



CITY OF MENIFEE

SUBJECT: Agreement with Kimley-Horn and Associates, Inc. for a Master Circulation Plan Study in the Economic Development Corridor – Northern Gateway

MEETING DATE: March 20, 2024

TO: Mayor and City Council

PREPARED BY: Brett Hamilton, Senior Planner

REVIEWED BY: Cheryl Kitzerow, Community Development Director

APPROVED BY: Armando G. Villa, City Manager

RECOMMENDED ACTION

1. Approve and authorize the City Manager to execute a Professional Services Agreement with Kimley-Horn and Associates, Inc. in an amount not-to-exceed \$124,750 to prepare a Master Circulation Plan Study within the Economic Development Corridor – Northern Gateway.

DISCUSSION

The City of Menifee is currently processing multiple land use development applications for proposed industrial development within the Economic Development Corridor – Northern Gateway (“EDC-NG”), west of I-215. In an effort to design a roadway network that meets the circulation needs of all residents, businesses, and visitors to the City of Menifee (General Plan Goal C-1), and to promote development patterns that unify neighborhoods and work with neighboring jurisdictions to provide compatible roadway linkages at the City limits (General Plan Policy C-1.4), the proposed Professional Services Agreement (“Agreement”) would allow Kimley-Horn and Associates, Inc. (“Kimley-Horn”) to prepare a Master Circulation Plan Study (“Study”). By partnering with Kimley-Horn, the City aims to leverage their specialized knowledge of the area to make informed decisions that positively impact the community, environment, and overall quality of life for residents.

This work effort would provide information useful to both the City of Menifee and the City of Perris. Accordingly, each city has agreed to fund one half of the total cost of the study. This collaborative approach underscores the regional significance of the proposed initiatives and ensures that neighboring communities are engaged in the process. The involvement of both city councils is a testament to the cooperative efforts in addressing shared concerns and fostering regional development that benefits all stakeholders.

As envisioned, the traffic study would facilitate the development of a circulation plan for the

entirety of the EDC-NG, covering approximately 401 acres with the potential for around 7.64 million square feet of industrial development upon completed construction. That process would include the study of a potential truck corridor immediately north of the Southern California Edison (SCE) transmission corridor, bordering the SCE right-of-way between Wheat Street and Barnett Road. The truck corridor would involve widening Barnett Road and realigning the Ethanac Road and Barnett Road/Case Road intersection. City staff has requested the study to include four different options/scenarios under future build-out conditions.

Option 1 – No Build Condition (No Truck Corridor)

- All inbound and outbound trucks would use Ethanac Road to access the industrial sites within the EDC-NG area.
- All truck traffic would utilize the Ethanac Road/I-215 freeway interchange for access to the EDC-NG area.

Option 2 – One-Way Inbound Truck Corridor (Westbound Only)

- Inbound trucks would access the industrial sites within the EDC-NG area via the proposed Truck Corridor from Barnett Road.
- Outbound trucks would exit the EDC-NG area via Ethanac Road.
- All truck traffic would use the Ethanac Road/I-215 freeway interchange for access to the EDC-NG area.

Option 3 – Two-Way Truck Corridor (10% of Inbound Trucks from Case Road)

- Trucks would access the EDC-NG area via the proposed Truck Corridor, entering/exiting through Barnett Road, Evans Road, or Hull Road from Ethanac Road.
- 90% of inbound trucks would use the Ethanac Road/I-215 freeway interchange for access, while 10% would access via the Bonnie Drive/I-215 freeway interchange and Case Road.
- All outbound trucks would exit the EDC-NG area via the Ethanac Road/I-215 freeway interchange.

Option 4 – Two-Way Truck Corridor (100% of Trucks from Ethanac Road/I-215 Interchange)

- Trucks would access the EDC-NG area via the proposed Truck Corridor, entering/exiting through Barnett Road, Evans Road, or Hull Road from Ethanac Road.
- All inbound and outbound trucks would use the Ethanac Road/I-215 freeway interchange for access to the EDC-NG area.

The following tasks would also be performed as part of the Study:

1. Traffic Volume Development
2. Left Turn Queuing Analysis
3. Safety Review
4. Truck Corridor Analysis and Report
5. Preliminary Alignment Study – Truck Access Road
6. Project Management and Coordination

STRATEGIC PLAN OBJECTIVE

Connectivity and Mobility

FISCAL IMPACT

The total cost for the proposed Agreement with Kimley-Horn for this study is \$249,500 and would be evenly split between the City of Menifee and the City of Perris. Each city would be obligated to pay 50% of the total Agreement cost. The funding required to support the contract obligation for both cities would be provided by developer deposits.

The fiscal impact for the City of Menifee's portion of the Agreement is a not-to-exceed amount of \$124,750. Developer deposits for Menifee would be paid into revenue Account No. 100-3425 (CEQA Review Revenue). The expenditure amount would be covered by available funds from Account No. 100-4333-52846 (Professional Services – Recoverable (CEQA)). The funding required to support the proposed agreement is available in the adopted Fiscal Year (FY) 2023/2024 and FY 2024/2025 operating budget. A corresponding Purchase Order (PO) for \$124,750 would be issued following approval of the Agreement.

ATTACHMENTS

1. Professional Services Agreement