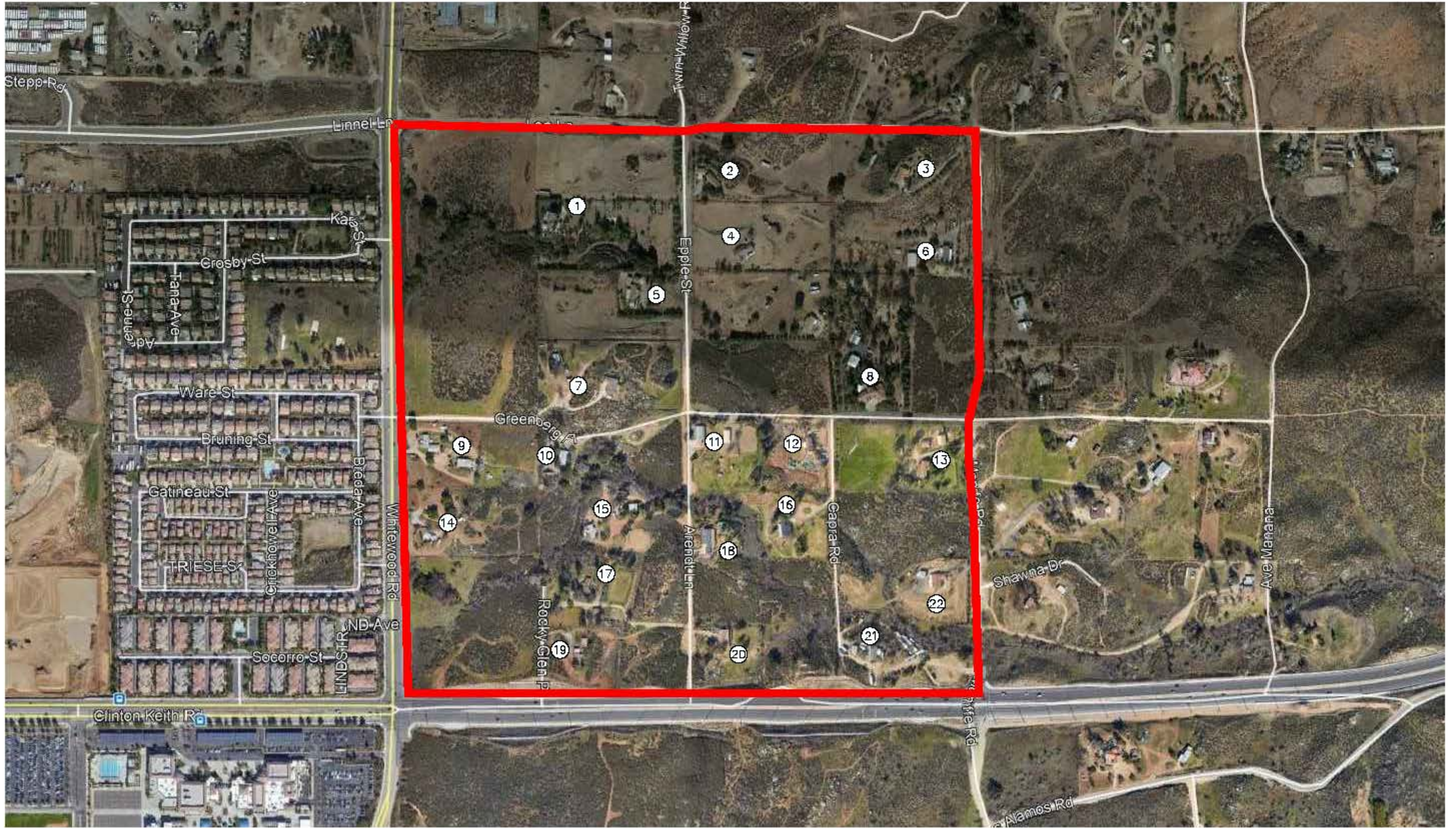
SOURCE: CITY OF MURRIETA FOCUSED GENERAL PLAN UPDATE TRAFFIC IMPACT ANALYSIS



KEY
 = PROJECT TAZ (43423602)

FIGURE 4

MURRIETA MODEL TAZ'S
 WHITEWOOD MULTI-FAMILY DEVELOPMENT, MURRIETA



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SOURCE: GDDGLE
KEY

- = PROJECT TAZ (43423602)
- = EXISTING HOME LOCATION

FIGURE 5

APPROXIMATE NUMBER OF EXISTING HOMES WITHIN THE PROJECT TAZ
WHITEWOOD MULTI-FAMILY DEVELOPMENT, MURRIETA



NO SCALE

