

Winchester Community Plan  
VMT Mitigation Fee Ord. No. [###]  
Nexus Study for Fees  
[MONTH] [##], 2022

The County is processing the Winchester Community Plan (Community Plan) through General Plan Amendment No. 1207. One of the objectives of the plan is to increase the residential development potential of the Winchester area. In order to fulfill this, one of the proposed amendments to the General Plan is to remove the existing Highway 79 Policy Area's requirement of reducing residential development by 9%, as imposed by General Plan Policy HVWAP 7.2. The analysis of this change has been included in the Program Environmental Impact Report (EIR) (State Clearinghouse No. 2019049114) that was prepared for the Community Plan. As a component of the EIR, pursuant to the requirements of Senate Bill 743 (SB 743) a Vehicle Miles Travelled (VMT) Analysis was prepared by Kimley-Horn Associates dated December 1, 2020 (See EIR Appendix E, SB 743 Analysis).

The VMT Analysis determined that the Residential land uses proposed by the Community Plan would result in significant and unavoidable VMT impacts. The project's Employment-Based and Retail Use VMT were determined to be less than significant by the VMT Analysis. Based on this analysis, the EIR identified mitigation requiring the development a of a VMT Mitigation Fee to offset Residential VMT impacts for areas outside the Downtown Core/Town Center (Mitigation Measure TRA-1). The measure explicitly excludes non-residential (Employment and Retail) uses since the VMT Analysis determined that impacts associated with these uses would be less than significant. It also excludes the Downtown Core/Town Center area, as this area is proposed for mixed use and higher density residential development, proximal to future transit connections.

### **Mitigation Fee**

The Mitigation Fee is applicable to all new single-family residential development for each unit/parcel that is *entitled/approved* after the *adoption/effective* date of this Ordinance. The fee applies to all new residential development within the Harvest Valley Winchester Area Plan's (HVWAP's) identified Highway 79-Policy Area including the Winchester Policy Area. This fee does not apply to the identified Downtown Core/Town Center area or commercial/industrial entitlement/uses.

Specific Plans: This fee applies to new single-family residential entitlements within an existing adopted/approved Specific Plan.

Mitigation Measure TRA-1 states:

**TRA-1:** Prior to commencement of residential development within the Winchester PA and Highway 79 PA (excluding areas in the Downtown Core), the County shall undertake a nexus study and adopt an ordinance creating a Vehicle Miles Travelled (VMT) Mitigation Fee for the Community Plan Area. The VMT Mitigation Fee shall consist of a flat fee applied to any new development within the abovementioned areas and shall fund the development of a Transit Station and

Park and Ride facility in the Downtown Core. The Mitigation Fee shall not be applied to any residential units developed in the Downtown Core. The ordinance and resulting Mitigation Fee shall be established prior to the issuance of building permits for any residential development in the Winchester and Highway 79 Policy Areas (excluding residential development within the Downtown Core).

This following nexus study is intended to satisfy the requirements of Mitigation Measure TRA-1, and outline the basis for a per dwelling unit (DU) cost to allow for the development of transit and park and ride facilities in the Downtown Core/Town Center area.

### **Winchester Community Plan Vehicle Miles Traveled (VMT) Mitigation Fee**

Pursuant to Mitigation Measure TRA-1, the County has established a list of eligible facilities, as well as the cost to construct these facilities. This analysis will serve as the basis for the mitigation fee.

#### **Eligible Facilities**

The new VMT Mitigation Fee shall cover the following facilities:

1. Multi-modal transit station (Metrolink).
2. One (1) Park and Ride facility.

#### **Facility Costs**

The County has developed preliminary cost estimates for both a Multi-modal transit station and Park and Ride Facility. These estimates are preliminary and are based on similar facilities constructed in nearby communities within Riverside County.

1. Multi-modal transit station (Metrolink)

Total Estimated Cost: \$8 million

Includes estimated costs for the following:

- General Items (e.g. traffic control, mobilization, dust control, etc.)
- Earthwork
- Bus Transfer Station
- Electrical
- Metrolink Platform
- Landscaping
- Street Improvement
- Environmental, Design, and Contingency

This estimate does not include land acquisition costs. The estimate is generated using a comparable facility constructed within the last ten years.

Metrolink + 1 Park and Ride

2. One (1) Park and Ride facility

Total Estimated Cost: \$3 million per Park and Ride facility

- 2.5 acre per Park and Ride facility
- \$1,200,000 per acre
- \$3 million/facility = 2.5 AC/facility x \$1.2 million/AC

This estimate is based on a comparable facility constructed within the last five years, located in Riverside County.

**VMT Mitigation Fee**

The total combined costs from the estimates above for a multi-modal transit station and one (1) Park and Ride facilities is \$11 million. As outlined in the EIR, it is estimated the Winchester Community Plan will potentially generate 33,569 new residential dwelling units.

$$\$11 \text{ million} \div 33,569 \text{ DU} = \$328/\text{DU}$$

Therefore, it is recommended that a \$328 fee be applied to *all* new residential development within the Highway 79-Policy Area including the Winchester Policy Area to fund future transit and park and ride improvements in the Downtown Core/Town Center area.