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Technical Memorandum

September 27, 2024

To: Engineering Department, City of Menifee

From: Jacob Swim TE, Michael Baker International

CC: Audrey Nickerson, Michael Baker International

Subject: Fitwell Health – Vehicle Miles Traveled Assessment

Introduction

The purpose of this memorandum is to document the Vehicle Miles Traveled (VMT) assessment for the proposed Fitwell Health (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	Fitwell Health
Project Location	West of Interstate 215, on the east side of Haun Road, approximately 650 feet south of Garbani Road in the City of Menifee.
Site Area	The Project site covers approximately 8.37 acres.
Existing Use	Undeveloped and Vacant
Surrounding Land Use	• *North*: The project site is bordered by undeveloped land. • *East*: The project site is bordered by Interstate 215. • *South*: All Star Super Storage is located to the south. • *West*: Undeveloped land is located west of the project site.
Proposed Project	Phase 1 will involve constructing a 69,618-square-foot building in the southern part of the site, which will include a fitness center, multipurpose center and museum. Phase 2, proposed for future development, would add a 16,616-square-foot office building in the northern part of the site.
Assessor's Parcel Number (APN)	APN 360-350-014
Anticipated Project Opening Year	2026

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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)*. **Table 2** provides the trip generation rates based on the Project's land use. **Table 3** presents the vehicle trip generation summary forecast to be generated by the Project. The Project proposes to construct two buildings on a 8.37 acres of undeveloped land in two phases. Phase 1 includes development of a 69,618-square-foot building which would house a fitness center, multipurpose center and museum in the southern portion of the project site. Phase 2 proposes for future development of a 16,616-square foot office building in the northern portion of the project site.

As shown, the Project is forecast to generate approximately 2,376 daily vehicle trips with 68 AM peak hour trips (46 in / 22 out) and 625 PM peak hour trips (301 in / 324 out).

Table 2 – Trip Generation Rates

Land Use	ITE Code [1]	Daily Trip Rate		AM Peak Hour Rate					PM Peak Hour Rate				
				Total		In	:	Out	Total		In	:	Out
Fitness Center	492	40.53	/KSF	1.32	/KSF	51%		49%	4.05	/KSF	57%		43%
Museum	580	2.76	/KSF	0.28	/KSF	86%		14%	0.28	/KSF	16%		84%
Medical Office	720	36.47	/KSF	2.89	/KSF	79%		21%	3.85	/KSF	16%		84%

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

Table 3 – Trip Generation Summary

Land Use	Intensity	Daily Trips	AM Peak Hour Trips				PM Peak Hour Trips			
			Total	In	:	Out	Total	In	:	Out
Event Center	800 Seats[3]	962	0	0	:	0	481	240	:	241
Fitness Center (1)	23.44 KSF	950	31	16	:	15	95	54	:	41
Museum (1)	3.62 KSF	10	1	1	:	0	1	0	:	1
Medical Office	16.62 KSF	606	48	38	:	10	64	10	:	54
Internal Reductions (2)		-152	-12	-9	:	-3	-16	-3	:	-13
Total	**43.67 KSF**	**2,376**	**68**	**46**	**:**	**22**	**625**	**301**	**:**	**324**

Notes:

KSF = 1,000 SF

(1) Daily trip generation rates not available. Assumes 10% of daily trips occurs during the PM peak hour.

(2) Internal reduction of 25% applied to the office use only.

(3) Total parking to be provided on-site is 481 stalls. Therefore, total daily vehicle trips are based on 2 trips per parking stall (481 x 2 = 962) to account for one inbound and one outbound trip. 50% of the 962 daily trips (i.e. 481) are anticipated to arrive/depart within the PM peak hour. No events are anticipated to occur during the AM peak hour.

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 certain screening threshold criteria based on project 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. Each of the screening criteria and the individual Project assessments are discussed below.

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.*

Project Assessment:

According to the WRCOG online screening tool referenced in the City's Guidelines, the Project is not located in a Transit Priority Area and therefore not screened out based on proximity to transit.

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 reasonably expectation that the project will generate VMT per service population that is similar to the existing land uses in the low VMT area.*

Project Assessment:

A review of the WRCOG online screening tool shows the Project is not located within in a low VMT area and therefore not screened out.

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 or warehousing*
    - *79,000 SF of high-cube transload and short-term storage warehouse*

Project Assessment:

The Project is not one of the project types listed above and is expected to generate more than 110 daily vehicle trips, as shown in **Table 3**. Therefore, the Project cannot be screened out under Criteria 3: Project Type Screening.

VMT Screening Conclusions

Based on the *City Guidelines*, land use projects that meet any of the screening thresholds based on size, location, project type, proximity to transit or trip-making potential can be presumed to result in a less-than-significant transportation impact under CEQA and do not require a detailed quantitative VMT assessment. The Project does not meet the Screening Criteria for TPA, Low VMT Area, and Project Type. Therefore, a VMT assessment for Routine Projects was prepared and results are discussed in the following section.

VMT Assessment for Routine Project

According to the City's VMT Guidelines, WRCOG provides a VMT Calculator as an alternative function to mimic the results of RIVCOM for VMT analysis on routine projects. Route projects are simple in nature and similar to other standard land uses in the City and model which the Project meets this criteria. Michael Baker utilized the Western Riverside Council of Governments VMT Tool to determine if the Project results in a VMT impact in accordance with the City's VMT Guidelines. A project would result in a significant project generated 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.*

A fitness center is not one of the land uses within the VMT calculator to input project data such as square footages. Therefore, a trip generation factor was derived using the event center and fitness center trip rate and industrial trip rate to calculate the equivalent square footage for an industrial land use. For the museum and medical office, a trip generation factor was derived using a general office trip rate. **Table 4** presents the trip generation factors and equivalent square footages for each of the Project land uses. As shown, the event center and fitness center square footage is equivalent to 383,500 square feet of industrial. The museum and medical office square footage is equivalent to 56.84 square feet of general office.

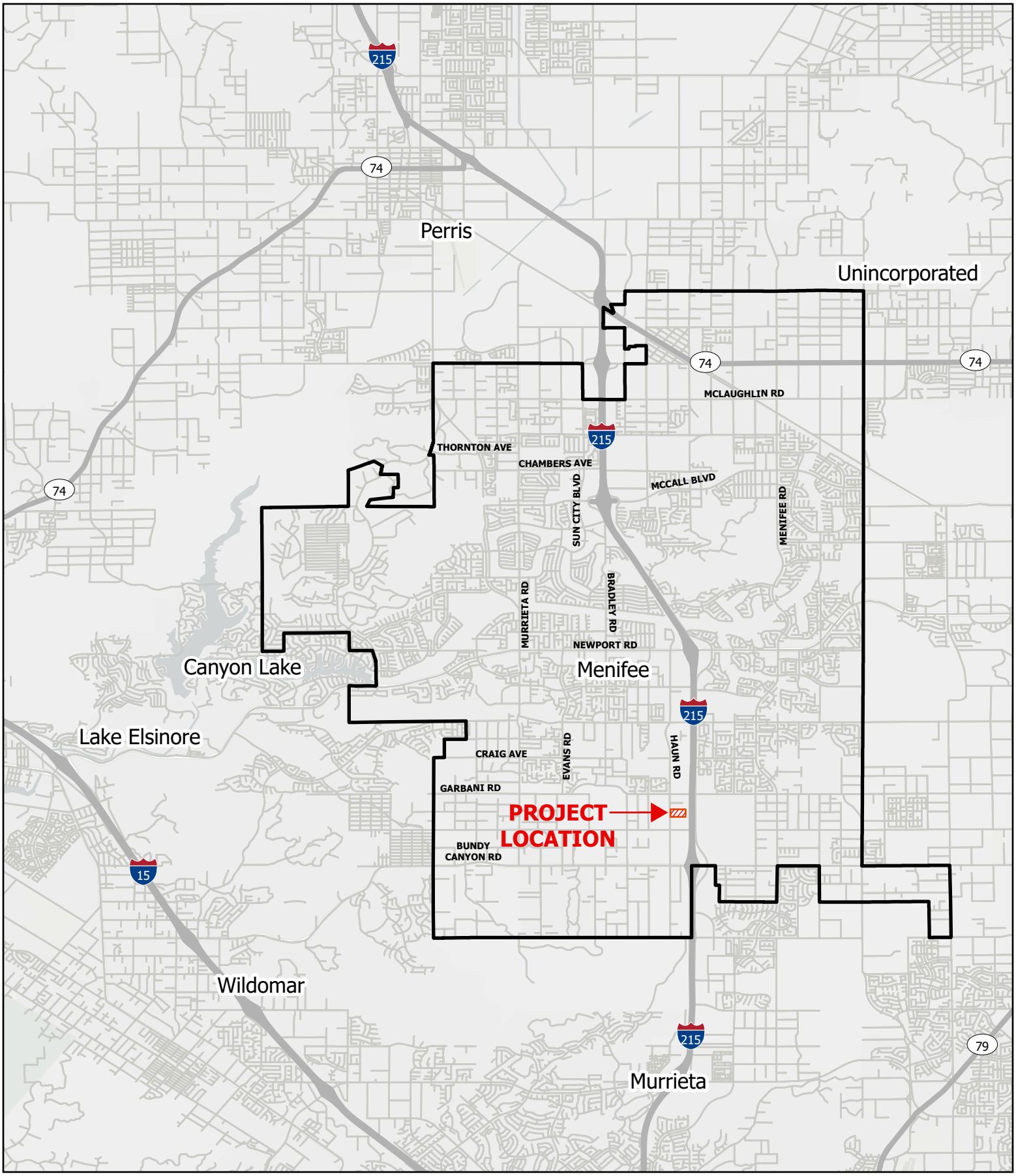
Table 4 – Equivalent Land Use Calculation

Land Use	Project Trip Rates (per KSF)	Industrial Trip Rate	Factor (Project / Industrial)	General Office Trip Rate (per KSF)	Factor (Project / General Office)	Project Site Square Footage	Equivalent KSF of Industrial or General Office
Event Center	42.49	4.87	8.72	N/A	N/A	22,640 SF	197,421 SF (Industrial)
Fitness Center	40.53	4.87	8.32	N/A	N/A	23,440 SF	195,021 SF (Industrial)
Museum	2.76	N/A	N/A	10.84	0.25	3,620 SF	905 SF (General Office)
Medical Office	36.47	N/A	N/A	10.84	3.36	16,620 SF	55,843 SF (General Office)

As shown in **Attachment B**, the VMT Tool shows the Project VMT per service population is 24.5 which is below the General Plan Buildout VMT per service population of 36.3. Therefore, the Project is considered to have a less-than-significant VMT impact on the environment and no mitigation is required.

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Attachment A
Exhibits



Garbani and Evans TTM 38766 Project
Environmental Checklist

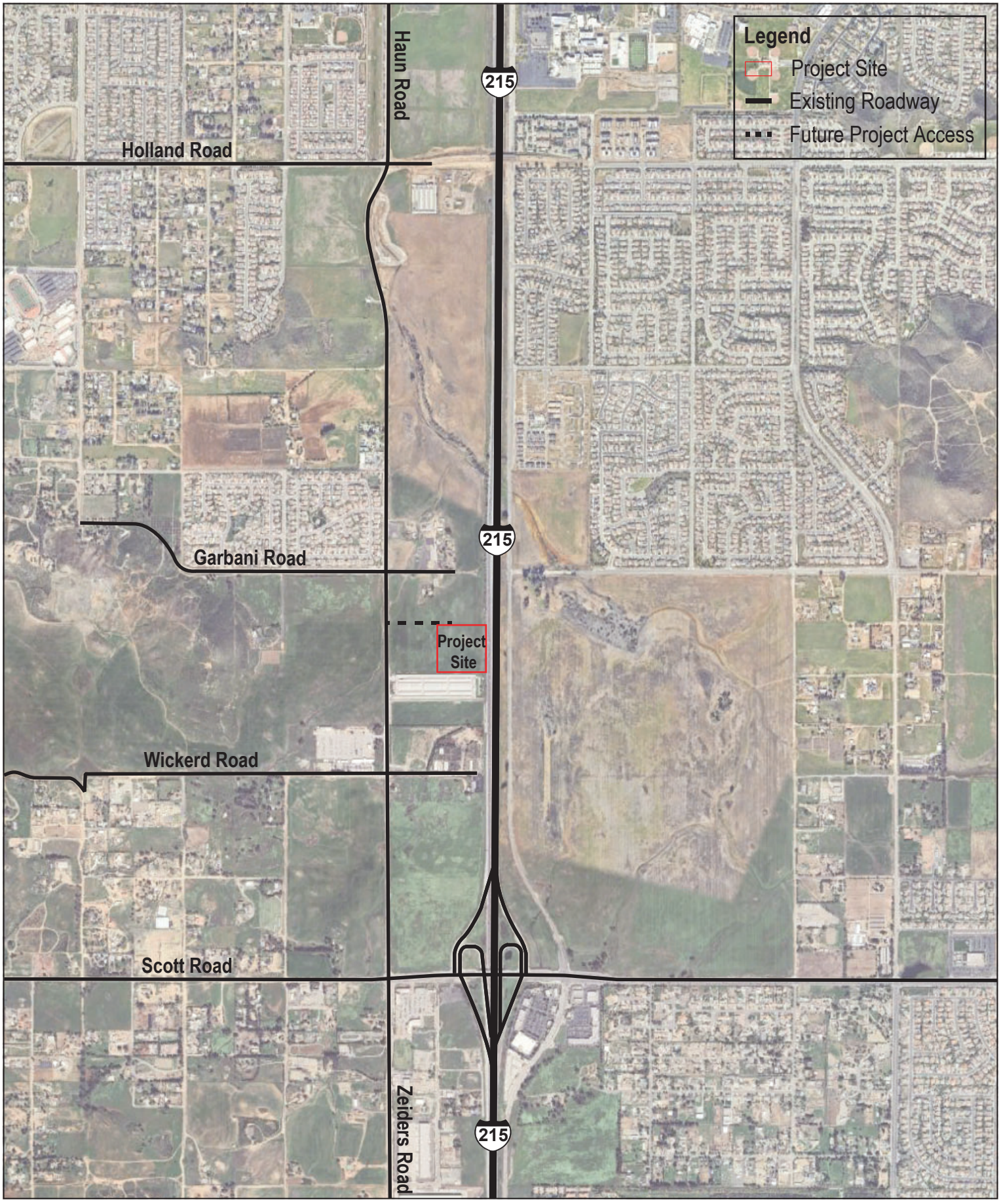
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Regional Location Map

Exhibit 1



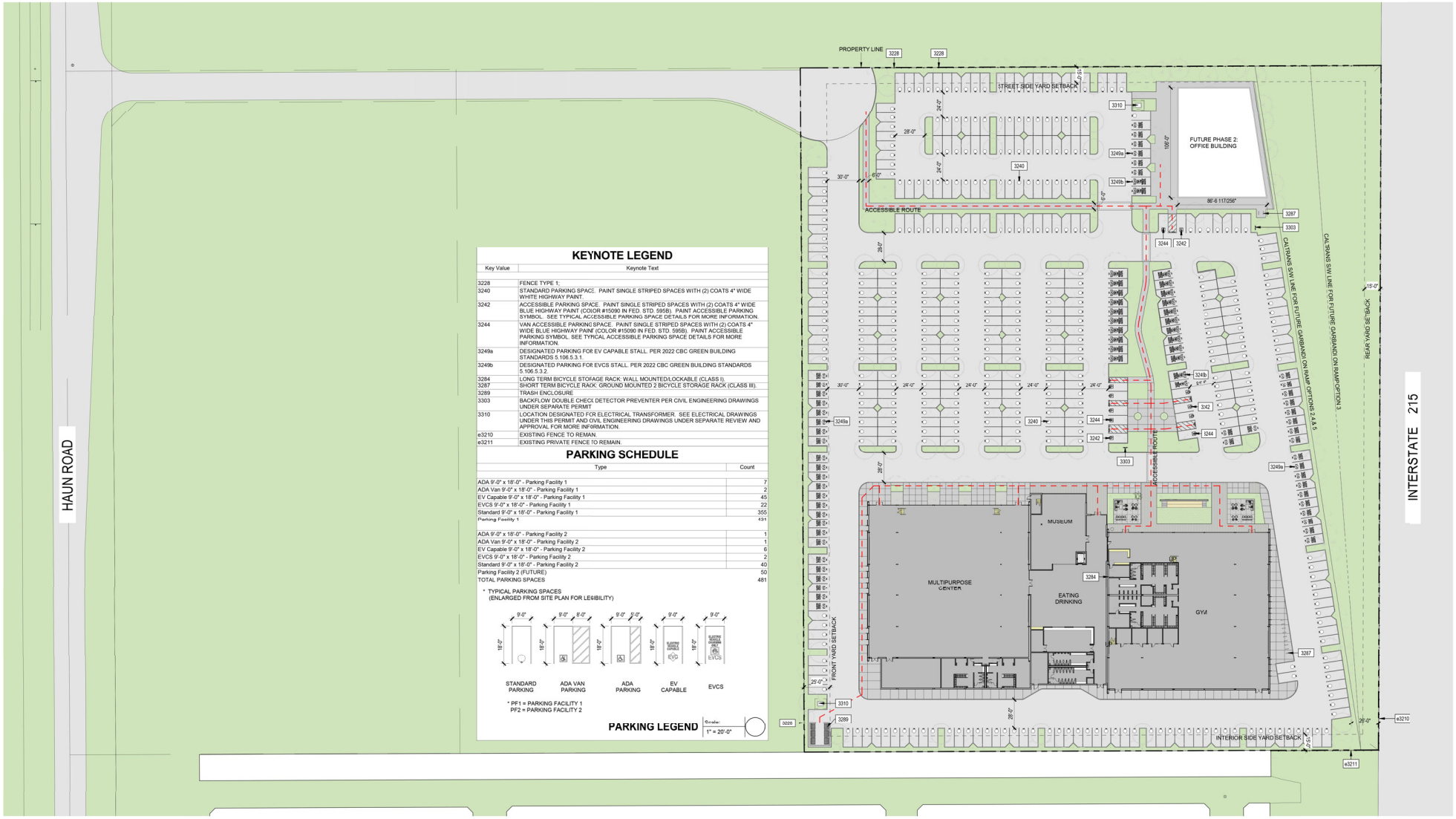
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Project Location Map

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Exhibit 2



KEYNOTE LEGEND

Key Value	Keynote Text
3228	FENCE TYPE 1.
3240	STANDARD PARKING SPACE. PAINT SINGLE STRIPED SPACES WITH (2) COATS 4" WIDE WHITE HIGHWAY PAINT.
3242	ACCESSIBLE PARKING SPACE. PAINT SINGLE STRIPED SPACES WITH (2) COATS 4" WIDE BLUE HIGHWAY PAINT (COLOR #15090 IN FED. STD. 595B). PAINT ACCESSIBLE PARKING SYMBOL. SEE TYPICAL ACCESSIBLE PARKING SPACE DETAILS FOR MORE INFORMATION.
3244	VAN ACCESSIBLE PARKING SPACE. PAINT SINGLE STRIPED SPACES WITH (2) COATS 4" WIDE BLUE HIGHWAY PAINT (COLOR #15090 IN FED. STD. 595B). PAINT ACCESSIBLE PARKING SYMBOL. SEE TYPICAL ACCESSIBLE PARKING SPACE DETAILS FOR MORE INFORMATION.
3249a	DESIGNATED PARKING FOR EV CAPABLE STALL. PER 2022 CBC GREEN BUILDING STANDARDS 5.106.5.3.1.
3249b	DESIGNATED PARKING FOR EVCS STALL. PER 2022 CBC GREEN BUILDING STANDARDS 5.106.5.3.2.
3284	LONG TERM BICYCLE STOFAGE RACK; WALL MOUNTED/LOCKABLE (CLASS I).
3287	SHORT TERM BICYCLE RACK; GROUND MOUNTED 2 BICYCLE STORAGE RACK (CLASS III).
3289	TRASH ENCLOSURE
3303	BACKFLOW DOUBLE CHECK DETECTOR PREVENTER PER CIVIL ENGINEERING DRAWINGS UNDER SEPARATE PERMIT
3310	LOCATION DESIGNATED FCR ELECTRICAL TRANSFORMER. SEE ELECTRICAL DRAWINGS UNDER THIS PERMIT AND CIVIL ENGINEERING DRAWINGS UNDER SEPARATE REVIEW AND APPROVAL FOR MORE INFORMATION.
e3210	EXISTING FENCE TO REMAN.
e3211	EXISTING PRIVATE FENCE TO REMAIN.

PARKING SCHEDULE

Type	Count
ADA 9'-0" x 18'-0" - Parking Facility 1	7
ADA Van 9'-0" x 18'-0" - Parking Facility 1	2
EV Capable 9'-0" x 18'-0" - Parking Facility 1	45
EVCS 9'-0" x 18'-0" - Parking Facility 1	22
Standard 9'-0" x 18'-0" - Parking Facility 1	355
Parking Facility 1	431
ADA 9'-0" x 18'-0" - Parking Facility 2	1
ADA Van 9'-0" x 18'-0" - Parking Facility 2	1
EV Capable 9'-0" x 18'-0" - Parking Facility 2	6
EVCS 9'-0" x 18'-0" - Parking Facility 2	2
Standard 9'-0" x 18'-0" - Parking Facility 2	40
Parking Facility 2 (FUTURE)	50
TOTAL PARKING SPACES	481

* TYPICAL PARKING SPACES
(ENLARGED FROM SITE PLAN FOR LESIBILITY)

* PF1 = PARKING FACILITY 1
PF2 = PARKING FACILITY 2

PARKING LEGEND Scale: 1" = 20'-0"

OVERALL SITE PLAN - Sheet View Scale: 1" = 40'-0" (1)

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Not to Scale

Project Site Plan

August 2024
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Exhibit 3

Attachment B
Western Riverside Council of Governments VMT Tool

Western Riverside Council of Governments VMT Tool

Project Information

Project Name

Fitwell Health Project

Parcel Number (RIVCOM TAZ#1058)	Analysis Year
360350014	2024

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?	No
Is the Project one of these land use types? (show land use types)	No
Does the project generate fewer than 110 daily trips? (enter project land use in the section below)	No

The Project does not meet screening criteria. Please Continue

Project Land Use Information

		Unit
Residential : Single Family Homes	0	Dwelling Units
Residential : MultiFamily Homes	0	Dwelling Units
Office	56.84	1,000 Square Feet
Retail	0	1,000 Square Feet
Industrial	383.5	1,000 Square Feet
Manufacturing	0	1,000 Square Feet
Warehousing	0	1,000 Square Feet
Hotel	0	Rooms
University	0	Students
Private School	0	Students

Project Trips, VMT, and TAZ SED Information

Project Summary

Select VMT Methodolo: Origin Destination (OD)

Analysis Year Daily Trips: 1372 Average Trip Length: 10.4
Service Population: 582
Project VMT per Service Population: 24.5

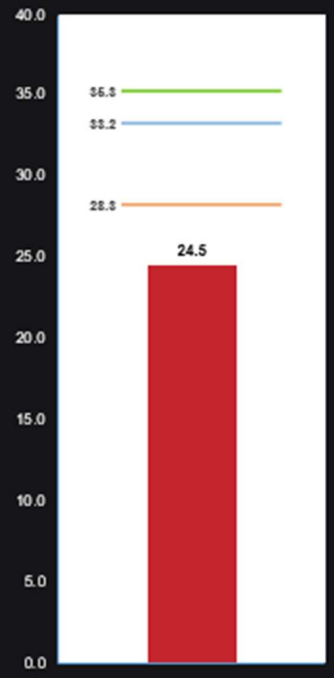
Project Location TAZ Socioecono: 2045 RIVCOM Model

Land Use		Value	Unit
SFDU	- Single-Family Detached Housing	69	DU
MFDU	- Multi-Family Attached Housing	11	DU
K12	- Kindergarten - 12th Grade Enrollment	0	STU
COLLEGE	- College Enrollment	0	STU
AG	- Agricultural & Mining Employment	1	EMP
CONST	- Construction Employment	43	EMP
MANU	- Manufacturing Employment	0	EMP
WHOLE	- Wholesale Employment	0	EMP
RET	- Retail Employment	104	EMP
TRANS	- Transportation, Warehousing, and Utility Employm	6	EMP
INFOR	- Information Services Employment	39	EMP
FIRE	- Financial Activities Employment	9	EMP
PROF	- Professional and Business Services Employment	250	EMP
EDUC	- Educational and Health Services Employment	434	EMP
ARTENT	- Arts/Entertainment Employment	72	EMP
OTHSER	- Other Services Employment	80	EMP
PUBADM	- Public Administration Employment	0	EMP

Project VMT Thresholds Comparison

Select the VMT Thresholds for comparison to project VM

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



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