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To: City of Menifee Engineering Department
Site: APNs – 330-210-010, -011, -013, -065, City of Menifee
EPD Project Number 22-148
Subject: Vehicle Miles Traveled (VMT) Analysis



This Vehicle Miles Traveled (VMT) Analysis evaluates the potential VMT for the Ares Warehouse Project (Project) located in the northern portion of the City of Menifee (City) within the County of Riverside. The Project site totals approximately 28.27 acres and is located west of Murrieta Road, east of Geary Street, south of Floyd Avenue, and north of McLaughlin Road. Regional access to the Project site is provided by Interstate 215 (I-215) off the Ethanac Road exit. Local Access to the site is provided by Geary Street and Murrieta Road. This analysis is based on the requirements of the *City of Menifee Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled* (January 2022).

Project Description

The Project site is comprised of two adjacent parcels (APNs – 330-210-010, -011, -013, -065) totaling an area of 28.27 acres. The development proposes the construction of one warehouse building totaling 517,720 square feet (SF) for a speculative warehouse building measuring a maximum of 55 feet in height for a FAR of 0.48. In order to provide a conservative analysis, a three percent buffer in building square footage would be included, which would equal 533,252 SF of building area and an FAR of 0.50.

The Project site plan is shown in Figure 1.

Access to the proposed Project would be provided via two driveways from Geary Street and three driveways from Murrieta Road. Both driveways on Geary Street would be accessible by both passenger vehicles and trucks. The middle driveway on Murrieta Road would be limited to passenger vehicles only and would have a width of 30-feet. The driveways along Geary Street and the northern and southern driveways on Murrieta Road would have a width of 40-feet. The Project would include a 26-foot-wide fire access road throughout the site. The Project would include manual gates at the entrances to the truck court and loading dock area. In addition, the Project would include a 40-foot-wide westbound-only truck roadway along the southern boundary to the Project site.

The trip generation for the proposed development was analyzed using the rates prepared in the *TUMF High-Cube Warehouse Trip Generation Study* (WSP, January 29, 2019). The Project trip

generation is shown in Table 1. The Project would generate a total of 1,135 daily trips, 65 AM (50 inbound and 15 outbound), and 88 PM (25 inbound and 63 outbound) peak hour trips.

Table 1: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour				
			In	Out	Total	In	Out	Total		
Trip Rates										
TUMF Fulfillment Center Rates ¹	TSF	2.129	0.094	0.028	0.122	0.046	0.119	0.165		
Passenger Vehicles	TSF	1.750	0.079	0.024	0.103	0.040	0.104	0.144		
2-4 Axle Trucks	TSF	0.162	0.006	0.002	0.008	0.003	0.008	0.011		
5-Axle Trucks	TSF	0.217	0.008	0.003	0.011	0.003	0.007	0.010		
Total Vehicle Trip Generation										
Project Warehouse		533.252	TSF	1,135	50	15	65	25	63	88
Vehicle Mix¹	% Daily	% AM	% PM							
Passenger Vehicles	82.20%	84.40%	87.30%	933	42	13	55	22	55	77
2-Axle Trucks	1.30%	1.100%	1.10%	15	1	0	1	0	0	1
3-Axle Trucks	2.50%	2.20%	2.20%	28	1	0	1	1	1	2
4-Axle Trucks	3.80%	3.30%	3.30%	43	2	0	2	1	2	3
5+-Axle Trucks	10.20%	9.00%	6.10%	116	5	1	6	2	4	5
	100.00%	100.00%	100.00%	1,135	50	15	65	25	63	88

TSF = Thousand Square Feet

¹ Trip rates and truck percentages from Exhibit 6 of the TUMF High-Cube Warehouse Trip Generation Study, January 29, 2019. 2, 3 and 4 axle trucks were split as follows: 50% 4-axle, 33.3% 3-axle, and 16.7% 2-axle.

Background

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor’s Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating Transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 - Determining the Significance of Transportation Impacts states that VMT is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

VMT Screening Analysis

The Project is located in the City of Menifee. The City has adopted screening and analysis guidelines for the preparation of VMT analyses¹. The City’s guidelines provide criteria for projects that would be considered to have a less-than significant impact on VMT and therefore could be screened from

¹ City of Menifee, *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled*, January 2022.

requiring further analysis. If a project meets one of the following criteria, then the VMT impact of the project is considered less-than significant and no further analysis of VMT would be required:

1. The project is located within a Transit Priority Area (TPA).
2. The project is located in a low VMT generating area.
3. Project Type - the project is a local-serving land use or generates less than 110 daily vehicle trips.

The applicability of each criterion to the proposed project is discussed below.

Screening Criteria 1 - Transit Priority Area Screening: According to the City's guidelines, projects located in a TPA may be presumed to have a less than significant impact.

The Project is not located in a TPA; therefore, the Project would not satisfy the requirements of Screening Criteria 1 – TPA screening.

Screening Criteria 2 - Low VMT Area Screening: The City's guidelines include a screening threshold for residential and office projects located in a low VMT generating area. Low VMT generating area is defined as traffic analysis zones (TAZ) with a total daily VMT/Service Population (employment plus population) that is less than the County of Riverside General Plan Buildout VMT per service population.

The Project zone is in a low VMT area; however, due to a difference between the project land use and the assumed land uses in the VMT model, this screening criteria would not be appropriate. Therefore, the Project would not satisfy the requirements of Screening Criteria 2.

Screening Criteria 3 – Project Type Screening: This criterion would apply to land uses that are considered local serving, as well as projects that generate less than 110 daily vehicle trips.

The Project is not considered a local serving use. The Project trip generation was evaluated using trip rates from the ITE *Trip Generation Manual*, 11th Edition (2021). The Project trip generation is shown in Table 1. As stated in Section 15064.3, subdivision (a) of the CEQA guidelines, VMT “refers to the amount and distance of automobile travel attributable to a project”; therefore, only passenger vehicle trips were used for Screening Criteria 3. The Project would generate 933 daily passenger vehicle trips, which is more than 110 daily vehicle trips, and therefore the Project would not meet Screening Criteria 3.

Because the Project would not meet any of the City's screening criteria, an analysis of VMT would be required.

Project VMT Evaluation

The City's guidelines require use of the RIVCOM model for preparation of VMT analysis.

The project would result in a significant VMT impact if either of the following conditions are satisfied:

1. The baseline project generated VMT per service population exceeds the County of Riverside General Plan Buildout VMT per service population, or

- 2. The cumulative project generated VMT per service population exceeds the County of Riverside General Plan Buildout VMT per service population.

The results of the RIVCOM model runs are summarized in Table 2. The year 2018 was used for the baseline analysis as this is the base year in the RIVCOM model. The year 2045 was used for the cumulative analysis as this is the future year in the RIVCOM model. As shown in Table 2, the Project VMT/SP in the baseline, analysis year and cumulative scenarios would be less than the County General Plan Buildout VMT/SP.

Therefore, the Project would have a less than significant VMT impact.

Table 2: VMT Analysis Summary

Scenario	Project VMT/SP	Threshold ¹	% below the threshold	Impact?
Baseline (2018)	25.94	35.68 VMT/SP	27.3%	No
Analysis Year (2023)	26.16		26.7%	No
Cumulative (2045)	27.12		24.0%	No

VMT/SP = VMT per Service Population (total of population and employment)
¹Threshold is equal to the County of Riverside General Plan Buildout VMT/SP.

If you have any questions, please feel free to contact us at techservices@epdsolutions.com or at (949) 794-1180.

Figure 1: Project Site Plan

