memorandum

DATE: May 9, 2025

TO: **Christopher Heron, City of Menifee**
Ryan Luckert, Environmental Planner, Rincon Consultants, Inc.

FROM: **Deepali Chausalkar**
Sandipan Bhattacharjee

SUBJECT: Trumble Road and Watson Road Warehouse – VMT Screening

Translutions, Inc. (Translutions) is pleased to provide this memorandum discussing the vehicle miles traveled (VMT) screening for the proposed project in the City of Menifee in the Riverside County. The proposed project site is located at the southeast corner of the intersection of Trumble Road and Watson Road in the City of Menifee. The proposed project includes construction of a 328,205 square foot warehouse. Figure 1 shows the site plan for the project.

NEED FOR VMT ANALYSIS

The City of Menifee has adopted CEQA thresholds under Vehicle Miles Traveled (VMT) pursuant to Senate Bill – 743 (SB-743). Based on the City of Menifee's *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (Updated January, 2022)*, the following three screening criteria are applied to effectively screen projects from project-level assessment:

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:

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

   Based on the evaluation conducted using the WRCOG VMT tool, the proposed project is not located within a TPA. Therefore, TPA screening criterion does not apply for the proposed project.

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 the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.

   For this screening in the City of Menifee, the RIVCOM travel forecasting model is used to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs). Total daily VMT per service population (population plus employment) is the metric used by the City. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

   To identify if the project falls withing the low VMT – generating areas, the WRCOG screening tool was used. Based on the guidelines, a project would result in a significant project-generated VMT impact if the following condition is satisfied:

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

   As mentioned in the City's Guidelines, the County VMT/service population threshold is 33.6 which is based on Origin Destination OD/VMT per service population methodology for County General Plan Buildout and RIVCOM.

   Based on the evaluation done using WRCOG VMT Tool, the proposed project is located within TAZ 1098 and the baseline (2018) project generated VMT per service population (32.96) does not exceed the threshold Jurisdiction VMT

per service population (33.6). Figure 2 illustrates the location of the project with respect to the Low VMT area. Therefore, the project screens out of a VMT analysis and impacts are considered less than significant.

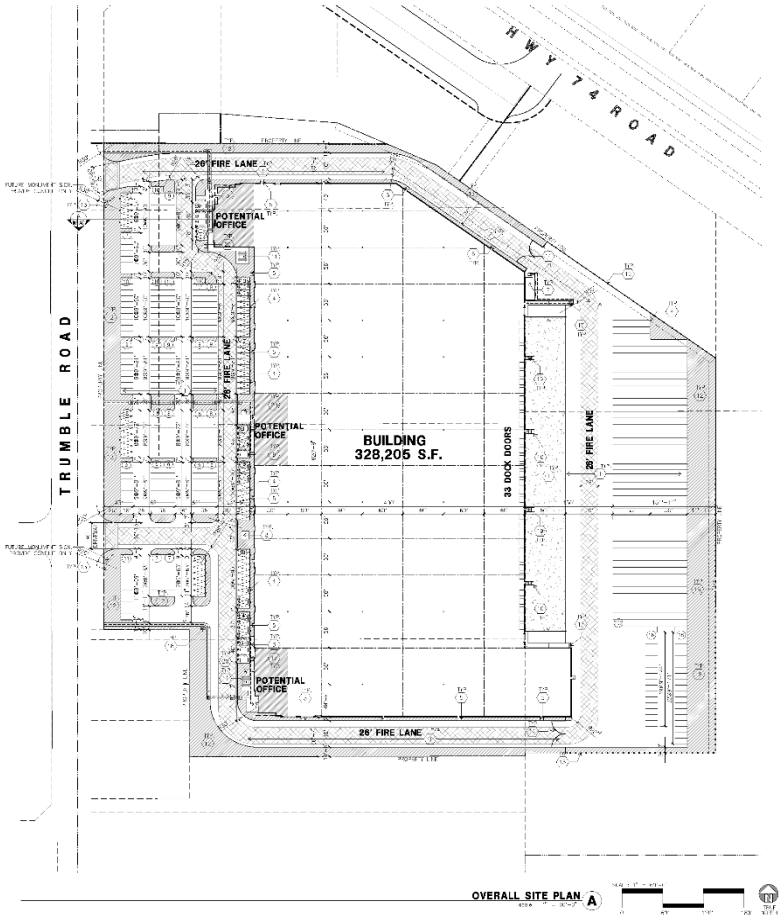
3. **Project Type Screening.** Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing 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 of the contrary as their uses are local serving in nature:

    - Local-serving K-12 schools
    - Local parks
    - Day care centers
    - Local-serving gas stations, banks, restaurants, shopping center
    - Local-serving hotels (e.g. non-destination hotels)
    - Student housing projects on or adjacent to college campuses
    - 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 townhouse housing units
        - 10,000 sq.ft of office
        - 15,000 sq.ft of light industrial
        - 63,000 sq.ft. of warehousing
        - 79,000 sq.ft. of high cube transload and short-term storage warehouse

    The proposed project includes construction of a 328,205 square foot warehouse which is more than the screening criterion of 63,000 square feet of warehousing space. Therefore, the proposed project does not screen out of a VMT analysis based on this criterion.

CONCLUSION

Based on the above analysis, the project screens out of a VMT analysis as it is located in a low VMT area, and the VMT impacts under CEQA are considered to be less than significant.



PROJECT INFORMATION

VICINITY MAP

TABULATION

Area	
In s.f.	748,812 s.f.
In acres	17.190 ac
BUILDING AREA	
Office	15,000 s.f.
Warehouse	313,205 s.f.
TOTAL	328,205 s.f.
COVERAGE	43.8%
AUTO PARKING REQUIRED	
Office: 1/300 s.f.	50 stalls
Whse: 1/1500 s.f. (first 100k s.f.)	100 stalls
Whse: 1/1500 s.f. (100k-500k s.f.)	143 stalls
TOTAL	293 stalls
AUTO PARKING PROVIDED	
Standard (9' x 18')	257 stalls
Accessible (9' x 18')	6 stalls
Van Accessible (12' x 18')	2 stalls
EVCS (9' x 18')	13 stalls
EVCS ADA (9' x 18')	1 stalls
EVCS Van ADA (12' x 18')	1 stalls
EVCS Future Acmulatory (10' x 18')	2 stalls
EV Capable (9' x 18')	51 stalls
Total	333 stalls
TRAILER PARKING PROVIDED	
Trailer (10' x 55')	92 stalls
ZONING ORDINANCE FOR CITY	
Zoning Designation - Economic Development Corridor - Northern Gateway (EDC-NG)	
MAXIMUM BUILDING HEIGHT ALLOWED	
Height - 100'	
MAXIMUM FLOOR AREA RATIO	
FAR - 1.0	
ACTUAL FLOOR AREA RATIO	
FAR - 0.44	
LANDSCAPE REQUIREMENT	
Percentage - 10%	
LANDSCAPE PROVIDED	
Percentage - 11.4%	
SETBACKS	
Front - 25'	
Street side - 15'	
Rear - 10'	
STATEMENT OF OPERATION	
Speculative Development - Occupancy / Operations TBD (Potential Uses: General warehouse, distribution centers and storage; Manufacturing, Light or Medium-Intensity.)	

SITE PLAN KEYNOTES

SITE PLAN GENERAL NOTES

SITE LEGEND

OFFICIAL USE ONLY

Figure 1

Trumble Road and Watson Road Warehouse
Project Site Plan

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the transportation solutions company...

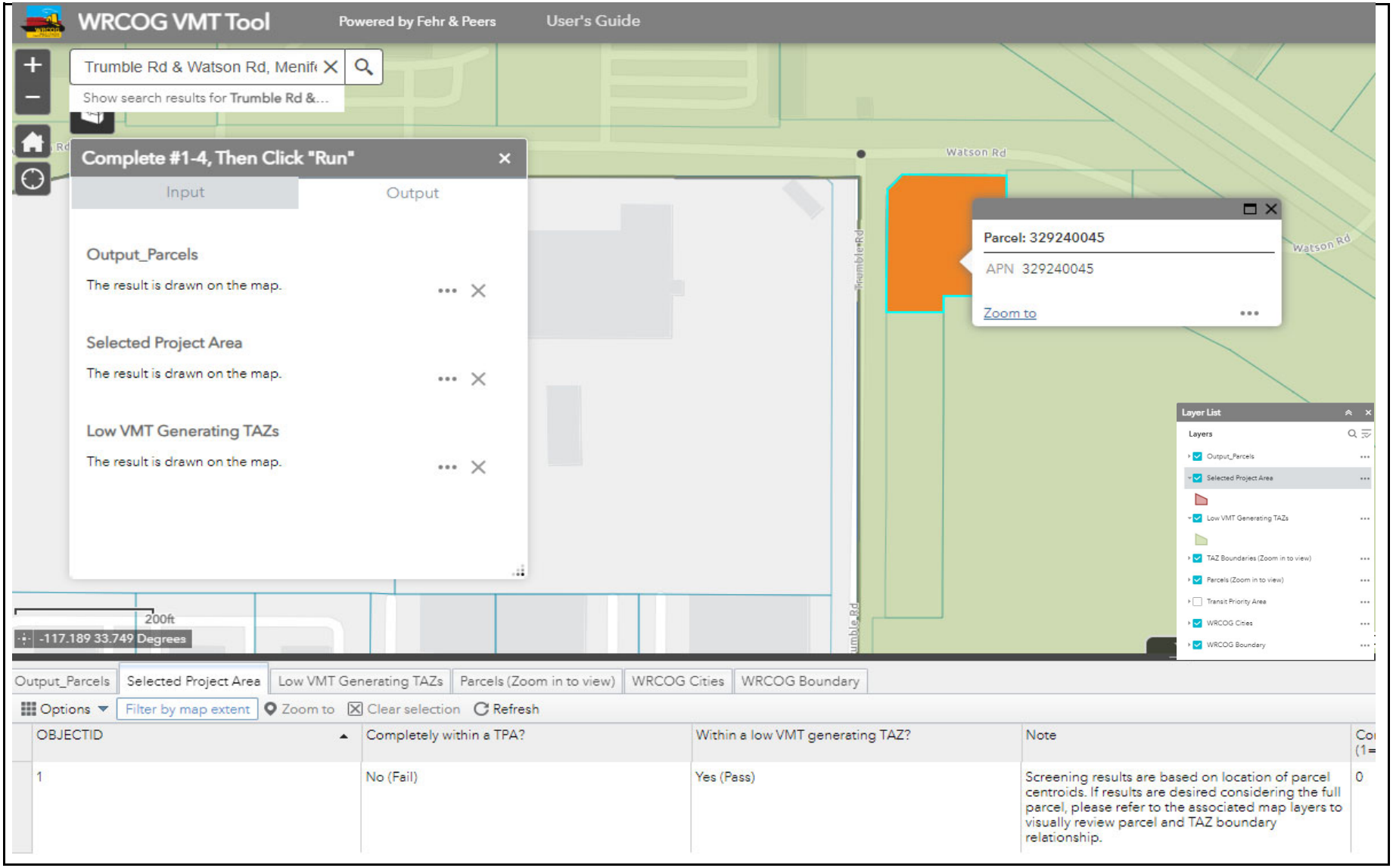

Figure 2

Trumble Road and Watson Road Warehouse
Low VMT Area Screening