

APPENDIX J

VMT ASSESSMENT

Exhibit A

SCOPING AGREEMENT FOR TRAFFIC IMPACT ANALYSIS

This letter acknowledges the City of Murrieta Public Works/Engineering Department requirements for traffic impact analysis of the following project. The analysis must follow the City Traffic Impact Analysis Preparation Guidelines dated May 2020.

Case No. (Required for submittal) DP-2022-2605, EA-2022-2613
 Related Cases - _____
 SP No. _____
 EIR No. _____
 GPA No. _____
 CZ No. _____
 Project Name: LMC Murrieta Multi-Family
 Project Address: SEC of Jefferson Avenue and Murrieta Hot Springs Road
 Project Description: 390 multi-family dwelling units (See Attachment A)

	Consultant	Developer
Name:	<u>Kimley-Horn & Associates, Inc.</u>	<u>Lennar Multifamily Communities, LLC</u>
Address:	<u>3380 Lemon Street, Suite 420, Riverside, CA 92801</u>	<u>95 Enterprise, Suite 200, Aliso Viejo, CA 92656</u>
Telephone:	<u>714-786-6170</u>	_____

A. Trip Generation Source: (ITE 9th Edition or other)(See Attachment B)

Current GP Land Use	<u>Vacant</u>	Proposed Land Use	<u>Multi-Family Residential</u>
Current Zoning	<u>Community Commercial within the Transit Oriented Development (TOD) Overlay Program</u>	Proposed Zoning	<u>Community Commercial within the Transit Oriented Development (TOD) Overlay Program</u>
Current Trip Generation		Proposed Trip Generation	
	In Out Total		In Out Total
AM Trips	<u>N/A</u> <u>N/A</u> <u>N/A</u>		<u>37</u> <u>119</u> <u>156</u>
PM Trips	<u>N/A</u> <u>N/A</u> <u>N/A</u>		<u>125</u> <u>74</u> <u>199</u>

Internal Trip Allowance Yes No (_____ % Trip Discount)
 Pass-By Trip Allowance Yes No (_____ % Trip Discount)

A pass-by trip discount of up to 25% is allowed for appropriate land uses. The pass-by trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

B. Trip Geographic Distribution: N 25 % S 25 % E 50 % W %
 (attach exhibit for detailed assignment) (See Attachment C)

C. Background Traffic

Project Build-out Year: 2024 Annual Ambient Growth Rate: % 2

Exhibit A – Scoping Agreement – Page 2

Phase Year(s) _____

Other area projects to be analyzed: Information regarding approved and pending development projects in the area will be requested from the Planning Department

Model/Forecast methodology: Existing + Ambient Growth + Cumulative Projects + Project

D. Study intersections: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)

- | | |
|-------------------------------------------------------------------|----------------------------------------------------------------|
| 1. <u>Jefferson Ave at Murrieta Hot Springs Rd</u> | 6. <u>Murrieta Hot Springs Road at Project Driveway (RIRO)</u> |
| 2. <u>Madison Ave at Murrieta Hot Springs Rd</u> | 7. _____ |
| 3. <u>I-15 SB Ramps at Murrieta Hot Springs Rd</u> | 8. _____ |
| 4. <u>I-15 NB Ramps at Murrieta Hot Springs Rd</u> | 9. _____ |
| 5. <u>Jefferson Ave at Project Driveway (Left-Out Restricted)</u> | 10. _____ |

E. Study Roadway Segments: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)

- | | |
|-----------------------------------------------------------------------|-----------|
| 1. <u>Jefferson Ave - Murrieta Hot Springs Rd to Project Driveway</u> | 6. _____ |
| 2. <u>Murrieta Hot Springs Rd - Jefferson Ave to Madison Ave</u> | 7. _____ |
| 3. _____ | 8. _____ |
| 4. _____ | 9. _____ |
| 5. _____ | 10. _____ |

F. Site Plan (please attach reduced copy) (See Attachment A)

G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Engineering Department)

- Queuing analysis at Project driveways and Murrieta Hot Springs Rd at Jefferson Ave
- Right-turn lane analysis, per City guidelines, at the Project driveways

H. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.

Date of counts New counts will be conducted when schools are back in session, for all study intersections and roadway segments.

I. Potential Screening Checks

Is your project screened from specific analyses (see Pages 6-13 of the guidelines related to LOS assessment and Pages 14-18 related to VMT assessment)

Is the project screened from LOS assessment? Yes No

LOS screening justification (see Pages 6-13 of the guidelines):

Is the project screened from VMT assessment? Yes No

VMT screening justification (see Pages 14-18 of the guidelines):
See Attachment D

J. VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used: _____
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

Recommended by:

Trevor Briggs, P.E.

07-19-2022

Consultant's Representative

Date

Scoping Agreement Submitted on _____

Revised on _____

Approved Scoping Agreement:

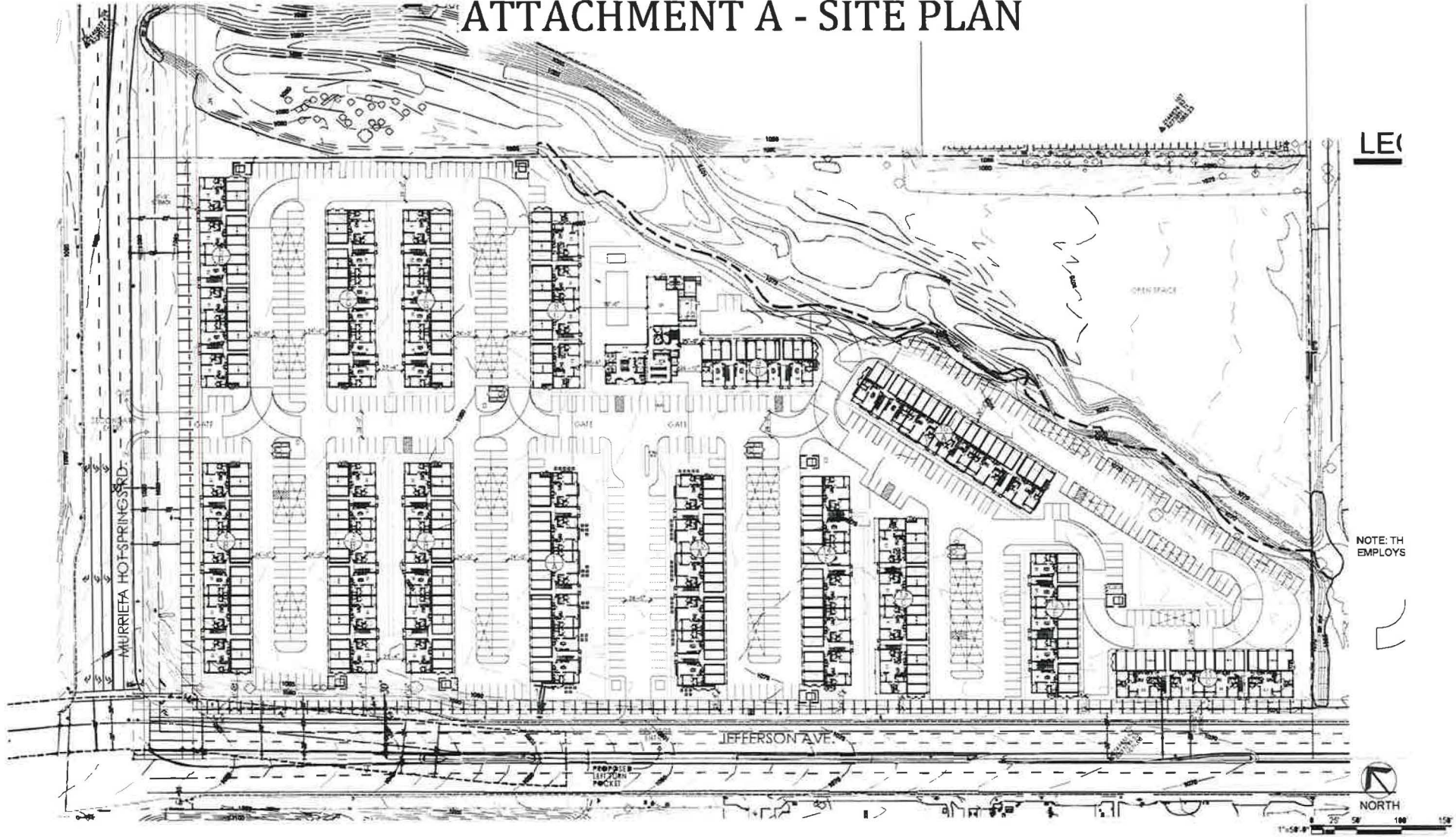


7/26/22

City Of Murrieta Engineering
Department

Date

ATTACHMENT A - SITE PLAN



LE

NOTE: TH
EMPLOYS

JEFFERSON AVE.

MURRIETA, CA

LMC
95 ENTERPRISE, SUITE 200 ALISO VIEGO, CA 92656
949.606.5536

SITE PLAN

A1.2

DATE: 03-01-22
JOB NO.: 2021-535

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860



LMC: 03/01/22 11:18 AM
 AO: 03/01/22 11:18 AM

**ATTACHMENT B
SUMMARY OF PROJECT TRIP GENERATION
LMC MURRIETA MULTI-FAMILY PROJECT**





Land Use	ITE Code	Unit	Trip Generation Rates ¹						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise)	220	DU	6.740	0.096	0.304	0.40	0.321	0.189	0.51
Trip Generation Estimates									
Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise)	390	DU	2,629	37	119	156	125	74	199
Total Project Trips			2,629	37	119	156	125	74	199

¹ **Source:** Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

ATTACHMENT C – STUDY AREA



Legend:

-  = Project Site
-  = Study Intersection
-  = Project Driveway
-  = Study Roadway Segment
- XX%** = Trip Distribution Percentage

ATTACHMENT D – VMT SCREENING



MEMORANDUM

To: Jarrett Ramaiya, City Planner
City of Murrieta

From: Trevor Briggs, P.E.
Kimley-Horn and Associates, Inc.

Date: July 19, 2022

Subject: *Vehicle Miles Traveled Memorandum for the LMC Murrieta Multi-Family Project in the City of Murrieta*

Kimley-Horn and Associates, Inc. has prepared a Vehicle Miles Traveled (VMT) memorandum for the proposed LMC Murrieta Multi-Family project. The City has required submittal of this memorandum based on the City of Murrieta's *Traffic Impact Analysis Preparation Guidelines* (March 2021).

PROJECT DESCRIPTION

The project site is located on the southeast corner of Jefferson Avenue and Murrieta Hot Springs Road in the City of Murrieta. The proposed project within its regional vicinity is shown on **Figure 1**. The project site is bounded by Murrieta Hot Springs Road to the north, Madison Marketplace to the east, vacant land to the south, and Jefferson Avenue to the west. The project site is currently vacant. The project would involve the construction of 390 multi-family dwelling units on 13.0 net acres. A copy of the project site plan is provided on **Figure 2**.

Vehicular access provisions for the project site would be provided via two driveways. The main entrance would be located along Jefferson Avenue and would provide full-movement access. The secondary entrance would be located along Murrieta Hot Springs Road and would provide right-in right-out (RIRO) only access. Both project driveways would be unsignalized.

TRIP GENERATION

The trip generation rates for the project site were based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021). Trip generation rates and the resulting project trips are summarized in **Table 1**. Review of this table indicates that the proposed project is forecasted to generate 2,629 daily trips, with 156 trips (37 inbound and 119 outbound) during the morning peak hour and 199 trips (125 inbound and 74 outbound) during the evening peak hour.



NOT TO SCALE



PROJECT SITE

FIGURE 1
VICINTY MAP

FIGURE 2
SITE PLAN



**TABLE 1
SUMMARY OF PROJECT TRIP GENERATION
LMC MURRIETA MULTI-FAMILY PROJECT**

Land Use	ITE Code	Unit	Trip Generation Rates ¹						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise)	220	DU	6.740	0.096	0.304	0.40	0.321	0.189	0.51
Trip Generation Estimates									
Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
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Multifamily Housing (Low-Rise)	390	DU	2,629	37	119	156	125	74	199
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¹ Source: Institute of Transportation Engineers (ITE) <u>Trip Generation Manual</u> , 11 th Edition									

VEHICLE MILES TRAVELED (VMT) ASSESSMENT

Senate Bill 743 (SB 743) was approved by California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "Level of Service" (LOS) for evaluating transportation projects. OPR has prepared a technical advisory ("OPR Technical Advisory") for evaluating transportation impacts in CEQA and has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The Natural Resources Agency has adopted updates to CEQA Guidelines to incorporate SB 743 that requires VMT for the purposes of determining a significant transportation impact under CEQA.

The City of Murrieta's *Traffic Impact Analysis Preparation Guidelines* (March 2021) provide details on appropriate 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 level analysis. Screening thresholds are broken down into the following criteria:

1. Project Type Screening
2. General Plan Comparison

Land development projects that meet one or more of the above screening thresholds may be presumed to create a less-than-significant impact on transportation and circulation.

Project Type Screening

The City presumes various usages, assumed to be local serving in nature, as having a less-than-significant impact absent of substantial evidence to the contrary. The following uses are considered:

Projects generating less than 110 daily vehicle trips

- 11 single family housing units
- 16 multi-family, condominiums, or townhouse housing units
- 10,000 sf of office
- 15,000 sf of light industrial
- 63,000 sf 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
- Local-serving community colleges that are consistent with SCAG RTP/SCS assumptions
- Student housing projects

The proposed project includes 390 multi-family dwelling units with approximately 2,629 vehicle trips per day. Therefore, the project would not satisfy the project type screening.

The Project Type threshold is not met.

General Plan Comparison

In the City of Murrieta General Plan, the project site is zoned as Community Commercial within the Transit Oriented Development (TOD) Overlay Program. The TOD allows for a mixture of residential and non-residential development within a density of 30 dwelling units per acre, in close proximity to transit.

As noted previously, the project consists of 390 dwelling units on 13.0 net acres, which equates to 30.0 dwelling units per acre. Therefore, the density of the proposed project is within the land use and zoning assumptions in the City's General Plan and would not generate more VMT than what was analyzed in the General Plan. Based on the City's Guidelines, the project's VMT impact would be considered less than significant, and no further VMT analysis would be required.

FINDINGS AND CONCLUSIONS

Based on review of the City's VMT screening thresholds, the project would be consistent with the assumptions in the City's General Plan; therefore, the project would result in a less-than-significant transportation impact, no additional VMT analysis is required.

Please contact me if you have any questions or if you need additional information.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Trevor Briggs, P.E (C87664)