

APPENDIX I2
VMT ASSESSMENT

Technical Memorandum

September 28, 2022

To: Brett Hamilton AICP, City of Menifee

From: Carla Dietrich PE (PA) PTOE, Michael Baker International

CC: Alicia Gonzalez, Michael Baker International

Subject: Menifee Tract 38128 at Byers Lane VMT Assessment

Introduction

The purpose of this memorandum is to document the Vehicle Miles Traveled (VMT) assessment for the proposed Menifee Tract 38128 at Byers Lane Residential development project (Project) located in the City of Menifee, California in support of the Transportation component of the California Environmental Quality Act (CEQA) process. **Table 1** provides key project information. **Attachment A** contains all associated exhibits: **Exhibit 1** shows the regional location of the Project, **Exhibit 2** shows the local site vicinity, and **Exhibit 3** shows the conceptual site plan.

Table 1 – Project Information

Item	Description
Project Name	Menifee Tract 38128 at Byers Lane Project
Case No.	TTM 38128
Assessor's Parcel Numbers	330-230-023 and 330-230-024
Project Location	Southwest corner of Byers Road and Troy Lane
Site Area	The Project site covers approximately 27.98 gross acres
Existing Use	Vacant and undeveloped
Surrounding Land Use	<p>The Project site is bordered by vacant land with the following characteristics:</p> <ul style="list-style-type: none"> • <i>North:</i> Currently vacant property designated Cimarron Ridge Specific Plan. • <i>East:</i> Bordered by Byers Road. Currently vacant property on east side of Byers Lane zoned as low density residential and low medium density residential. • <i>South:</i> Vacant land with existing low density residential land use type and Valley Boulevard in the southwest corner of the property. • <i>West:</i> Cimarron Ridge Specific Plan and Valley Boulevard in the southwest corner of the property.
Anticipated Completion Year	2026
Proposed Project	The Project would allow for the development of 96 single family residential lots, one 35,409 square-foot water quality basin, and one 1.37-acre local park/open space.

Project Trip Generation

The Project site trips were calculated using trip generation rates obtained from the *Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition)* for land use code 210 (Single-Family Detached Housing). **Table 2** provides the trip generation equations based on the Project’s number of proposed units as well as the vehicle trip generation summary forecast to be generated by the Project.

As shown, the Project is anticipated to generate 972 daily trips with 72 AM peak hour trips (19 in / 53 out) and 96 PM peak hour trips (60 in / 36 out). It should be noted that no trip generation credits, or reductions were applied.

Table 2 – Trip Generation Analysis

ITE Land Use Code 210: Single-Family Detached Housing	Daily	AM Peak Hour		PM Peak Hour	
		Total	In : Out	Total	In : Out
Intensity: 96 Units					
Trip Generation Equations ⁽¹⁾	$\text{Ln}(T) = 0.92 \text{Ln}(X) + 2.68$	$\text{Ln}(T) = 0.91 \text{Ln}(X) + 0.12$	26% : 74%	$\text{Ln}(T) = 0.94 \text{Ln}(X) + 0.27$	63% : 37%
Estimated Site Trips	972	72	19 : 53	96	60 : 36

¹ Source: ITE Trip Generation Manual, 11th Edition.

Analysis Guidelines

The primary resource for this assessment is the *City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Travelled (Updated January 2022)*. As outlined in the guidelines, a web-based tool that was developed by the Western Riverside Council of Governments (WRCOG) can be utilized to determine project-specific VMT based on the traffic analysis zone (TAZ) where the project is located. The results of screening evaluation including the use of this assessment tool are discussed in the following section.

Screening Criteria

Based on the City’s guidelines, land use projects that meet at least one screening threshold criteria based on size, location, proximity to transit or trip-making potential may be presumed to have a less-than-significant transportation impact under CEQA and do not require a full detailed VMT analysis. The City of Menifee utilizes three screening criteria as summarized in **Table 3**.

Step 1: Transit Priority Area (TPA) Screening

Projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary.

This presumption may NOT be appropriate if the project:

1. *Has a Floor Area Ratio of less than 0.75;*
2. *Includes more parking for use by residents, customers, or employees of the project than required by the City.*
3. *Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the City of Menifee, with input from the Metropolitan Planning Organization); or*
4. *Replaces affordable residential units with a smaller number of moderate- or high-income residential units.*

Step 1 Project Assessment:

According to the WRCOG VMT screening tool referenced in the City’s guidelines, the Project is not located in a Transit Priority Area and therefore cannot be screened out in Step 1. Refer to **Attachment B** for screen captures of the screening tool results.

Step 2: Low VMT Area Screening

Residential and office projects located within a low VMT-generating area may be 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.

Step 2 Project Assessment:

A review of the WRCOG screening tool shows the Project is located in a low VMT-generating area. According to the screening tool, the regional County OD VMT per Service Population baseline is 33.6, and the Project TAZ VMT is 4.6, which is 86.3% below the regional baseline.

A supplemental VMT review was conducted using the WRCOG Calculator Tool for Small Projects to confirm the WRCOG screening tool analysis results. This spreadsheet tool can be used to assist with the VMT estimation using data from the regional travel demand model without conducting a full model run. The results of the spreadsheet tool shows that the Project VMT is anticipated to be 23.1 VMT per Service Population compared to the threshold of 28.56, which is 15% below the existing baseline of 33.6 VMT per Service Population.

Therefore, the Project can be screened out of a full VMT analysis based Low VMT Area screening criterion. See **Attachment B** for the VMT screening tool and calculator tool output worksheets.

Step 3: Project Type Screening

Local-serving projects, including retail projects less than 50,000 square feet, are 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.

In addition to local serving retail, the following uses can also be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- *Local serving K-12 schools*
- *Local parks*
- *Day care centers*
- *Local-serving retail uses less than 50,000 square feet (SF), including:*
 - *Gas stations, banks, restaurants, shopping centers*
- *Local-serving hotels (e.g. non-destination hotels)*
- *Student housing projects on or adjacent to college campuses*
- *Local-serving assembly uses (places of worship, community organizations)*
- *Community institutions (public libraries, fire stations, local government)*
- *Local-serving community colleges that are consistent with the assumptions noted in the RTP/SCS*
- *Affordable or supportive housing*
- *Assisted living facilities*
- *Senior housing as defined by the U.S Department of Housing and Urban Development (HUD)*
- *Projects generating less than 110 daily vehicle trips*
 - *This generally corresponds to the following "typical" development potentials:*
 - *11 single family housing units*
 - *16 multi-family, condominiums, or town housing units*

- 10,000 SF of office
- 15,000 SF of light industrial
- 63,000 SF of warehousing
- 79,000 SF of high-cube transload and short-term storage warehouse

Step 3 Project Assessment:

The Project includes 96 single family housing units which are anticipated to generate 972 daily trips, which is greater than the 11 single family unit threshold (110 daily vehicle trips). Therefore, the Project cannot be screened out under Criteria 3: Project Type Screening.

General Plan Consistency

The City of Menifee’s General Plan was reviewed to determine if the proposed Project is consistent with the General Plan. Specifically, the City of Menifee General Plan Vision 2030 Land Use Element was evaluated. The Project proposes 96 single family homes on 27.98 acres (gross), which equates to 3.4 dwelling units per acre. This is consistent with the Land Use Element which shows this area as Residential (2.1-5 R), or 2.1 to 5 dwelling units per acre. The proposed Project is also consistent with the area land use types designated in the General Plan.

VMT Analysis Summary

Table 3 summarizes the screening analysis results. As shown with the analysis, **the Project is presumed to have a less-than-significant transportation impact under CEQA** and does not require a full detailed VMT analysis. Since the Project is considered to have a less-than-significant impact based on the Low VMT Area screening evaluation, a full VMT analysis is not required, and development of mitigation measures are not necessary.

Table 3 – Screening Criteria Summary

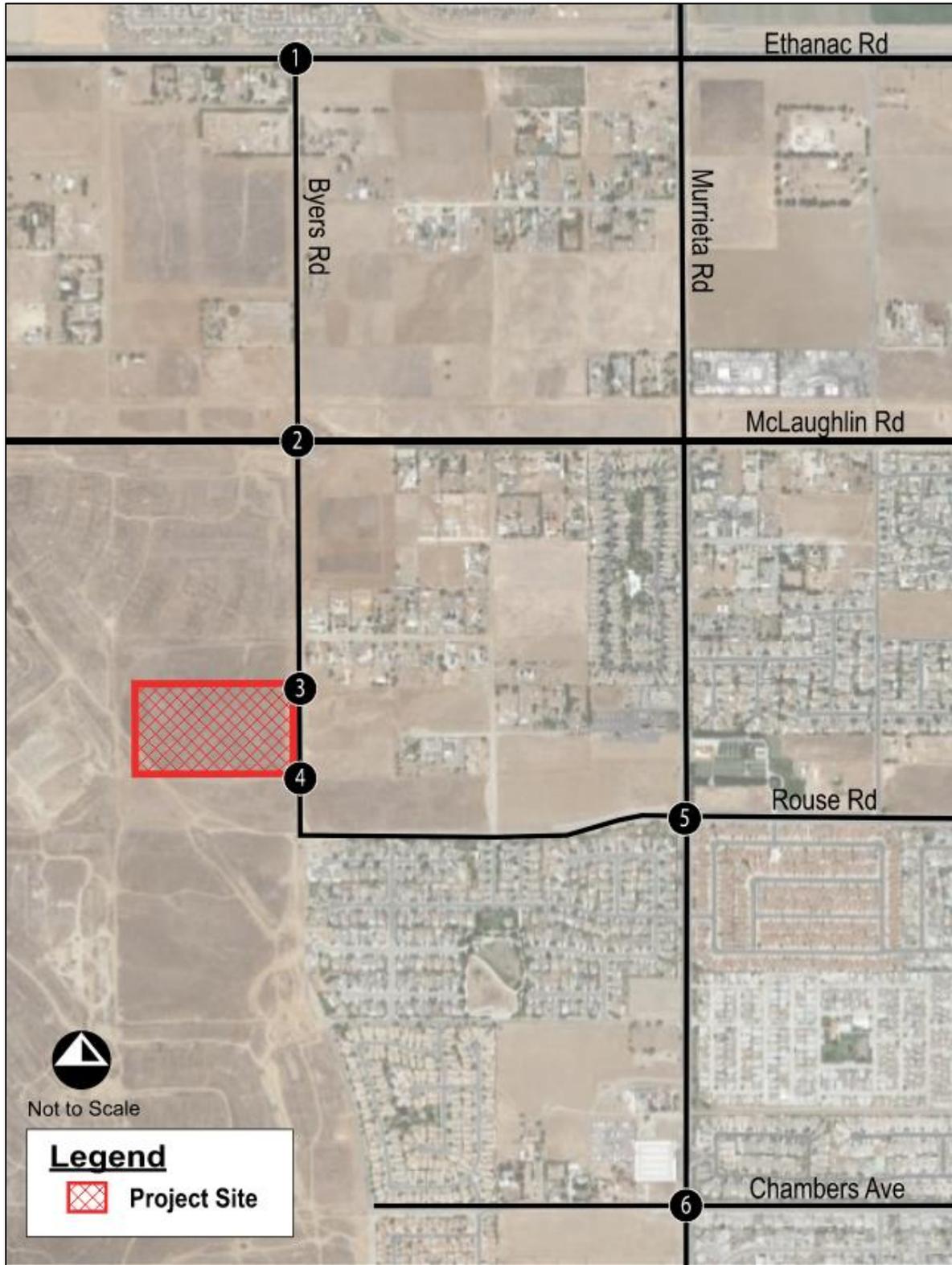
Screening Criteria	Criteria Met?
1 Transit Priority Area (TPA) Screening	No
2 Low VMT Area Screening	YES
3 Project Type Screening	No

Attachment A
Exhibits

EXHIBIT 1: REGIONAL PROJECT LOCATION



EXHIBIT 2: PROJECT SITE



Attachment B
WRCOG VMT Screening Tool Output

WRCOG VMT Screening Tool - Initial Analysis

WRCOG VMT Tool Powered by Fehr & Peers User's Guide

menifee, ca

Complete #1-4, Then Click "Run"

#2. Select the VMT Metric. Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

OD VMT Per Service Population

#3. Select the Baseline Year. The year available for analysis are from 2018 to 2045.*

2022

#4. Select the Threshold (% reduction from baseline year). Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

Below County Future Buildout (0%)

(1 of 4)

Parcel: 330230023

APN 330230023

[Zoom to](#)

(2 of 4)

OBJECTID	1
Assessor Parcel Number (APN)	330230023
Traffic Analysis Zone (TAZ)	1096
Community Region	MENIFEE
Inside a Transit Priority Area (TPA)	No
TAZ VMT	4.6
Jurisdiction VMT	33.6
% Difference	-86.3%
VMT Metric	OD VMT Per Service Population
Threshold	33.6

[Zoom to](#)

(3 of 4)

OBJECTID	445
TAZ	1096
VMT Metric	OD VMT Per Service Population
TAZ VMT	4.602516943703704
Community Region VMT	33.600665
Threshold	33.6
% Difference	-86.3%
Results	Yes (Pass)
Shape_Length	9624.249243561142
Shape_Area	4773869.577710798

[Zoom to](#)

(4 of 4)

OBJECTID	1
Completely within a TPA?	No (Fail)
Within a low VMT generating TAZ?	Yes (Pass)
Note	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.
Community Regions have different thresholds (1=Yes, 0=No)	0
SHAPE_Length	1572.038630060611

[Zoom to](#)

Output_Parcel Selected Project Area Low VMT Generating TAZs Parcels (Zoom in to view) WRCOG Cities WRCOG Boundary

Options Filter by map extent Zoom to Clear selection Refresh

OBJECTID	Assessor Parcel Number (APN)	Traffic Analysis Zone (TAZ)	Community Region	Inside a Transit Priority Area (TPA)	TAZ VMT	Jurisdiction VMT	% Difference	VMT Metric	Threshold	Community Regions have different thresholds (1=Yes, 0=No)	Note	SHAPE_Length	SHAPE_Area
1	330,230,023	1,096.00	MENIFEE	No	4.60	33.60	-86.3%	OD VMT Per Service Population	33.60	0	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.	1,572.04	155,066.19

Output_Parcel Selected Project Area Low VMT Generating TAZs Parcels (Zoom in to view) WRCOG Cities WRCOG Boundary

Options Filter by map extent Zoom to Clear selection Refresh

OBJECTID	Completely within a TPA?	Within a low VMT generating TAZ?	Note	Community Regions have different thresholds (1=Yes, 0=No)	SHAPE_Length	SHAPE_Area
1	No (Fail)	Yes (Pass)	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.	0	1,572.04	155,066.19

WRCOG VMT Screening Tool - Supplemental Analysis

Project Information

Project Name

 Parcel Number (RIVCOM TAZ#1096)
 Analysis Year

Screening Criteria for Menifee

Use the online [WRCOG VMT Tool](#) to determine the following

Is the Project screened by Transit Priority Area or located in a low VMT generating zone?

Is the Project one of these land use types?
 (show land use types)

Does the project generate fewer than 110 daily trips?
 (enter project land use in the section below)

The Project can be considered for screening from additional analysis. Please refer to the "secondary screening checks" table in the User Guide.

Project Land Use Information

	Value	Unit
Residential: Single Family Homes	<input type="text" value="96"/>	Dwelling Units
Residential: MultiFamily Homes	<input type="text" value="0"/>	Dwelling Units
Office	<input type="text" value="0"/>	1,000 Square Feet
Retail	<input type="text" value="0"/>	1,000 Square Feet
Industrial	<input type="text" value="0"/>	1,000 Square Feet
Manufacturing	<input type="text" value="0"/>	1,000 Square Feet
Warehousing	<input type="text" value="0"/>	1,000 Square Feet
Hotel	<input type="text" value="0"/>	Rooms
University	<input type="text" value="0"/>	Students
Private School	<input type="text" value="0"/>	Students

Project Trips, VMT, and TAZ SED Information

Project Summary
 Select VMT Methodology Origin Destination (OD)

**Analysis Year Daily Trips: 799 Average Trip Length: 8.3
 Service Population: 288
 Project VMT per Service Population: 23.1**

Project Location TAZ Socioeconomic

Land Use	Value	Unit
SFDU - Single-Family Detached Housing	<input type="text" value="0"/>	DU
MFDU - Multi-Family Attached Housing	<input type="text" value="0"/>	DU
K12 - Kindergarten - 12th Grade Enrollment	<input type="text" value="0"/>	STU
COLLEGE - College Enrollment	<input type="text" value="0"/>	STU
AG - Agricultural & Mining Employment	<input type="text" value="0"/>	EMP
CONST - Construction Employment	<input type="text" value="0"/>	EMP
MANU - Manufacturing Employment	<input type="text" value="0"/>	EMP
WHOLE - Wholesale Employment	<input type="text" value="0"/>	EMP
RET - Retail Employment	<input type="text" value="0"/>	EMP
TRANS - Transportation, Warehousing, and Utility Employment	<input type="text" value="0"/>	EMP
INFOR - Information Services Employment	<input type="text" value="0"/>	EMP
FIRE - Financial Activities Employment	<input type="text" value="0"/>	EMP
PROF - Professional and Business Services Employment	<input type="text" value="0"/>	EMP
EDUC - Educational and Health Services Employment	<input type="text" value="0"/>	EMP
ARTENT - Arts/Entertainment Employment	<input type="text" value="0"/>	EMP
OTHSER - Other Services Employment	<input type="text" value="0"/>	EMP
PUBADMN - Public Administration Employment	<input type="text" value="0"/>	EMP

Project VMT Thresholds Comparison

Select the VMT Thresholds for comparison to project VMT

- Below Existing
- Better than General Plan Buildout
- OPR Guidance (15% Below Existing)

