

August 26, 2020

c/o Mr. Shawn Peukert
Pimlico Ranch, LLC
12203 Magnolia Avenue
Riverside, CA 92503

SUBJECT: PIMLICO RANCH (REVISED TTM No. 37621) VEHICLE MILES TRAVELLED (VMT) ANALYSIS

Dear Mr. Shawn Peukert:

The following Vehicle Miles Travelled (VMT) Analysis has been prepared for the proposed Pimlico Ranch (Revised TTM No. 37621) Development (**Project**), which is located at Hayes Avenue and Kalmia Street in the City of Murrieta.

PROJECT OVERVIEW

The Project as addressed in this analysis consists of up to 35 single family detached residential dwelling units on 47.44 acres. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. (1) The proposed Project is anticipated to generate a total of 330 vehicle trip-ends per day (see Attachment A).

BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which requires all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate takes effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (**Technical Advisory**). (2) Based on OPR's Technical Advisory, the Western Riverside Council of Governments (WRCOG) prepared a WRCOG SB 743 Implementation Pathway Document Package (March 2019) to assist its member agencies with implementation tools necessary to adopt analysis methodology, impact thresholds and mitigation approaches for VMT. To add to the previous work effort, WRCOG in February 2020 released its Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (**WRCOG Guidelines**), which provides each of its member agencies with specific procedures for complying with the new CEQA requirements for VMT analysis. (3) The City of Murrieta recently adopted Traffic Impact Analysis Preparation Guidelines (**City Guidelines**). (4)

PROJECT SCREENING

The City Guidelines provides details on “Project Type Screening” that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a project level assessment. Projects that meet project type screening are as listed:

- Local serving retail projects less than 50,000 square feet
- Projects generating less than 110 daily vehicle trips regardless of whether consistent with the General Plan or not. This generally corresponds to the following “typical” development potentials:
 - A residential parcel map
 - 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 warehouse
 - Local-serving retail that primarily serves the City and/or adjacent cities
 - Office and other employment-related land uses reducing commutes outside the local area
 - Local-serving day care centers, pre-K and K-12 schools
 - Local parks and civic uses
 - Local-serving gas stations, banks and hotels (e.g. non-destination hotels)
 - Local serving community colleges that are consistent with SCAG RTP/SCS assumptions
 - Student housing projects

It should be noted that the recorded Final Map 29981-1 and the approved TTM 37621 both consist of 25 residential lots. As identified previously, the Project consists of 35 residential lots, which is a net increase of 10 single family housing units. The Project is to generate fewer than the 11 single family housing units threshold, which is also forecasted to generate fewer than 110 daily vehicle trips. Therefore, the Project would be eligible to screen out based on project type screening.

LIMITED VMT ANALYSIS

As stated in the City Guidelines, the limited VMT analysis was performed to compare the VMT expected to be generated by the project and the VMT expected to be generated by the land use assumed in the General Plan. The results of this test will result in one of the following outcomes:

- VMT is less than the land use assumed in the General Plan – Less than Significant VMT impact and no need for further analysis in a TIA for VMT
- VMT is more than the land use assumed in the General Plan - Likely Significant VMT impact and need for full analysis in a TIA for VMT

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The Project site is currently designated as Large Lot Residential land use based on the City of Murrieta's General Plan 2035 Land Use Policy Map. The Large Lot Residential land use density standard is between 0.1 and 1.0 dwelling units per acre. (5) The proposed zoning for the site is Estate Residential 1 (ER-1), which allows between 0.5 and 1.0 dwelling units per acre. The Project consists of 35 dwelling units on approximately 47.44 acres, which equates to 0.74 dwelling units per acre. The Project land use and density range is generally consistent with the land use assumed in the City's General Plan and would therefore not be expected to generate VMT in excess of the land use assumed in the General Plan. As such, a full VMT analysis is not required.

CONCLUSION

In summary, the Project does meet project type screening criteria and the Project's land use and development intensity is the same or less than the land use assumed in the City's General Plan. As such, the Project's VMT impact is less than significant; no additional VMT analysis is required.

If you have any questions, please contact me directly at (949) 480-7788.

Respectfully submitted,

URBAN CROSSROADS, INC.



Aric Evatt
President



Robert Vu, PE
Transportation Engineer

REFERENCES

1. **Institute of Transportation Engineers.** *Trip Generation Manual*. 10th Edition. 2017.
2. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA*. State of California : s.n., December 2018.
3. **Western Riverside Council of Governments (WRCOG).** *Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment*. February 13, 2020.
4. **City of Murrieta Public Works/Engineering and the Development Services Department.** *Traffic Impact Analysis Preparation Guidelines*. City of Murrieta : s.n., May 2020.
5. **City of Murrieta.** *General Plan 2035 Land Use Policy Map - FINAL*. City of Murrieta : s.n., Approved July 7, 2020.

**ATTACHMENT A:
TRIP GENERATION**

Land Use	ITE LU	Units ²	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily
	Code		In	Out	Total	In	Out	Total	
Project Trip Generation Rates¹									
Single Family Detached Residential	210	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44
Project	Quantity	Units ²	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Summary									
Pimlico Ranch (TTM No. 37621)	35	DU	6	19	25	22	13	35	330

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition (2017).

² DU = Dwelling Units