



**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		NO	X
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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	
3767	6.96 VMT/Capita	Residential:	
	12.02 VMT/Employee	Non-Residential:	X

¹ Base year (2012) projections from RIVTAM.

Trip Generation Evaluation:

Source of Trip Generation:

Project Trip Generation:

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

Net Project Daily Trips:

492	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:	
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Project Location Setting	
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	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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Address:	1133 Camelback St. #8329, Newport Beach, CA	Address:	
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Date:	8/25/2021	Date:	
Approved by:			
Perris Planning Division	Date	Perris City Engineer	Date



September 7, 2021

Mr. Lars Andersen
Pacific Development Partners, LLC
30220 Rancho Viejo Road, Suite B
San Juan Capistrano, CA 92675

SUBJECT: PERRIS AND RAMONA WAREHOUSE (DPR19-00012) TRIP GENERATION ASSESSMENT AND VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Dear Mr. Lars Andersen:

Urban Crossroads, Inc. is pleased to provide the following Trip Generation Assessment and Vehicle Miles Traveled (VMT) Screening Evaluation for Perris and Ramona Warehouse development which is located on the southeast corner of Indian Avenue and Ramona Expressway in the City of Perris. The purpose of this work effort is to determine whether additional traffic analysis is necessary for the proposed Project based on the City's Transportation Impact Analysis Guidelines for CEQA (May 12, 2020).

PROJECT DESCRIPTION

The Project is proposed to consist of the development of 347,918 square foot high cube transload and short-term storage warehouse use (see Exhibit 1). There are two driveways proposed on Indian Avenue, where the southerly driveway aligns with an existing driveway on the west side. In addition, there are two driveways proposed on Perris Boulevard. All driveways are proposed to be restricted to right-in/right-out access only with the exception of the southerly driveway (Driveway 2) on Indian Avenue which will allow full turning movements.

PROJECT TRIP GENERATION

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. Trip generation rates for the Project are shown in Table 1 together with the passenger car equivalent (PCE) trip generation summary illustrating daily and peak hour trip generation estimates based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017). For purposes of this analysis, the following ITE land use code and vehicle mix has been utilized:

- ITE land use code 154 (High-Cube Transload and Short-Term Storage Warehouse) has been used to derive site specific trip generation estimates for up to 347,918 square feet. High cube transload/short-term storage warehouse data regarding the truck percentage and vehicle mix has been obtained from the ITE's Trip Generation Manual Supplement (dated February 2020). This study provides the following vehicle mix: AM Peak Hour: 80.0% passenger cars and 20.0%

trucks; PM Peak Hour: 84.0% passenger cars and 16.0% trucks; Weekday Daily: 84.0% passenger cars and 16.0% trucks. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

TABLE 1: TRIP GENERATION RATES

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
High-Cube Transload and Short-Term Storage Warehouse ^{3,4}	TSF	154	0.062	0.018	0.080	0.028	0.072	0.100	1.400
Passenger Cars:			0.049	0.015	0.064	0.024	0.060	0.084	1.176
2-Axle Trucks:			0.002	0.001	0.003	0.001	0.002	0.003	0.037
3-Axle Trucks:			0.003	0.001	0.003	0.001	0.002	0.003	0.046
4+-Axle Trucks:			0.008	0.002	0.010	0.003	0.007	0.010	0.140
Passenger Car Equivalent (PCE) Trip Generation Rates⁵									
High-Cube Transload and Short-Term Storage Warehouse ^{3,4}	TSF	154	0.062	0.018	0.080	0.028	0.072	0.100	1.400
Passenger Cars:			0.049	0.015	0.064	0.024	0.060	0.084	1.176
2-Axle Trucks:			0.003	0.001	0.004	0.001	0.003	0.004	0.056
3-Axle Trucks:			0.005	0.002	0.007	0.002	0.005	0.007	0.093
4+-Axle Trucks:			0.023	0.007	0.030	0.008	0.022	0.030	0.421

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

² TSF = thousand square feet

³ Vehicle Mix Source: High Cube Warehouse Vehicle Trip Generation Analysis, October 2016, ITE.

⁴ Truck Mix Source: South Coast Air Quality Management District (SCAQMD) Warehouse Truck Trip Study Data Results and Usage (2014).

⁵ PCE rates are per Riverside County traffic study guidelines.

As noted on Table 1, refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips between passenger cars and trucks. Trip generation for heavy trucks was further broken down by truck type (or axle type). The total truck percentage is comprised of 3 different truck types: 2-axle, 3-axle, and 4+-axle trucks. Passenger car equivalent (PCE) factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in the County’s Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (December 2020). PCE factors are broken down by axle type (1.5 for 2-axle, 2.0 for 3-axle, and 3.0 for 4+-axle).

The proposed Project’s trip generation, based on actual vehicles, is included in Table 2 for informational purposes only. The proposed Project is anticipated to generate 492 trip-ends per day with 32 AM peak hour trips and 39 PM peak hour trips, as shown in Table 2. For the purposes of determine the need for operations analysis, the peak hour PCE values shown in Table 2 have been taken into consideration. As shown on Table 2, the Project is anticipated to generate fewer than 50 PCE peak hour trips as well.

TABLE 2: PROPOSED PROJECT TRIP GENERATION SUMMARY

Project Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Project Trip Generation Summary:								
Actual Vehicles								
High-Cube Transload/Short-term Storage Warehouse	347.918 TSF							
Passenger Cars:		18	6	24	9	22	31	410
2-Axle Trucks:		1	1	2	1	1	2	14
3-Axle Trucks:		1	1	2	1	1	2	18
4+Axle Trucks:		3	1	4	1	3	4	50
Total Trucks:		5	3	8	3	5	8	82
Total Trips (Actual Vehicles)		23	9	32	12	27	39	492
Passenger Car Equivalent (PCE)								
High-Cube Transload/Short-term Storage Warehouse	347.918 TSF							
Passenger Cars:		18	6	24	9	22	31	410
2-Axle Trucks:		2	1	3	1	2	3	20
3-Axle Trucks:		2	1	3	1	2	3	34
4+Axle Trucks:		9	3	12	3	8	11	148
Total Trucks (PCE):		13	5	18	5	12	17	202
Total Trips (PCE)		31	11	42	14	34	48	612

¹ TSF = thousand square feet

TRIP GENERATION ALTERNATIVES

DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) ALTERNATIVES

The following land use alternatives have also been considered as part of the DEIR:

- General Plan (Alternative 1): Gas Station with 4,500 square foot convenience store and 16 vehicle fueling positions, 2,200 square foot fast-food restaurant with drive-through window use, and 200,000 square foot self-storage facility (alternatively 11.90-acre Nursery).
- Lower Intensity Industrial (Alternative 2): Gas Station with 4,500 square foot convenience store and 16 vehicle fueling positions, 2,200 square foot fast-food restaurant with drive-through window use, and 290,000 square foot high-cube transload and short-term storage warehouse use.
- Business Park/Office Use (Alternative 3): Gas Station with 4,500 square foot convenience store and 16 vehicle fueling positions, 2,200 square foot fast-food restaurant with drive-through window use, and 76,920 square feet of general office (comprised of 4 buildings with 19,230 square feet each).

Table 3 summarizes the Trip Generation Manual (10th Edition, 2017) trip generation rates for each applicable land use that has been utilized for purposes of calculating the trip generation for each DEIR Land Use Alternative.

TABLE 3: TRIP GENERATION RATES FOR ALTERNATIVES

Land Use ¹	ITE Code	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
Mini Warehouse	151	TSF	0.06	0.04	0.10	0.08	0.09	0.17	1.51
High-Cube Transload/Short-Term Storage Warehouse ^{3,4}	154	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
Passenger Cars:			0.049	0.015	0.064	0.024	0.060	0.084	1.176
2-Axle Trucks:			0.002	0.001	0.003	0.001	0.002	0.003	0.037
3-Axle Trucks:			0.003	0.001	0.003	0.001	0.002	0.003	0.046
4+-Axle Trucks:			0.008	0.002	0.010	0.003	0.007	0.010	0.140
General Office	710	TSF	1.00	0.16	1.16	0.18	0.97	1.15	9.74
Nursery (Wholesale)	818	Acres	N/A	N/A	0.26	N/A	N/A	0.45	19.50
Fast-Food Restaurant with Drive-Through Window	934	TSF	20.50	19.69	40.19	16.99	15.68	32.67	470.95
Super Convenience Market/Gas Station	960	VFP	14.04	14.04	28.08	11.48	11.48	22.96	230.52
Passenger Car Equivalent (PCE) Trip Generation Rates⁵									
High-Cube Transload/Short-Term Storage Warehouse ^{3,4}	154	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
Passenger Cars:			0.049	0.015	0.064	0.024	0.060	0.084	1.176
2-Axle Trucks:			0.003	0.001	0.004	0.001	0.003	0.004	0.056
3-Axle Trucks:			0.005	0.002	0.007	0.002	0.005	0.007	0.093
4+-Axle Trucks:			0.023	0.007	0.030	0.008	0.022	0.030	0.421

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

² TSF = thousand square feet; VFP = Vehicle Fueling Positions

³ Vehicle Mix Source: High Cube Warehouse Vehicle Trip Generation Analysis, October 2016, ITE.

⁴ Truck Mix Source: South Coast Air Quality Management District (SCAQMD) Warehouse Truck Trip Study Data Results and Usage (2014).

⁵ PCE rates are per Riverside County traffic study guidelines.

ALTERNATIVE 1: GENERAL PLAN

Alternative 1 includes the development of a gas Station with 4,500 square foot convenience store and 16 vehicle fueling positions, 2,200 square foot fast-food restaurant with drive-through window use, and 200,000 square foot self-storage facility (alternatively 11.90-acre Nursery). As shown on Table 4, the self-storage facility generates more trips than the 11.90-acre nursery. As such, the self-storage use has been utilized for the purposes of this alternative.

Pass-by trips are defined as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. These types of trips are many times associated with retail or restaurant uses. As this alternative is proposed to consist of a gas station and restaurant

uses, pass-by reduction percentages have been obtained and applied from the ITE Trip Generation Handbook, 3rd Edition (2017) and applied accordingly for each applicable land use.

As shown in Table 4, Alternative 1 is anticipated to generate a net total of 1,704 two-way trips per day with 172 AM peak hour trips and 159 PM peak hour trips. This is an increase of 1,092 two-way trips per day and 130 AM peak hour trips and 111 PM peak hour trips in comparison to the proposed Project.

TABLE 4: TRIP GENERATION SUMMARY OF ALTERNATIVE 1

Alternative 1 Land Uses	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Super Convenience Market/Gas Station Pass-By (76% AM/PM/Daily):	16 VFP	225	225	450	184	184	368	3,688
Retail Subtotal:		54	54	108	44	44	88	884
Fast-Food Restaurant with Drive-Through Window Pass-By (49% AM; 50% PM/Daily):	2,200 TSF	45	43	88	37	34	71	1,036
Restaurant Subtotal:		23	21	44	20	17	37	518
<i>Nursery</i>	<i>11.9 Acres</i>	--	--	3	--	--	5	232
Self-Storage Facility Self-Storage Subtotal:	200,000 TSF	12	8	20	16	18	34	302
Alternative 1 Total:		89	83	172	80	79	159	1,704
Proposed Project Trip Generation in PCE (see Table 2)		31	11	42	14	34	48	612
VARIANCE		58	72	130	66	45	111	1,092

¹ TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

ALTERNATIVE 2: LOW INTENSITY INDUSTRIAL

Alternative 2 includes the development of a gas Station with 4,500 square foot convenience store and 16 vehicle fueling positions, 2,200 square foot fast-food restaurant with drive-through window use, and 290,000 square foot high-cube transload and short-term storage warehouse use.

Pass-by trips are defined as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. These types of trips are many times associated with retail or restaurant uses. As this alternative is proposed to consist of a gas station and restaurant uses, pass-by reduction percentages have been obtained and applied from the ITE Trip Generation Handbook, 3rd Edition (2017) and applied accordingly for each applicable land use.

As shown in Table 5, Alternative 2 is anticipated to generate a net total of 1,912 two-way trips per day with 187 AM peak hour trips and 165 PM peak hour trips. This is an increase of 1,300 two-way trips per day and 145 AM peak hour trips and 117 PM peak hour trips in comparison to the proposed Project.

TABLE 5: TRIP GENERATION SUMMARY OF ALTERNATIVE 2

Alternative 2 Land Uses	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles								
High-Cube Transload/Short-term Storage Warehouse	290.000 TSF							
Passenger Cars:		15	5	20	7	18	25	342
2-Axle Trucks:		1	1	2	1	1	2	12
3-Axle Trucks:		1	1	2	1	1	2	14
4+-Axle Trucks:		3	1	4	1	3	4	42
Total Trucks:		5	3	8	3	5	8	68
High-Cube Warehouse Subtotal (Actual Vehicles)		20	8	28	10	23	33	410
Super Convenience Market/Gas Station	16 VFP	225	225	450	184	184	368	3,688
Pass-By (76% AM/PM/Daily):		-171	-171	-342	-140	-140	-280	-2,804
Retail Subtotal:		54	54	108	44	44	88	884
Fast-Food Restaurant with Drive-Through Window	2.200 TSF	45	43	88	37	34	71	1,036
Pass-By (49% AM; 50% PM/Daily):		-22	-22	-44	-17	-17	-34	-518
Restaurant Subtotal:		23	21	44	20	17	37	518
Passenger Car Equivalent (PCE)								
High-Cube Transload/Short-term Storage Warehouse	290.000 TSF							
Passenger Cars:		15	5	20	7	18	25	342
2-Axle Trucks:		1	1	2	1	1	2	18
3-Axle Trucks:		2	1	3	1	2	3	28
4+-Axle Trucks:		7	3	10	3	7	10	122
Total Trucks (PCE):		10	5	15	5	10	15	168
High-Cube Warehouse Subtotal (PCE)		25	10	35	12	28	40	510
Alternative 2 Total (PCE):		102	85	187	76	89	165	1,912
Proposed Project Trip Generation in PCE (see Table 2)		31	11	42	14	34	48	612
VARIANCE		71	74	145	62	55	117	1,300

¹ TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

ALTERNATIVE 3: BUSINESS PARK/OFFICE USE

Alternative 3 includes the development of a gas Station with 4,500 square foot convenience store and 16 vehicle fueling positions, 2,200 square foot fast-food restaurant with drive-through window use, and 76,920 square feet of general office (comprised of 4 buildings with 19,230 square feet each).

Pass-by trips are defined as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. These types of trips are many times associated with retail or restaurant uses. As this alternative is proposed to consist of a gas station and restaurant uses, pass-by reduction percentages have been obtained and applied from the ITE Trip Generation Handbook, 3rd Edition (2017) and applied accordingly for each applicable land use.

As shown in Table 6, Alternative 3 is anticipated to generate a net total of 2,152 two-way trips per day with 241 AM peak hour trips and 213 PM peak hour trips. This is an increase of 1,540 two-way trips per day and 199 AM peak hour trips and 165 PM peak hour trips in comparison to the proposed Project.

TABLE 6: TRIP GENERATION SUMMARY OF ALTERNATIVE 3

Alternative 3 Land Uses	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Super Convenience Market/Gas Station Pass-By (76% AM/PM/Daily):	16 VFP	225	225	450	184	184	368	3,688
Retail Subtotal:		54	54	108	44	44	88	884
Fast-Food Restaurant with Drive-Through Window Pass-By (49% AM; 50% PM/Daily):	2.200 TSF	45	43	88	37	34	71	1,036
Restaurant Subtotal:		23	21	44	20	17	37	518
General Office	76.920 TSF	77	12	89	14	74	88	750
General Office Subtotal:		77	12	89	14	74	88	750
Alternative 3 Total:		154	87	241	78	135	213	2,152
Proposed Project Trip Generation in PCE (see Table 2)		31	11	42	14	34	48	612
VARIANCE		123	76	199	64	101	165	1,540

¹ TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions

PROJECT TRIP DISTRIBUTION

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the Project traffic would distribute. The Project trip distribution was developed based on anticipated travel patterns to and from the Project site for both passenger cars and truck traffic. The truck trip distribution patterns have been developed based on the anticipated travel patterns for warehousing trucks using City Truck Routes. The Project trip distribution patterns for both passenger cars and trucks were developed based on an understanding of existing travel patterns in the area, the geographical location of the site, and the site's proximity to the regional arterial and state highway system. It should be noted that the passenger car and truck trip distribution patterns assume the I-215 Freeway and Placentia Avenue interchange is in place (anticipated completion of the intersection per the County of Riverside is 2022).

The Project passenger car trip distribution pattern is graphically depicted on Exhibit 2. The Project truck trip distribution pattern is graphically depicted on Exhibit 3 for a multi-tenant operation and on Exhibit 4 for a single tenant.

VMT SCREENING EVALUATION

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 took effect July 1, 2020. The Governor’s Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) and based on OPR’s guidance, it is our understanding that the City of Perris has released its Transportation Impact Analysis Guidelines for CEQA (City Guidelines). The following screening evaluation follows the VMT analysis methodology and recommended thresholds identified in the City Guidelines.

The City Guidelines provide details on appropriate screening criteria 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 more detailed analysis. Screening criteria are broken into the five types, a land use project need only to meet one of the five criteria below to result in a less than significant traffic impact. Based on its applicability to this Project, in bold, is the selected screening criteria to be evaluated further:

- Affordable Housing Screening
- Qualifying Transit Screening
- Local Serving Land Use Screening
- Low VMT Area Screening
- **Daily Trip Screening**

DAILY TRIP SCREENING

As noted in the City Guidelines, “projects that generate less than 500 average daily trips (ADT) would not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT.”¹ As mentioned previously and as noted in Table 2, the proposed Project is anticipated to generate 492 trip-ends per day, which is below the 500 ADT threshold established by the City. Therefore, the Project meets the Daily Trip Screening criteria and is presumed to have a less than significant VMT impact; no further VMT analysis required.

¹ City Guidelines; Page 5

Mr. Lars Andersen
Pacific Development Partners, LLC
September 7, 2021
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CONCLUSION

The City maintains LOS policies as part of their General Plan and discretionary review process. As such, this trip generation assessment has been developed to determine whether a full traffic study with LOS is required. Per the City's guidelines, a traffic study for LOS evaluation is required for projects which exceed 50 peak hour trips. The Project is anticipated to generate fewer than 50 peak hour trips in both actual vehicles and PCE (see Table 2). Additionally, the Project meets the Daily Trip Screening criteria and is presumed to have a less than significant VMT impact. As such, additional traffic and VMT analysis is not required for this Project based on the City's traffic study guidelines. If you have any questions, please contact me directly at (949) 861-0177.

Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene So, PE
Associate Principal

EXHIBIT 1: PRELIMINARY SITE PLAN

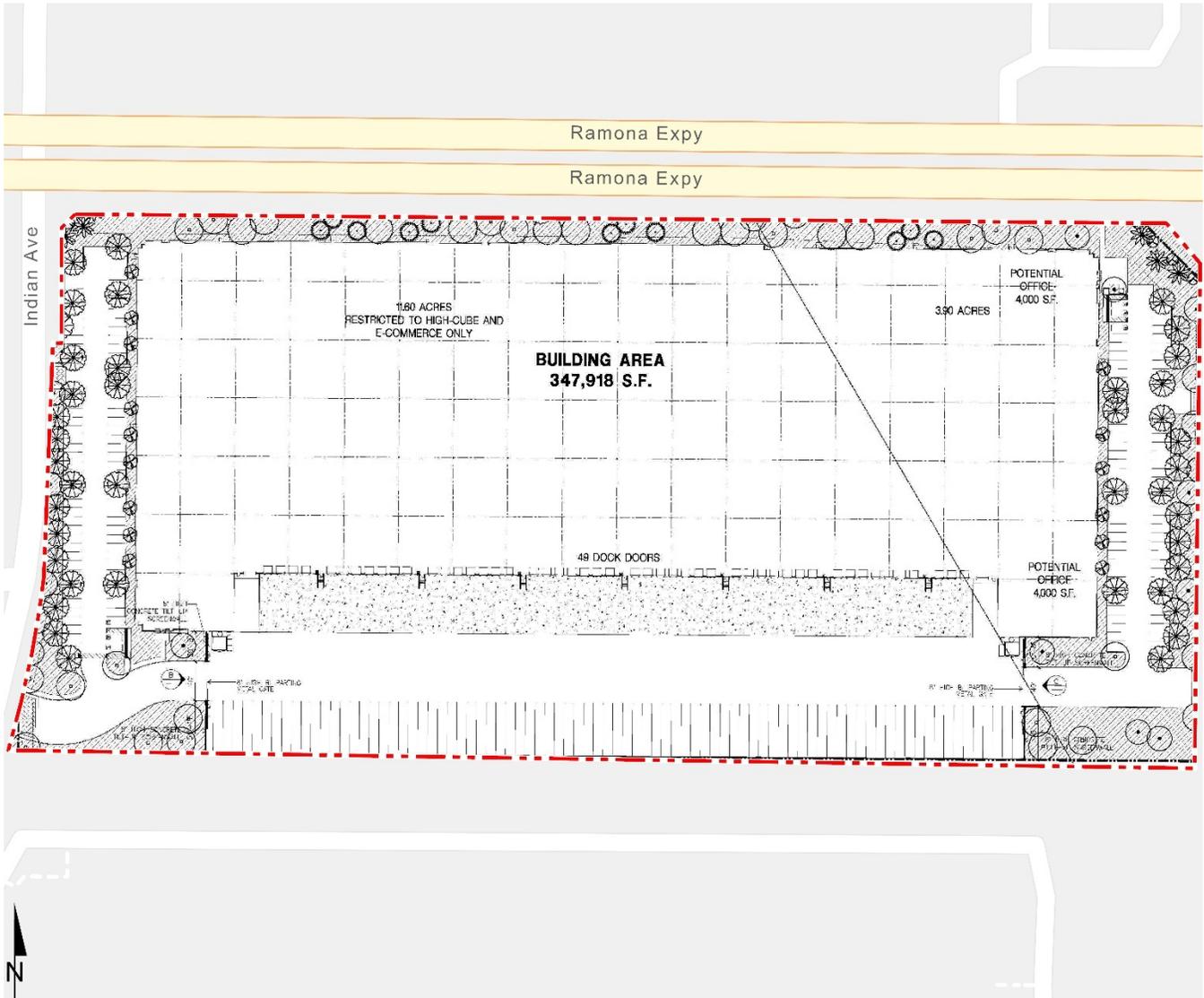


EXHIBIT 2: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION

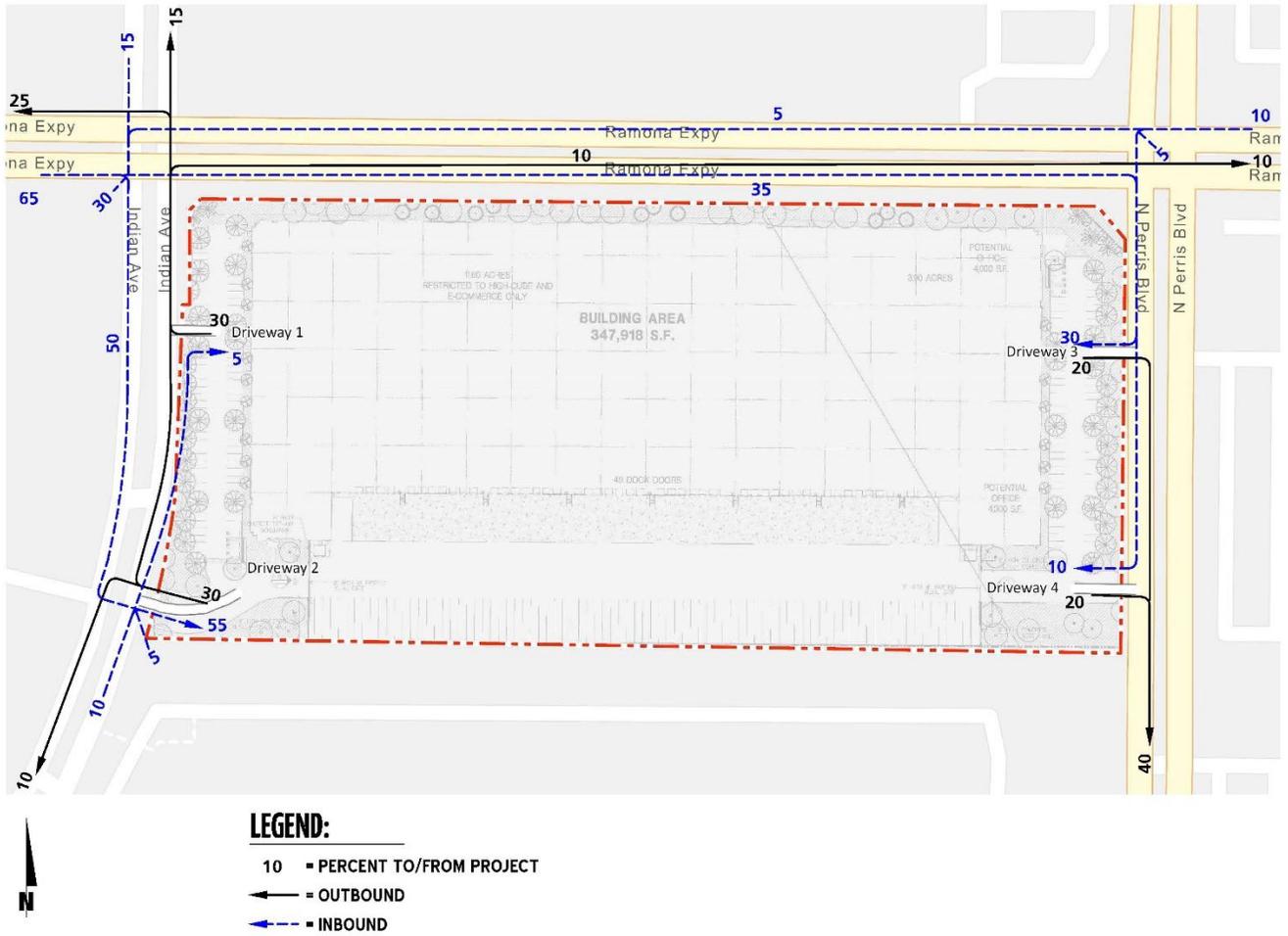
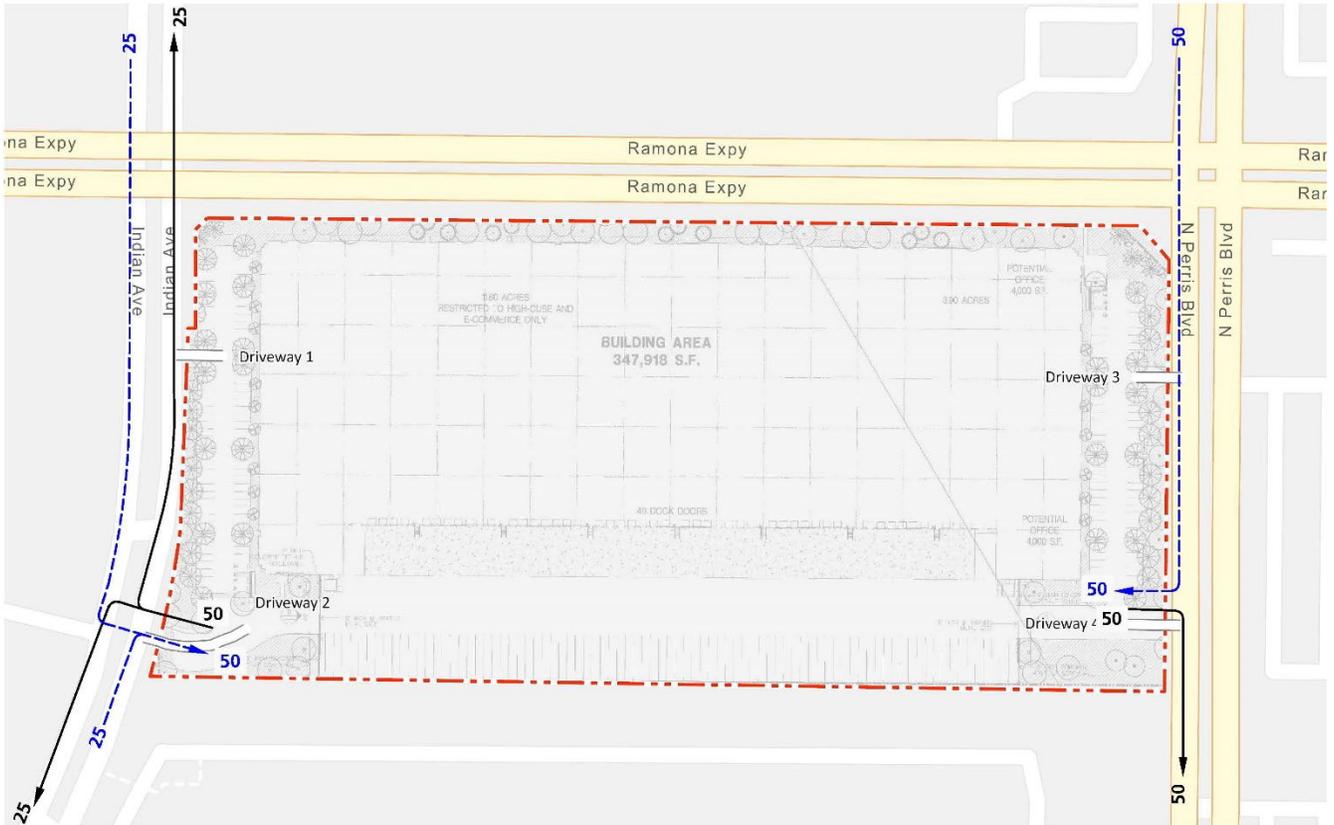


EXHIBIT 3: PROJECT (TRUCK) TRIP DISTRIBUTION – MULTI-TENANT

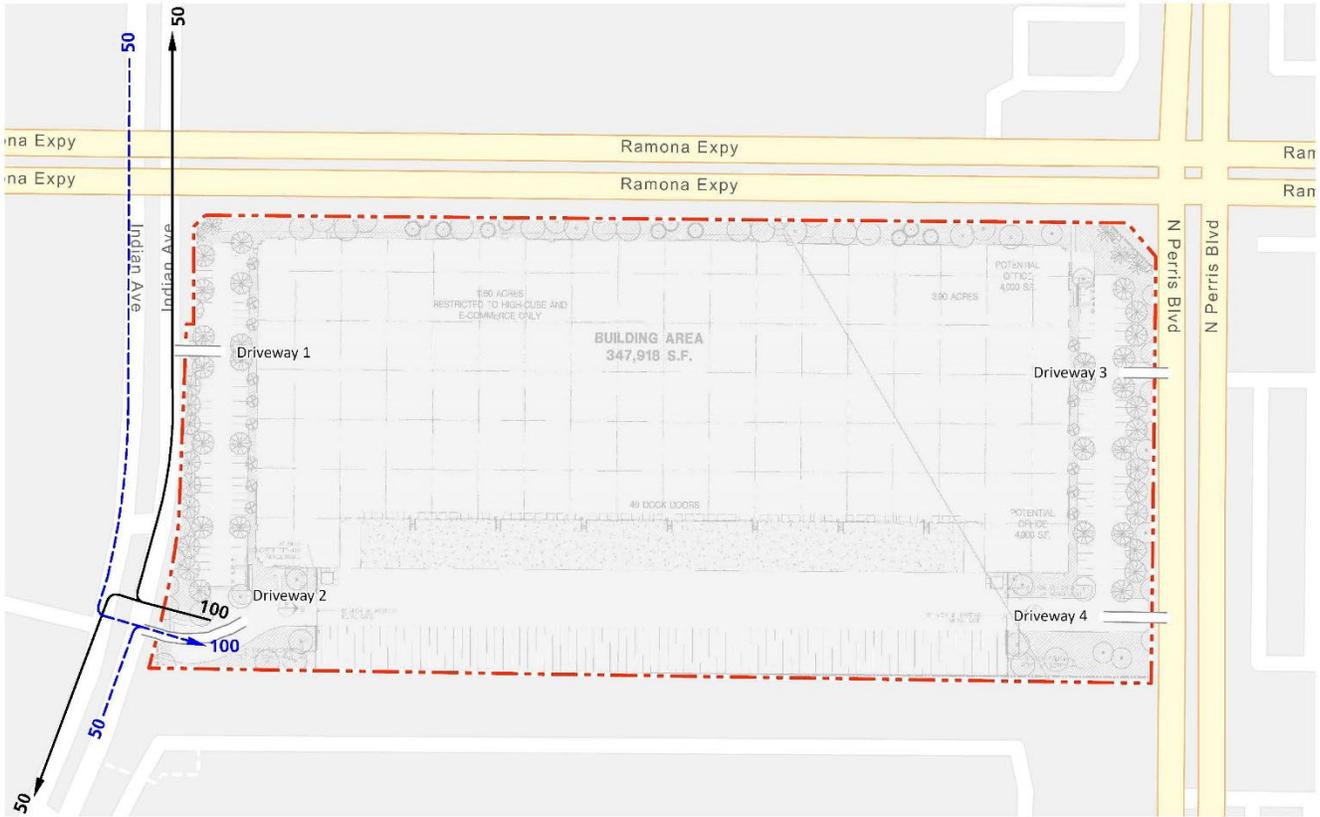


LEGEND:

- 10 = PERCENT TO/FROM PROJECT
- ← = OUTBOUND
- ← (dashed blue) = INBOUND



EXHIBIT 4: PROJECT (TRUCK) TRIP DISTRIBUTION – SINGLE TENANT



LEGEND:

- 10 = PERCENT TO/FROM PROJECT
- = OUTBOUND
- = INBOUND