

July 7, 2020

Mr. Alfredo Garcia
CITY OF PERRIS
Planning Division
135 North "D" Street
Perris, CA 92570

Subject: Perris Truck Yard (CUP - #20-05100) Scoping Agreement, City of Perris

Introduction

RK ENGINEERING GROUP, INC. (RK) has reviewed the 1st submittal of the Scoping Agreement for the proposed Perris Truck Yard (CUP - #20-05100) Trip Generation and Scoping Agreement review. The Scoping Agreement was prepared by Urban Crossroads and is dated May 19, 2020. The project is located north of Markham Street and east of Perris Boulevard, within the City of Perris' Perris Valley Commerce Center Specific Plan. The project consists of a 250-parking stall truck yard on a 9.52-acre site. The project is anticipated to be constructed in one phase by the Year 2021. The proposed project land use is consistent with the Perris Valley Commerce Center Specific Plan.

Comments

RK has reviewed the Scoping Agreement and I spoke with the applicant's traffic engineer to clarify a couple of items. She will make a couple minor clarifications to the Scoping Agreement to finalize the document. The Scoping Agreement is acceptable with the minor clarifications discussed with the project's engineer. The project will not require a full traffic study since it generates less than 50 peak hour trips even when considering converting the trip generation to PCE's (Passenger Car Equivalents).

RK has also reviewed the project with respect to the City's Policy on SB 743 (VMT analysis). The VMT Screen form that has been prepared by RK is included in Appendix A of this letter. The project screens out because it is in a low VMT/employee area per the City's Guidelines, and therefore, no further VMT analysis is required.

Conclusions

Based upon our review, the Scoping Agreement conclusions meet all of the City of Perris requirements with respect to the preparation of a Scoping Agreement. Also, the project screens out with respect to the City's VMT Screening process.

RK appreciates working with the City of Perris on this project. If you have any questions, please call me at (949) 293-9639.

Sincerely,
RK ENGINEERING GROUP, INC.



Robert Kahn, P.E.
Founding Principal

Registered Civil Engineer 20285
Registered Traffic Engineer 0555

Attachment
RK16047.DOC
JN: 2126-2020-07

XC: Kenneth Phung, City of Perris
Stuart McKibbin, Tri-Lake Consultants



Appendix A

Perris Truck Yard VMT Screening Tool



**CITY OF PERRIS
VMT SCOPING FORM FOR LAND USE PROJECTS**

This Scoping Form acknowledges the City of Perris requirements for the evaluation of transportation impacts under CEQA. The analysis provided in this form should follow the City of Perris TIA Guidelines, dated May 12, 2020.

I. Project Description

Tract/Case No.

Project Name:

Project Location:

Project Description:

(Please attach a copy of the project Site Plan)

Current GP Land Use:

Proposed GP Land Use:

Current Zoning:

Proposed Zoning:

If a project requires a General Plan Amendment or Zone change, then additional information and analysis should be provided to ensure the project is consistent with RHNA and RTP/SCS Strategies.

II. VMT Screening Criteria

A. Is the Project 100% affordable housing?

YES		NO	X
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 Attachments:

B. Is the Project within 1/2 mile of qualifying transit?

YES		NO	X
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 Attachments:

C. Is the Project a local serving land use?

YES		NO	X
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 Attachments:

D. Is the Project in a low VMT area?

YES	X	NO	
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 Attachments:

E. Are the Project's Net Daily Trips less than 500 ADT?

YES	X	NO	
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 Attachments:

Low VMT Area Evaluation:

Citywide VMT Averages ¹		
Citywide Home-Based VMT =	15.05	VMT/Capita
Citywide Employment-Based VMT =	11.62	VMT/Employee

[WRCOG VMT MAP](#)

Project TAZ	VMT Rate for Project TAZ ¹		Type of Project	
3821	13.39	VMT/Capita	Residential:	
	11.26	VMT/Employee	Non-Residential:	X

¹ Base year (2012) projections from RIVTAM.

Trip Generation Evaluation:

Source of Trip Generation:

Project Trip Generation:

376	Average Daily Trips (ADT)
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Internal Trip Credit:	YES	<input type="text"/>	NO	<input type="text"/>	% Trip Credit:	<input type="text"/>
Pass-By Trip Credit:	YES	<input type="text"/>	NO	<input type="text"/>	% Trip Credit:	<input type="text"/>
Affordable Housing Credit:	YES	<input type="text"/>	NO	<input type="text"/>	% Trip Credit:	<input type="text"/>
Existing Land Use Trip Credit:	YES	<input type="text"/>	NO	<input type="text"/>	Trip Credit:	<input type="text"/>

Net Project Daily Trips:

376	Average Daily Trips (ADT)
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 Attachments:

Does project trip generation warrant an LOS evaluation outside of CEQA?

YES		NO	X
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III. VMT Screening Summary

A. Is the Project presumed to have a less than significant impact on VMT?

A Project is presumed to have a less than significant impact on VMT if the Project satisfies at least one (1) of the VMT screening criteria.

Less Than Significant

B. Is mitigation required?

If the Project does not satisfy at least one (1) of the VMT screening criteria, then mitigation is required to reduce the Project's impact on VMT.

No Mitigation Required

C. Is additional VMT modeling required to evaluate Project impacts?

YES		NO	X
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If the Project requires a zone change and/or General Plan Amendment AND generates 2,500 or more net daily trips, then additional VMT modeling using RIVTAM/RIVCOM is required. If the project generates less than 2,500 net daily trips, the Project TAZ VMT Rate can be used for mitigation purposes.

IV. MITIGATION

A. Citywide Average VMT Rate (Threshold of Significance) for Mitigation Purposes:

N/A	N/A
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B. Unmitigated Project TAZ VMT Rate:

N/A	N/A
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C. Percentage Reduction Required to Achieve the Citywide Average VMT:

N/A

D. VMT Reduction Mitigation Measures:

Source of VMT Reduction Estimates: _____

Project Location Setting _____

	VMT Reduction Mitigation Measure:	Estimated VMT Reduction (%)
1.		0.00%
2.		0.00%
3.		0.00%
4.		0.00%
5.		0.00%
6.		0.00%
7.		0.00%
8.		0.00%
9.		0.00%
10.		0.00%
Total VMT Reduction (%)		0.00%

(Attach additional pages, if necessary, and a copy of all mitigation calculations.)

E. Mitigated Project TAZ VMT Rate:

N/A	N/A
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F. Is the project presumed to have a less than significant impact with mitigation?

N/A

If the mitigated Project VMT rate is below the Citywide Average Rate, then the Project is presumed to have a less than significant impact with mitigation. If the answer is no, then additional VMT modeling may be required and a potentially significant and unavoidable impact may occur. All mitigation measures identified in Section IV.D. are subject to become Conditions of Approval of the project. Development review and processing fees should be submitted with, or prior to the submittal of this Form. The Planning Department staff will not process the Form prior to fees being paid to the City.

Prepared By		Developer/Applicant	
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Date:	7/6/2020	Date:	7/6/2020

Approved by:

Perris Development Services Dept.	Perris Public Works Dept.
Date	Date