

MEMORANDUM

DATE: October 16, 2024

To: Christopher Heron, City Traffic Engineer
City of Menifee, Community Development Department

FROM: Ambarish Mukherjee, AICP PE, Principal, LSA Associates

SUBJECT: Caliber Collision Paint and Auto Body Repair Shop Project Traffic Analysis Memorandum (LSA Project No. 20231078.02)

LSA Associates, Inc. (LSA) has prepared this Traffic Analysis Memorandum (Memo) for the proposed Caliber Collision Paint and Auto Body Repair Shop Project (project) in Menifee, California. The project will consist of one paint and auto body repair shop building totaling 18,600 square feet (sf). The project will be located on the west side of Zeiders Road, approximately 930 feet (ft) south of the southwest corner of the intersection of Haun Road – Zeiders Road/Scott Road. The project is consistent with the City’s General Plan land use and zoning designation. Figure 1 (all figures and tables attached) illustrates the regional and project location. Figure 2 illustrates the conceptual site plan for the project.

The objectives of this Memo are as follows:

- To estimate the trip generation for the proposed project and determine whether a level of service (LOS) Traffic Study (TS) will be required for the project;
- To determine whether a detailed Vehicle Miles Traveled (VMT) analysis will be required for the proposed project; and
- To perform an active transportation and public transit analysis and determine whether the project will have any impact on public transit, bicycle, and pedestrian facilities.

TRIP GENERATION ANALYSIS

The City of Menifee (City) Engineering Department *LOS Traffic Study Guidelines* (TS Guidelines) dated October 2020, states that a LOS study may not be required if the project is estimated to generate less than 50 peak hour trips.

Trip generation for the project was developed using the statement of operations included in the Conceptual Site, Grading, Drainage, Circulation and Utility Plan, developed by Latitude 33, dated May 2024. The statement of operations is included in Attachment C. The statement of operations summarizes the estimated number of employees and customers per day. It estimates the project

will have 20 full-time employees and approximately 13 to 15 customers on a typical weekday. Additionally, the statement of operation states that the project's operational hours will be from 7:30 a.m. to 5:30 p.m. Monday through Friday, and possibly 8:00 a.m. to 12:00 p.m. on Saturday.

As such, the project trip generation was prepared that separately accounts for employee trips and customer trips. Attached Table A summarizes the project trip generation. Following is a brief description of the project trip generation estimation:

Employee Trip Generation

Based on the project's statement of operation, the project is anticipated to have 20 full-time employees. Therefore, it could be estimated that the project will be generating 40 daily employee trips (inbound and outbound combined). Based on the operational hours, these trips could be estimated as peak hour trips, with 20 inbound trips occurring during a.m. peak hour, and 20 outbound trips occurring during the p.m. peak hour.

Customer Trip Generation

Based on the project's statement of operations, the project is anticipated to have 13 to 15 customers per day. As a conservative estimate, it was estimated that the project will have 15 customers per day. This includes customers both arriving with vehicles requiring repair or vehicles that have been repaired and are ready for pick-up. As such, the following methodology was applied to develop the trip generation for the customer trips:

Customer Vehicle Drop-off:

- It is anticipated that most customers arriving with vehicles requiring repair will either drive their vehicle to Caliber by themselves or ride along with tow trucks to drop off their vehicle. As such, one customer will generate 1 inbound trip as a starting point.
- After customers drop off their vehicles, customers would have the option to wait for their vehicle, utilize a rental vehicle service or a rideshare service to leave the facility, or have a friend/acquaintance come pick them up.
- As a conservative approach, it has been assumed that the customer would not be able to pick-up the vehicle on the same day. Therefore, the customer would utilize one of the aforementioned options to depart the facility. Additionally, the tow truck bringing in the vehicle would also be leaving the facility. Therefore, there would be two outbound trips for each customer arriving to drop-off their vehicle.
- In summary, for each customer arriving to drop-off their vehicle, there would be one inbound trip and two outbound trips.

Customer Vehicle Pick-up:

- If the customer decides to wait at the facility to pick up their vehicle, each customer will only generate 1 outbound trip.

- If the customer had utilized the rental car service or rideshare service, then the customer would generate one inbound trip (arriving with the rental vehicle or rideshare vehicle) and two outbound trips that would include departure of the customer with their personal vehicle and departure of the rideshare vehicle. The rental vehicle may be parked on-site and not add to a second outbound trip.
- As such, as a conservative estimate, two outbound trips have been assumed for every vehicle pick-up for purposes of preparing this trip generation.

Based on the above approach, it could be estimated that the project will be generating approximately 45 daily customer trips (inbound and outbound combined) for the 15 customers per day.

For a typical regular weekday, it has been observed that within urbanized areas, peak hour traffic volumes contribute to approximately 10% of the daily traffic volumes (20 percent total of the daily trips from both peak hours). Therefore, it can be estimated that 5 customer trips (10 percent of the 45 daily trips) may occur during the a.m. peak hour and 5 customer trips may occur during the p.m. peak hour.

Table A summarizes the project trip generation as described above and shows that the proposed project is anticipated to generate 25 trips in the a.m. peak hour, 25 trips in the p.m. peak hour, and 85 daily trips.

Since the anticipated number of peak hour trips generated by the proposed project is lower than the 50-trip threshold established by the City's TS Guidelines, a LOS study may not be required for the project.

VEHICLE MILES TRAVELED ANALYSIS

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 the removal of vehicle delay and level of service as the sole basis of determining CEQA impacts. With the implementation of the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT. The analysis was conducted pursuant to the City of Menifee *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled*, (VMT Guidelines) updated January 2022.

Pursuant to the City's VMT Guidelines, Project Screening "Step 3: Project Type Screening", projects generating less than 110 daily vehicle trips could be presumed to have a less than significant impact on VMT. As shown in Table A, the project is anticipated to generate 85 daily trips, which is lower than the City's daily trip threshold of 110 daily vehicle trips. Therefore, based on the City's VMT Guidelines, the project could be screened out from a detailed VMT analysis using the project type screening. As such, the project is anticipated to have a less than significant VMT impact.

Additionally, the existing nearby Caliber Collision facilities are located in Hemet, Lake Elsinore, and Murrieta. It is anticipated that customers in the vicinity of the project location will be using the

proposed project instead of traveling to these existing facilities. As such, the project will help reducing the total regional VMT.

ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ANALYSIS

According to the City's VMT Guidelines, a significant impact occurs when a project conflicts with adopted plans, policies, or programs regarding active transportation or public transit facilities, or otherwise decreases the performance or safety of such facilities.

Currently, there are no existing bikeways along Scott Road and Zeiders Road in the project vicinity. Based on City's General Plan Circulation Element, adopted in 2013, future Class II on-street bicycle lanes will be added along both directions of Scott Road and future Class I off-road trail will be added along Haun Road and Zeiders Road within the project vicinity. The project will not affect any proposed bicycle facilities within the study area. As such, the project will not decrease the performance or safety of proposed bicycle facilities.

According to the City's General Plan Circulation Element, the existence of sidewalks provides more transportation choices for non-work trips, which can replace some auto trips, reducing growth in congestion and air pollution. Within the project vicinity, currently there are paved sidewalks on the north side of Scott Road and east side of Zeiders Road. The project will add sidewalks along the project frontage on the west side of Zeiders Road. As such, the project will help eliminate existing sidewalk gaps and will increase the performance or safety of the existing pedestrian facilities.

The nearest bus stops from the project site are approximately 0.75 miles, located at the southwest and southeast corners of the intersection of Antelope Road/Heritage Market Place. Riverside Transit Agency (RTA) bus route 61 serves these bus stops. RTA bus route 61 connects Menifee to communities in adjacent jurisdictions such as Perris, Sun City, Murrieta and Temecula. At present, there are no proposed service changes in RTA's transit network. As such, the project will not decrease the performance or safety of any existing or proposed public transit facilities.

As summarized above, the project does not conflict with existing or proposed bicycle, pedestrian, and public transit facilities. Therefore, it can be considered to conform to all adopted policies, plans, or programs concerning these facilities, and will not have a significant impact.

If you have any questions, please do not hesitate to contact me at (951) 781-9310 or Ambarish.Mukherjee@lsa.net.

Attachments: A: Figures
B: Table
C: Table

ATTACHMENT A

FIGURES

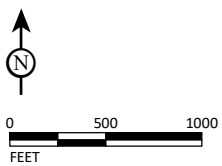
Figure 1: Regional and Project Location

Figure 2: Conceptual Site Plan



FIGURE 1

LSA



SOURCE: ESRI Streetmap, 2013; SCAG, 2020; Google Earth, 2018.

P:\20231078.02 Menifee - Caliber Collision\Product\Tech Reports\Traffic\GIS\Reports\fig1_RegProjLoc.mxd (3/27/2022)

Caliber Collision Paint and Auto Body Repair Shop Project
 Traffic Analysis Memorandum
 Regional and Project Location

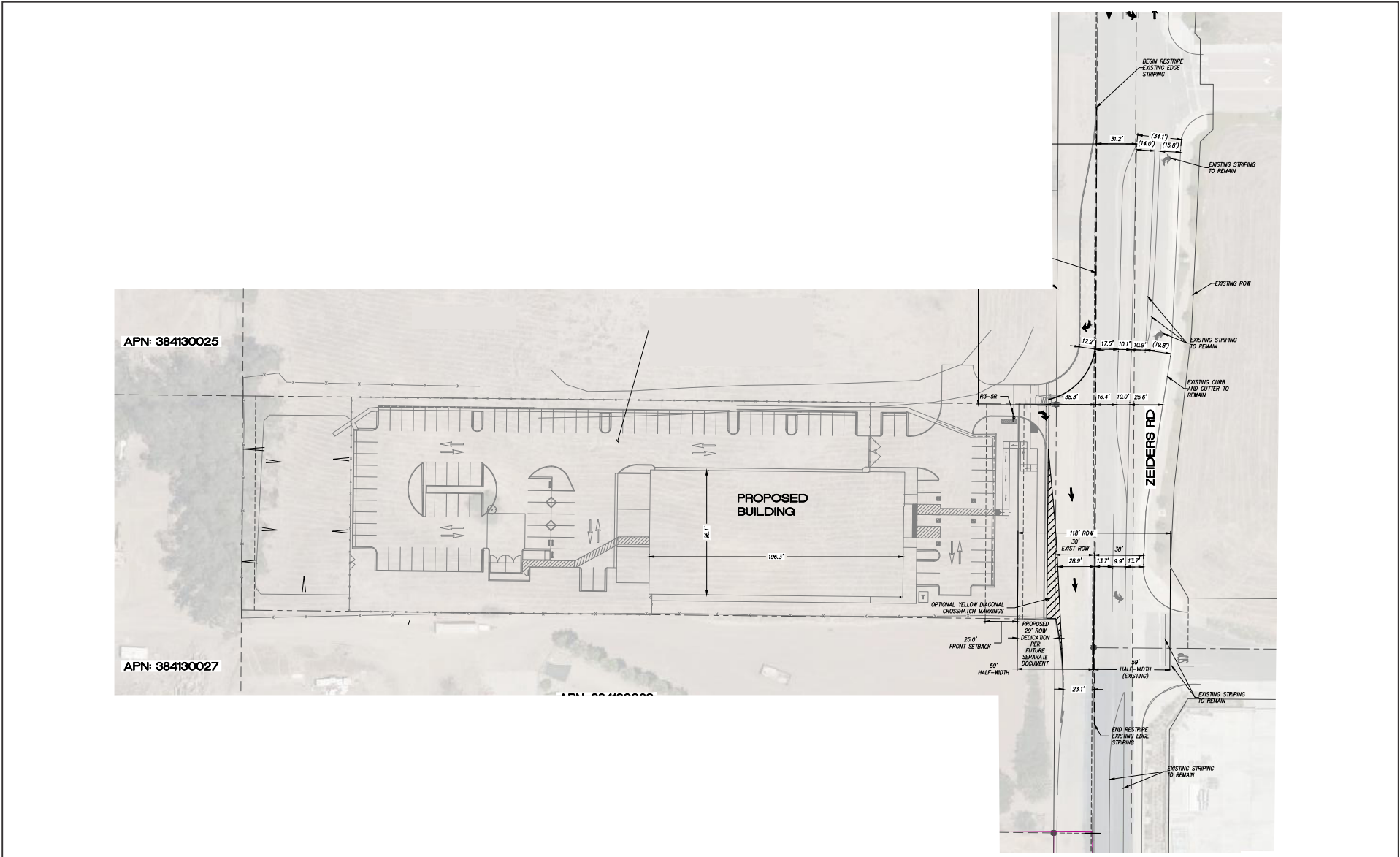


FIGURE 2

LSA



FEET

SOURCE: Latitude 33 Engineering

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Caliber Collision Paint and Auto Body Repair Shop
Site Plan

ATTACHMENT B

TABLE

Table A: Project Trip Generation

Table A - Project Trip Generation

Land Uses	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Collision Center¹	18.60 TSF							
Employee Trip Generation		20	0	20	0	20	20	40
Customer Trip Generation		3	2	5	2	3	5	45
Total Trip Generation		23	2	25	2	23	25	85

Notes:

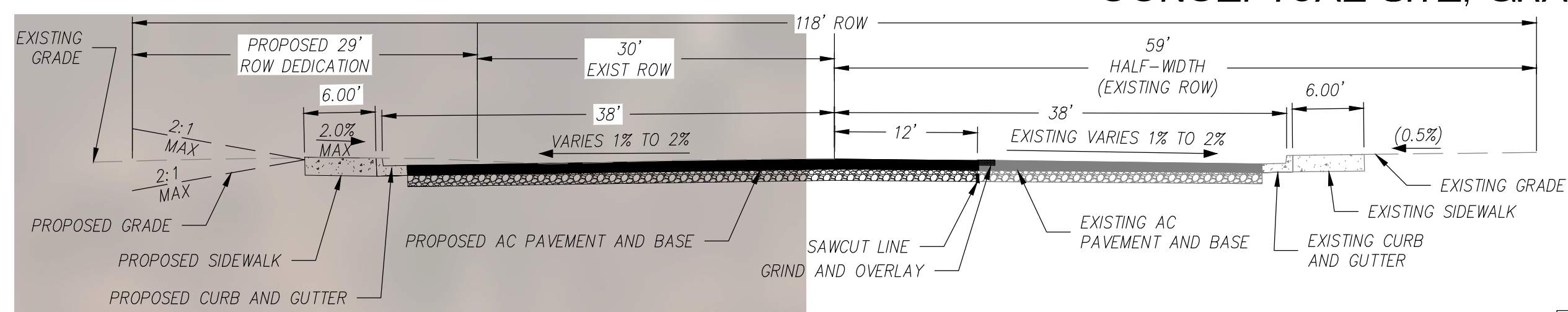
TSF = thousand square-feet

¹ The trip generation was developed based on the the statement of operations from the Conceptual Site, Grading, Drainage, Circulation and Utility Plan.

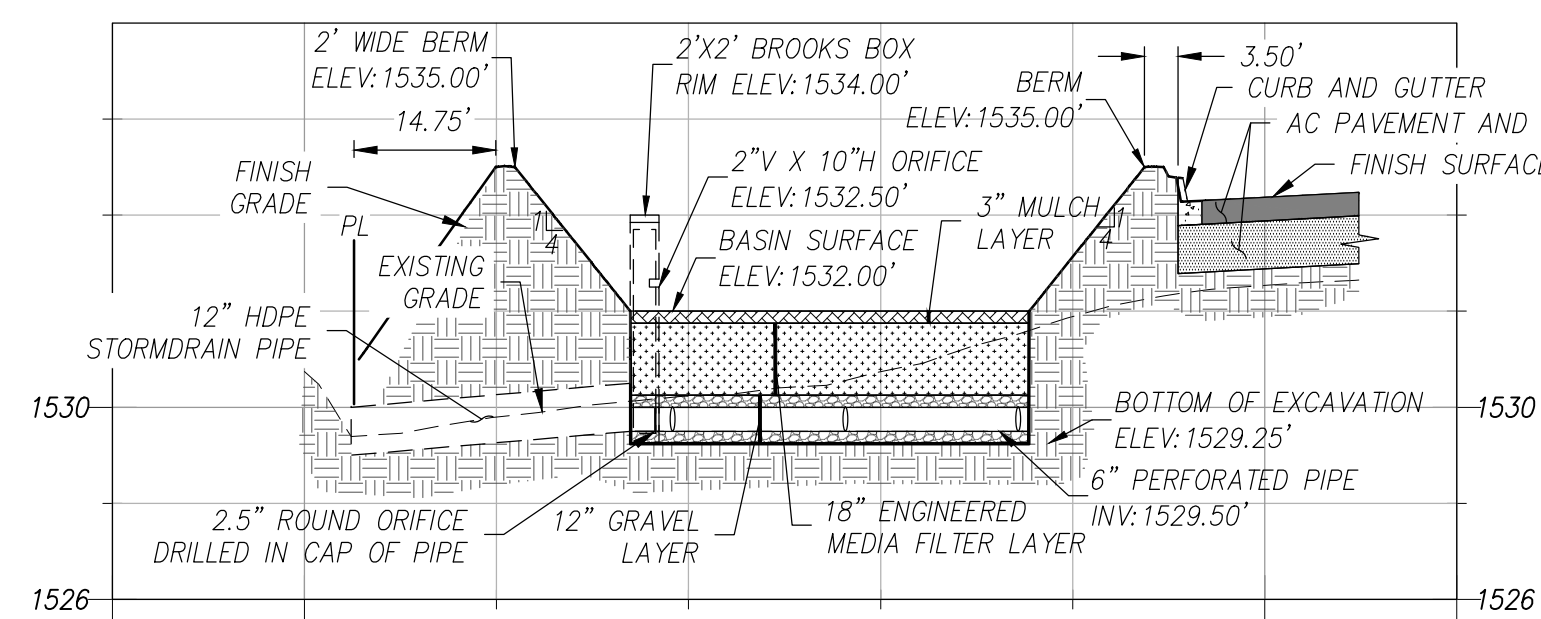
ATTACHMENT C

CONCEPTUAL SITE, GRADING, DRAINAGE, CIRCULATION AND UTILITY PLAN

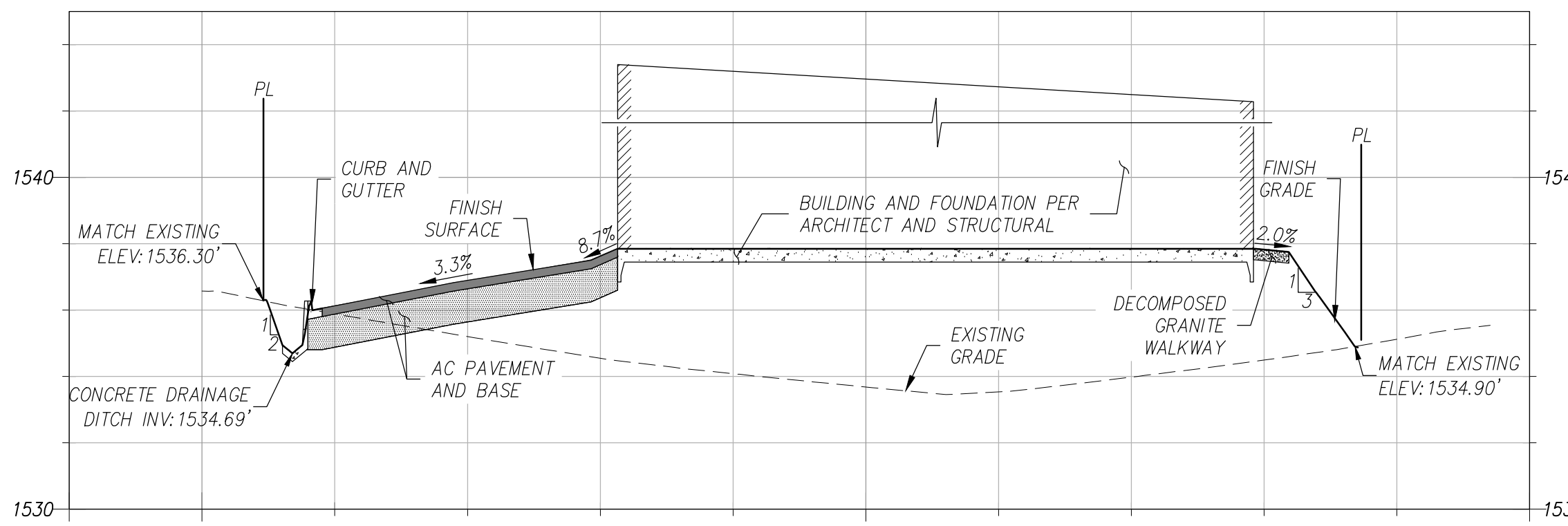
CONCEPTUAL SITE, GRADING, DRAINAGE, CIRCULATION, AND UTILITY PLAN



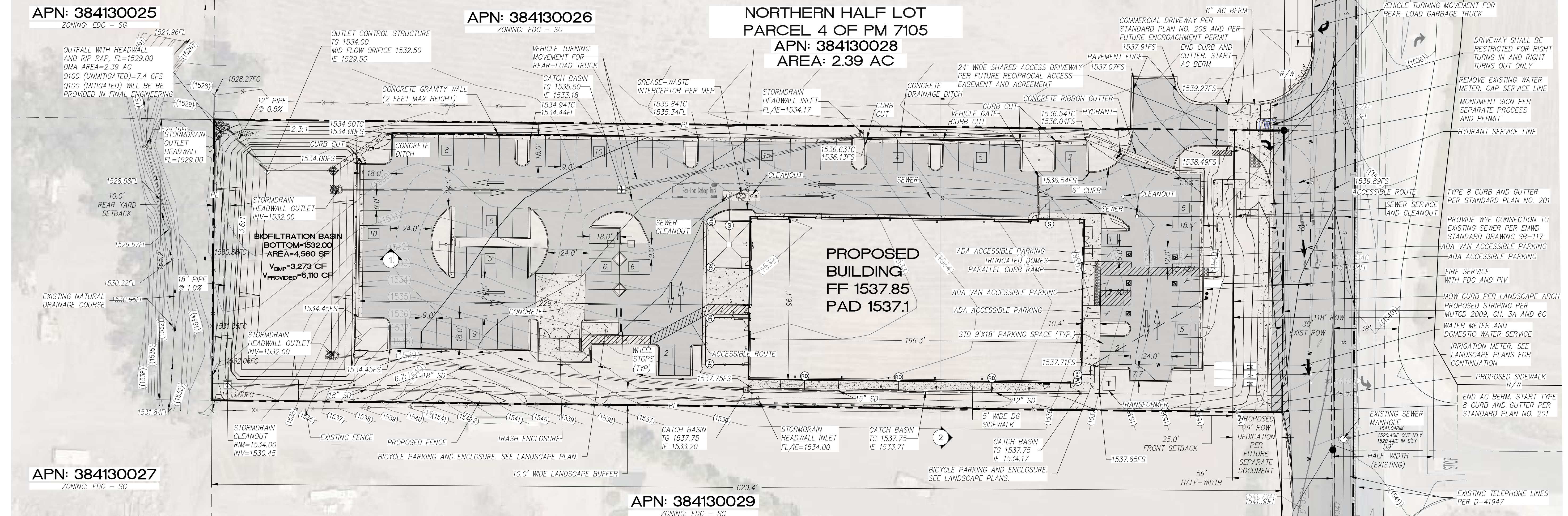
ZEIDERS ROAD IMPROVEMENTS - SECTION A - NORTH VIEW



SECTION 1
1"=4'V, 1"=20'H



SECTION 2
1"=4'V, 1"=20'H



PARKING CALCULATIONS

STANDARD:
1 SPACE PER 150 SQ. FT GROSS FLOOR AREA (NOT INCLUDING FOR SERVICE BAYS) & 4 SPACES PER SERVICE BAY (CMDC TABLE 9.215.040-1)

TOTAL BUILDING AREA = 18,717 SF
6-SERVICE BAYS = 7,392 SF

18,717-7,392=11,325 SF --> 11,325/150 = 75.5 SPACES

76+24 = 100 SPACES REQUIRED
100 PROVIDED (INCLUDES ADA STALLS)

ADA:
5 REQUIRED (CBC 11B-208)

BICYCLE:
1 PER 25 PARKING SPACES REQUIRED (CMDC 9.215.040-5)

5 PROVIDED:
2 VAN ACCESSIBLE
3 STANDARD ADA

PROJECT DESCRIPTION

THE PROPOSED PROJECT IS AN AUTO BODY REPAIR AND PAINT SHOP TO BE CONSTRUCTED ON THE SITE. THE PROJECT WILL CONSIST OF AN 18,717 SQUARE FOOT BUILDING, AND WILL REQUIRE PARKING FOR CUSTOMERS AND EMPLOYEES, SERVICE BAYS FOR THE PAINT AND BODY SHOP WORK, AND VEHICLE STORAGE. MAXIMUM BUILDING HEIGHT = 26 FEET

ZONING

EXISTING: ECONOMIC DEVELOPMENT CORRIDOR - SOUTHERN GATEWAY (EDC-SG)
PROPOSED: ECONOMIC DEVELOPMENT CORRIDOR - SOUTHERN GATEWAY (EDC-SG)

INTENDED USE

AUTO BODY REPAIR AND PAINT SHOP

GENERAL NOTES

- THE PARCEL AREA EXPRESSED HEREON ARE DERIVED FROM THE REQUEST FOR PROPOSAL AND ARE NOT BASED ON BOUNDARY RESEARCH OR VERIFICATION.
- TOPOGRAPHY SHOWN IS PRELIMINARY, OBTAINED FROM GOOGLE EARTH PRO AND ADJUSTED TO NAVD83.
- NO INFILTRATION CONDITION ASSUMED. PER USDA WEB SOIL SURVEY, PROPERTY LIES IN TYPE C & D SOILS. NO SIGNIFICANT INFILTRATION CAPACITY IS EXPECTED, IF ANY.

UTILITY NOTES

DRY UTILITIES (GAS, ELECTRICAL, LIGHTING, TELECOMM) PER OTHERS AND NOT DEPICTED ON THESE PLANS.

STATEMENT OF OPERATIONS

AUTO BODY REPAIR AND PAINT SERVICE
MONDAY THROUGH FRIDAY: 7:30AM - 5:30PM
SATURDAY: POSSIBLE HOURS 8AM - 12PM
20 FULL TIME EMPLOYEES
NUMBER OF CUSTOMERS PER DAY: 13 - 15

EARTHWORK QUANTITY RAW

TOTAL AREA: 2.39 ACRES
ESTIMATED CUT VOLUME=1,800 CY
ESTIMATED FILL VOLUME=9,200 CY
NET VOLUME=7,400 CY IMPORT

LEGEND

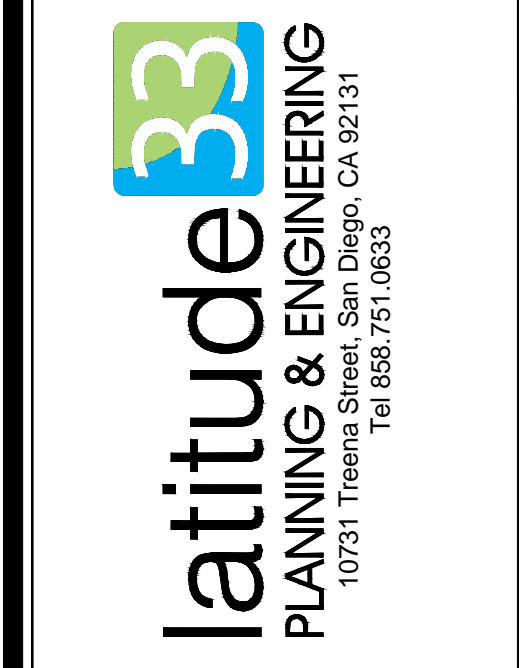
- PROPERTY LINE
- SETBACKS
- RIGHT-OF-WAY
- AC PAVEMENT
- PCC PAVEMENT/SIDEWALK
- DG SURFACING
- EX TELECOM
- EX 12" WATER LINE
- EX 15" SEWER LINE
- 6" FIRE LINE
- 2" WATER LATERAL
- 4" SEWER LATERAL
- STORMDRAIN
- FIRE HYDRANT
- WATER METER
- BACKFLOW PREVENTER

AREAS

TOTAL AREA: 2.39 ACRES
TOTAL PROPOSED BUILDING AREA: 0.43 ACRES
TOTAL PROPOSED PAVED AREA: 0.98 ACRES
TOTAL PROPOSED LANDSCAPE AREA: 0.83 ACRES

UTILITY PURVEYORS

WATER & SEWER: EASTERN MUNICIPAL WATER DISTRICT
TELECOMMUNICATIONS: FRONTIER COMMUNICATIONS
ELECTRICAL & GAS: SOUTHERN CALIFORNIA EDISON
MUNICIPAL SOLID WASTE & RECYCLING: WASTE MANAGEMENT



DATE	REVISION
03/13/2024	1ST CUP SUBMITTAL

CONCEPTUAL SITE, GRADING, DRAINAGE, CIRCULATION, AND UTILITY PLAN
CALIBER COLLISION
ZEIDERS RD,
MENIFEE CA 92584

L33 PROJECT NUMBER (PN): 1937.0
OTHER PN: N/A
DESIGNED BY: AK DATE: 05.06.2024
DRAWN BY: ER/SD DATE: 05.06.2024
CHECKED BY: ER/SD DATE: 05.06.2024

SHEET
2 OF 4