

Appendix J

VMT Assessment



TECHNICAL MEMORANDUM

To:	Mr. Curtis Zacuto EcoTierra Consulting, Inc.	Date:	February 27, 2026
From:	Keil D. Maberry, P.E., Principal Linscott, Law and Greenspan, Engineers 	LLG Ref:	2.25.4968.1
Subject:	<i>Vehicle Miles Traveled (VMT) Assessment for the Proposed Meniffee Boardwalk Project, Meniffee</i>		

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As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Vehicle Miles Traveled (VMT) Assessment Technical Memorandum for the proposed Meniffee Boardwalk Project (herein after referred to as Project) located on the southwest quadrant of the intersection of Meniffee Road at Newport Road in the City of Meniffee, California. This Technical Memorandum presents the VMT screening criteria and applies the criteria, accordingly. It should be noted that the approach and methodology outlined in this Technical Memorandum is based on the *City of Meniffee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled*, dated January 2022.

On December 28, 2018, the California Natural Resources Agency adopted revised CEQA Guidelines. Among the changes to the guidelines was the removal of vehicle delay and LOS from consideration for transportation impacts under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled. Lead agencies are allowed to continue using their current impact criteria, or to opt into the revised transportation guidelines. However, the new guidelines must be used starting July 1, 2020, as required in CEQA section 15064.3. The City of Meniffee has adopted thresholds as contained in the *City of Meniffee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled*, January 2022.

In late 2019, State courts stated that under section 21099, subdivision (b)(2), existing law is that "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment" under CEQA, except for roadway capacity projects.

As a result of SB 743, the new metric in the CEQA guidelines for transportation impacts is VMT per capita. The legislative intent of SB 743 is to balance the needs of congestion management with statewide goals for infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

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PROJECT DESCRIPTION

The Project site is currently vacant and will be developed with 28,650 square feet (SF) of retail within four (4) buildings, of which Building 3 is proposed as a drive-through coffee use, and 10,000 SF Day Care Center. Site access will be provided via one (1) right-turn in/right-turn out only unsignalized driveway located along Newport Road and via one (1) existing shared right-turn in/right-turn out only unsignalized driveway located along Menifee Road. **Figure 1**, attached, presents a Vicinity Map that illustrates the general location of the Project site and surrounding street system while **Figure 2** presents an existing site aerial. **Figure 3** presents the proposed site plan for the Project, prepared by Bickel Group Architecture.

It should be noted that the Project site consists of APN No. 364-030-009 and is located within Riverside County Traffic Analysis Model (RivCOM) Traffic Analysis Zone (TAZ) 1123.

PROJECT SCREENING CRITERIA

Per the *City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled*, there are three types of screening to screen projects from project-level VMT assessments. The three screening steps are described below. The results of each screening step applied to the proposed Project is also discussed. It should be noted that the project only needs to satisfy one of the three screening steps.

Step 1: Transit Priority Area (TPA) Screening

Projects located within a transit priority area (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 (FAR) of less than 0.75;
2. Includes 5% or 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; or
4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

➤ *Based on the WRCOG screening tool, the project site is not located within a Transit Priority Area (TPA). Therefore, Project Screening Step 1: Transit Priority Area (TPA) Screening is not satisfied.*

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 reasonable expectation that the project will generate VMT per service population that is similar to the existing land uses in the low VMT area. To identify if the project is in a low-VMT-generating area, the analyst may review the WRCOG screening tool and apply the appropriate threshold.

➤ *Based on the WRCOG screening tool, the project site is located within Traffic Analysis Zone (TAZ) #1123. Per the WRCOG screening tool, the Project TAZ VMT/service population is 31.2 VMT per service population and the jurisdiction average VMT/service population is 33.5 VMT per service population. Comparison of the two VMT values indicates that the Project TAZ VMT is lower than the jurisdiction VMT average and City Threshold. Therefore, Project Screening Step 2: Low VMT Area Screening is satisfied.*

Appendix A contains the WRCOG VMT Screening Tool Data.

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, day care centers are also considered a local service use.

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 gas stations
- Local-serving banks
- 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 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
- *As stated above, the proposed Project will consist of 28,650 square feet (SF) of retail within four (4) buildings and 10,000 SF Day Care Center. Therefore, based on the Step 3: Project Type Screening criteria, which identifies retail projects less than 50,000 SF and Day Care Centers, this project could be screened from a VMT analysis, and could be presumed to have a less than significant impact on VMT per the City’s guidelines.*

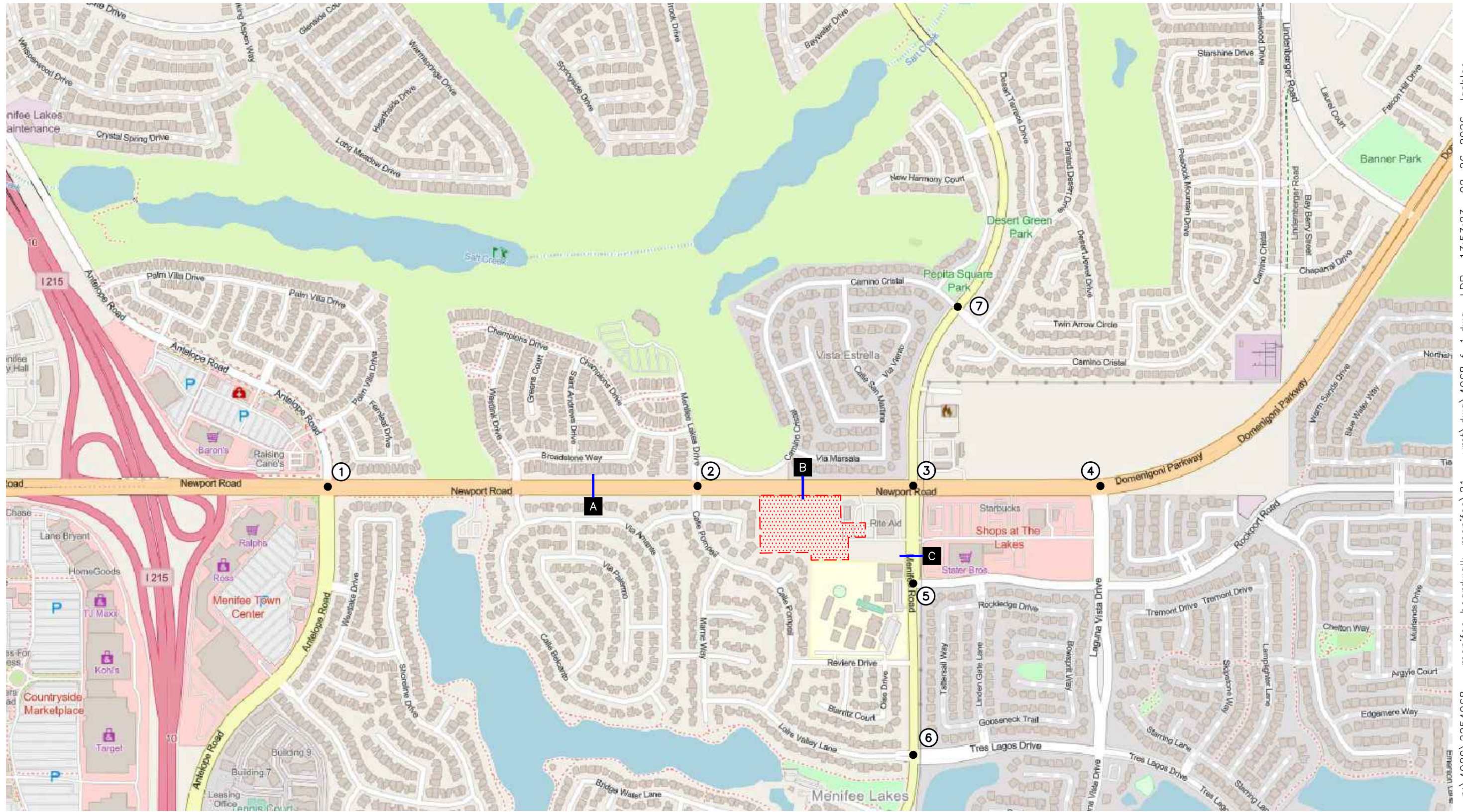
CONCLUSION

Consistent with the *City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (January 2022)*, the proposed Menifee Boardwalk Project will result in a less-than-significant transportation impact based on the City of Menifee VMT Step 2: Low VMT Area (*WRCOG Screening Tool*) and Step 3: Project Type Screening criteria (*Local-serving Retail and Day Care Centers*).

We appreciate the opportunity to provide this Technical Memorandum. Should you have any questions regarding the memorandum, please contact us at (949) 825-6175.

Attachments





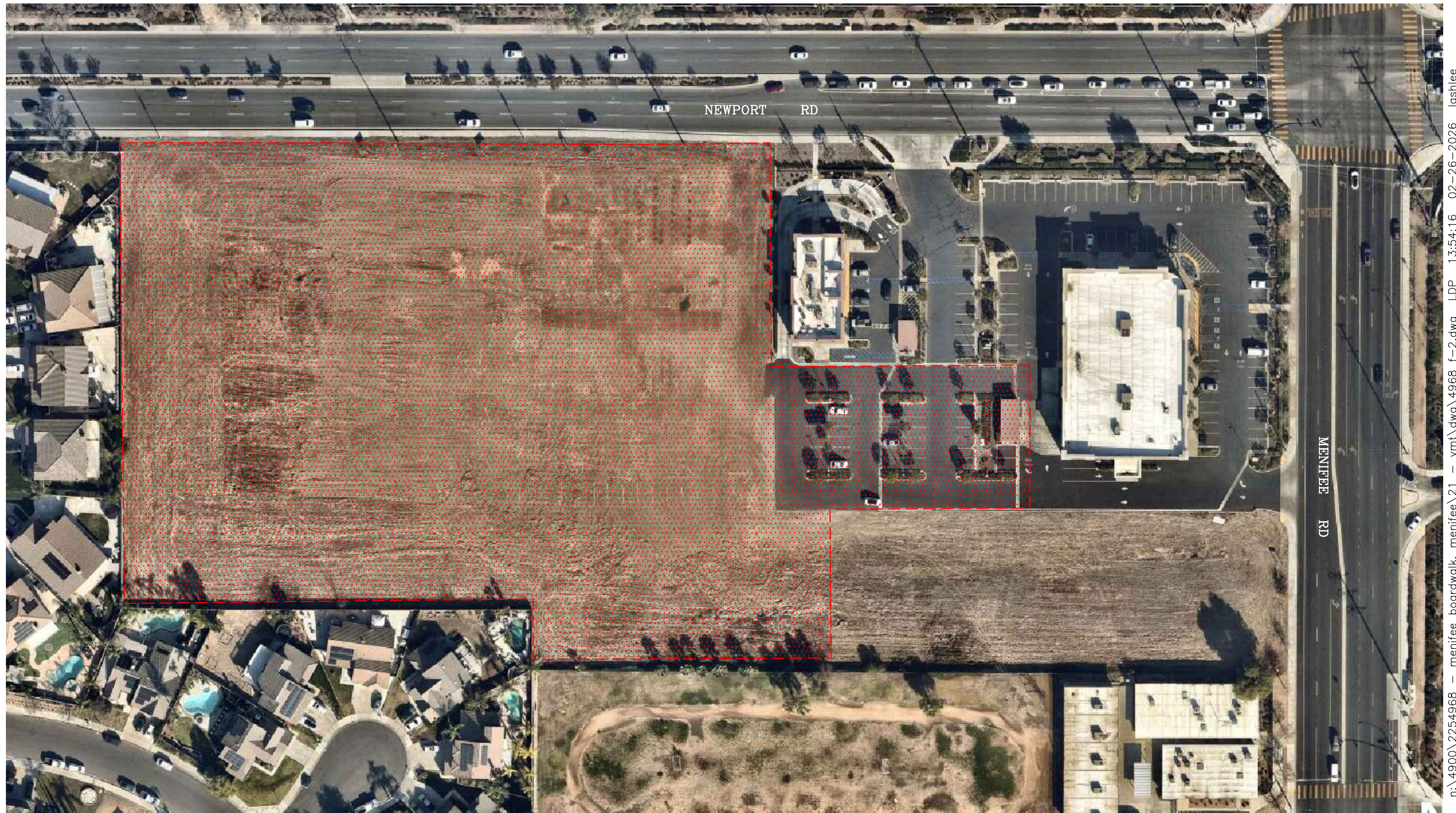
SOURCE: OPEN STREETS

KEY

- # = STUDY INTERSECTION
- # = STUDY ROADWAY SEGMENT
- = PROJECT SITE

FIGURE 1

VICINITY MAP
MENIFEE BOARDWALK, MENIFEE



n:\4900\2254968 - menifee boardwalk, menifee\21 - vmt\dwg\4968 f-2.dwg LDP 13:54:16 02-26-2026 lshlee

SOURCE: NEAR MAPS

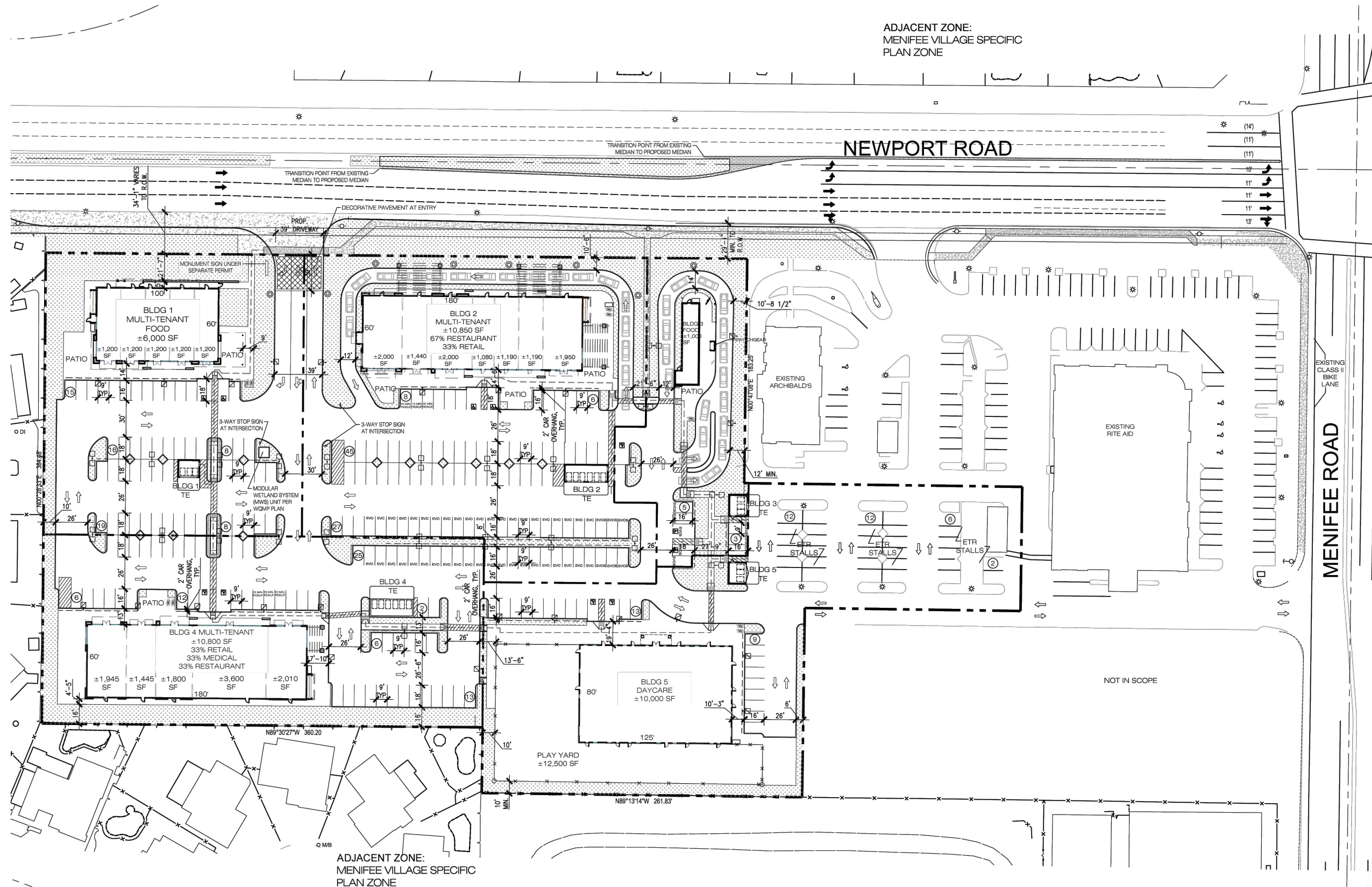
KEY

 = PROJECT SITE



FIGURE 2

EXISTING SITE AERIAL
MENIFEE BOARDWALK, MENIFEE



SOURCE: BICKLE GROUP ARCHITECTURE



FIGURE 3

PROPOSED SITE PLAN
MENIFEE BOARDWALK, MENIFEE

APPENDIX A

WRCOG VMT SCREENING TOOL DATA



Find address or place

Complete #1-4, Then Click "Run"

Input	Output																				
#1. Zoom in on the map to your project location so parcels appear on map. Next, select 'Parcels' from the drop-down. Then click the black square next to the drop-down so you can select the parcel(s) for your project by drawing a simple rectangle over the parcel(s) you need.** Parcels (Zoom in to view) #2. Select the VMT Metric. Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.** OD VMT Per Service Population #3. Select the Baseline Year. The year available for analysis are from 2018 to 2045.** 2018 #4. Select the Threshold (% reduction from baseline year). Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.** Below City Baseline (0%)	(1 of 5) <table><tbody><tr><td>OBJECTID</td><td>1</td></tr><tr><td>Assessor Parcel Number (APN)</td><td>364030009</td></tr><tr><td>Traffic Analysis Zone (TAZ)</td><td>1123</td></tr><tr><td>Community Region</td><td>MENIFEE</td></tr><tr><td>Inside a Transit Priority Area (TPA)</td><td>No</td></tr><tr><td>TAZ VMT</td><td>31.2</td></tr><tr><td>Jurisdiction VMT</td><td>33.5</td></tr><tr><td>% Difference</td><td>-6.96%</td></tr><tr><td>VMT Metric</td><td>OD VMT Per Service Population</td></tr><tr><td>Threshold</td><td>33.5</td></tr></tbody></table> Zoom to	OBJECTID	1	Assessor Parcel Number (APN)	364030009	Traffic Analysis Zone (TAZ)	1123	Community Region	MENIFEE	Inside a Transit Priority Area (TPA)	No	TAZ VMT	31.2	Jurisdiction VMT	33.5	% Difference	-6.96%	VMT Metric	OD VMT Per Service Population	Threshold	33.5
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600ft

-117.139 33.689 Degrees



Complete #1-4, Then Click "Run"

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(5 of 5)

OBJECTID	1
Completely within a TPA?	No (Fail)
Within a low VMT generating TAZ?	Yes (Pass)
Note	Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship.
Community Regions have different thresholds (1=Yes, 0=No)	0

[Zoom to](#)

600ft
 -117.155 33.688 Degrees