

January 26, 2022

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

**Subject: SWC Rider-Redland's Warehouse Project (DPR #21-00003)
Scoping Agreement and VMT Analysis Review #4, City of Perris**

Dear Mr. Garcia,

Introduction

RK ENGINEERING GROUP, INC. (RK) has reviewed the scoping agreement and VMT analysis #4 for the SWC Rider – Redland's Warehouse Project (DPR #21-00003). The project would include approximately 133,000 square feet of warehouse fulfillment center within the Perris Valley Commerce Center Specific Plan (PVCC SP). The project is located on the southwest corner of Redlands Avenue and Rider Street in the City of Perris. The project will have one access on Rider Street and one access on Redlands Avenue. The scoping agreement was prepared by Webb and Associates and is dated 12/23/2021.

RK has reviewed the scoping agreement and VMT analysis #4 and it is acceptable as revised. The traffic consultant has responded to our previous January 18, 2022 comment letter.

Comments

RK has the following comments on the scope of work and VMT analysis:

VMT Scoping Form for Land Use Projects:

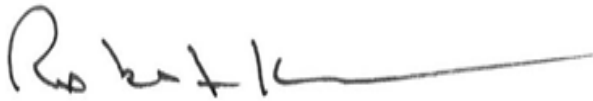
1. The VMT Analysis and Scoping Agreement is acceptable from a technical standpoint.
2. Figure 2, Project Trip Distribution is acceptable for trucks as revised.

Conclusions

RK has reviewed the Scoping Agreement and VMT Analysis #4 for the SWC Rider – Redland’s Warehouse Project (DPR #21–00003). Based upon this review, RK feels that the VMT Analysis and Scoping Agreement are acceptable as revised.

RK appreciates this opportunity to work with the City of Perris on this project and if you have any questions, please contact me at 949-293-9639.

Sincerely,



Robert Kahn, P.E.
Founding Principal

Registered Civil Engineer 20285
Registered Traffic Engineer 0555

Attachment

XC: Kenneth Phung, City of Perris
Stuart McKibben, City of Perris
John Pourkazemi, Tri-Lake Consultants

RK17138
JN:2126-2021-16





VMT Scoping Form was revised after City's January 26, 2022 approval, to reflect passenger and truck movements on the Rider Street driveway as right-in and right-out turn movements for passenger vehicles and right-out only for trucks, per the most recent site plan.

**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	
3814	13.16	VMT/Capita	Residential:	
	9.95	VMT/Employee	Non-Residential:	X

¹ Base year (2012) projections from RIVTAM.

Trip Generation Evaluation:

Source of Trip Generation:

Project Trip Generation:

226	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:

226	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?

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.

YES		NO	X
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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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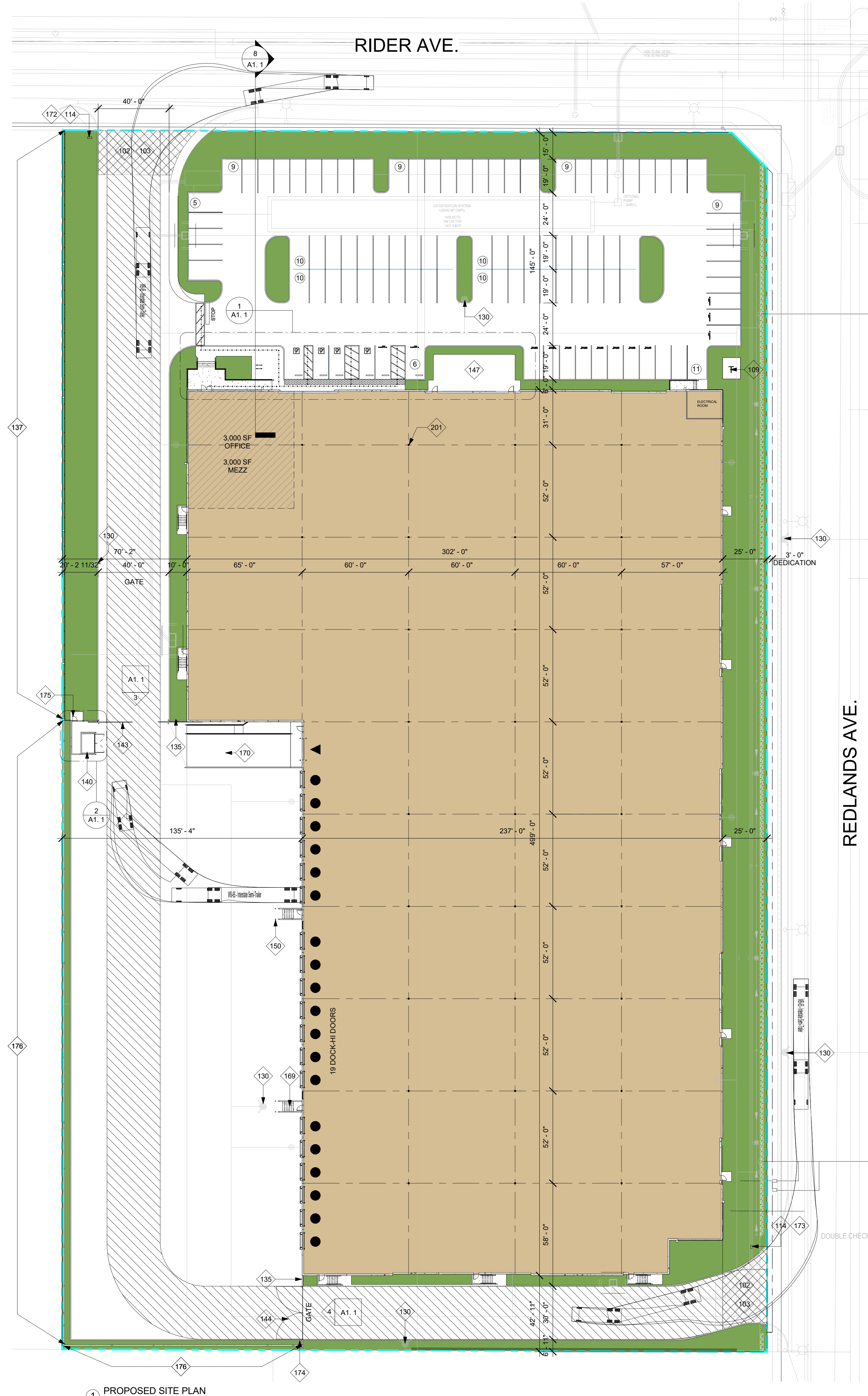
F. Is the project presumed to have a less than significant impact with mitigation?

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	
Company:	Albert A Webb Associates	Company:	Chartwell Real Estate Development
Contact:	Nicholas Lowe	Contact:	Henry Pyle
Address:	3788 McCray Street, Riverside, CA	Address:	1010 Briosso Dr, Costa Mesa, CA 92627
Phone:	951-207-0343	Phone:	949-701-5128
Email:	nick.lowe@webbassociates.com	Email:	henry@chartwellred.com
Date:	2022-05-05	Date:	2022-05-05

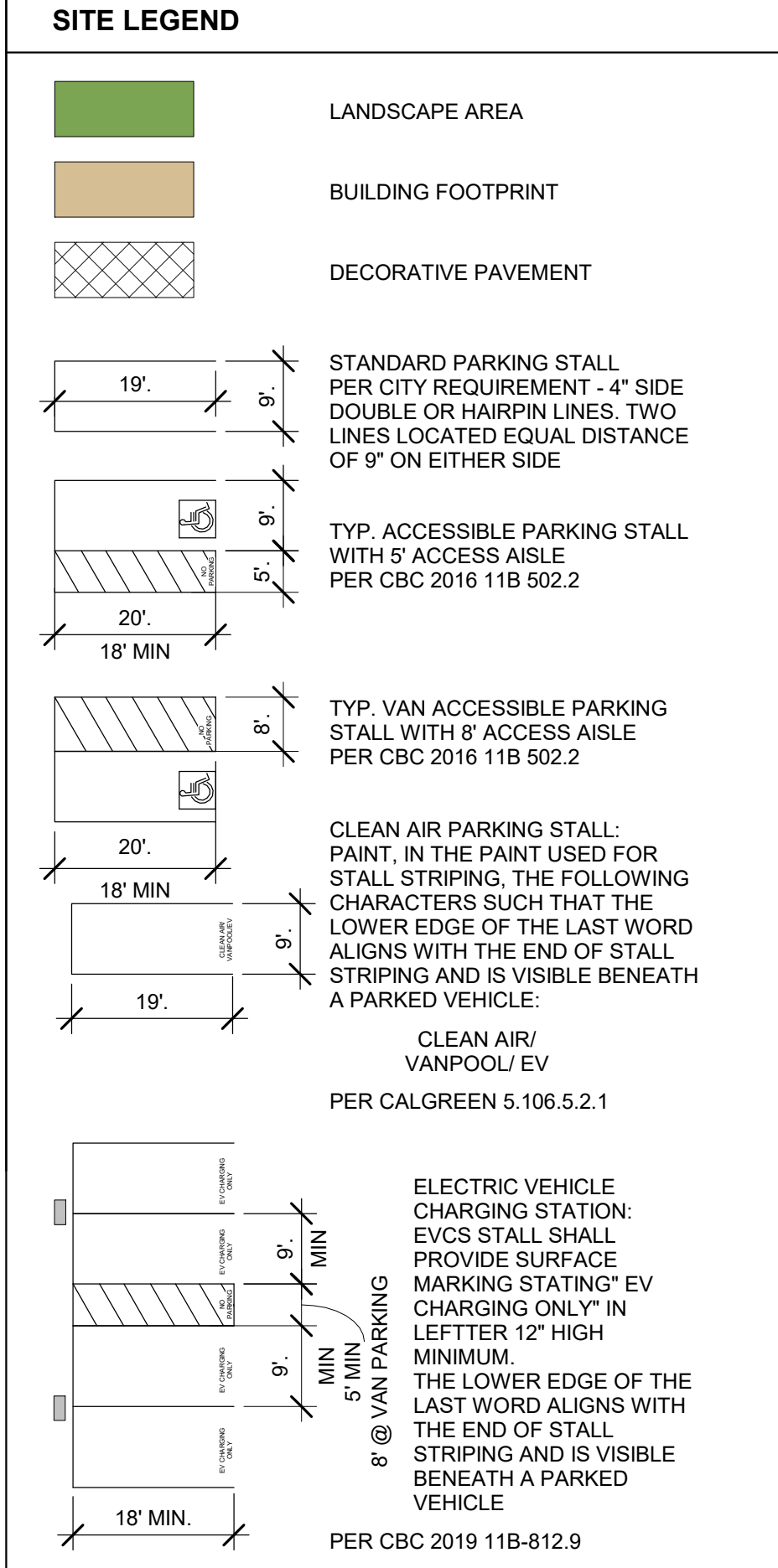
Approved by:			
Perris Development Services Dept.	Perris Public Works Dept.		
Date	Date		



1 PROPOSED SITE PLAN
1" = 30'-0"

DEVELOPER/OWNER
CHARTWELL REAL ESTATE DEVELOPMENT
CONTACT: HENRY PYLE
PHONE: 949.701.5128
EMAIL: HENRY@CHARTWELLRED.COM

APPLICANT'S REPRESENTATIVE/ARCHITECT
HERDMAN ARCHITECTURE & DESIGN, INC.
16201 SCIENTIFIC WAY
IRVINE, CA 92618
CONTACT: BRIDGET HERDMAN
PHONE: 714.389.2800
EMAIL: BRIDGET@HERDMAN-AD.COM



PROJECT INFORMATION

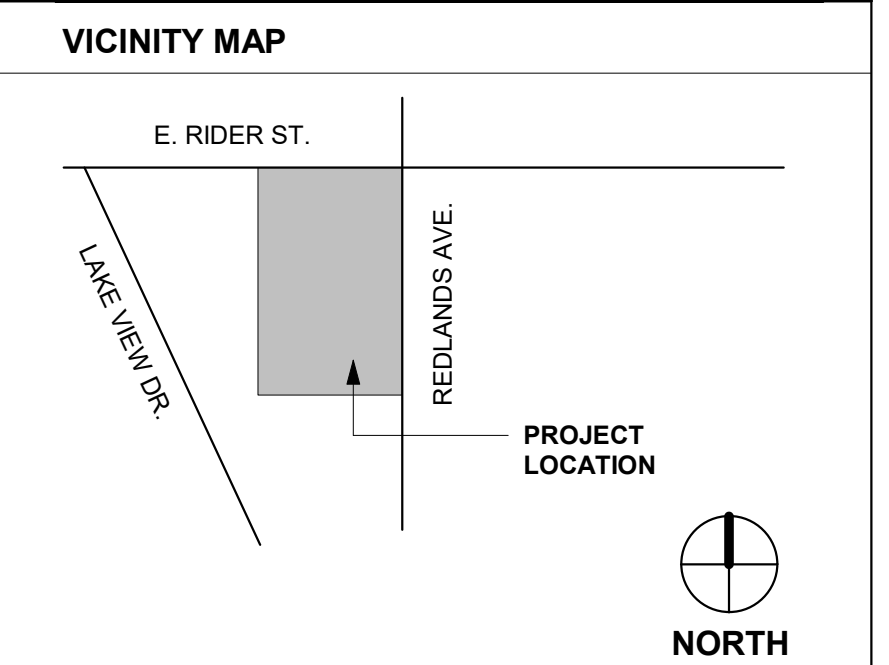
PROJECT INFORMATION		04.21.2022
NET SITE AREA	6.26 AC	272,670 SF
NET FAN		46.6%
MAX FAN		79.2%
NET COVERAGE		47.5%
MAX LOT COVERAGE		90.2%
ZONE: PUCS SPECIFIC PLAN - LIGHT INDUSTRIAL (L1)		
STREET FRONT SETBACK - (REDLANDS BLVD) 15'-0"		
STREET SIDE SETBACK - (REDLANDS BLVD) 15'-0"		
STREET FRONT LANDSCAPE SETBACK 15'		
REAR SETBACK 15'		
5' ADDITIONAL REAR SETBACK FOR EVERY 10' OF BUILDING HEIGHT + 20'		
CLEAR HEIGHT: 32'		
TOTAL BUILDING AREA: 132,485 SF		
FOOTPRINT: 129,485 SF		
WAREHOUSE: 129,485 SF		
OFFICE: 3,000		
MEZZANINE: 3,000		
OFFICE: 3,000		
TOTAL PARKING REQUIRED (BY A 191)		
WAREHOUSE @ 12,000 (120,000 SF)		
WAREHOUSE @ 12,000 (120,000 SF)		
TRUCK REQ: 0		
PARKING PROVIDED (BY A 191)		
STANDARD: 98		
VAN ADA: 1		
ADA: 3		
VAN ADA EV: 1		
ADA EV: 1		
EV: 3		
CLEAN AIR: 0		
(15% MAX) COMPACT: 0		
TRAILER SPACES PROVIDED: 0		
LOADING REQUIRED: 0		
LANDSCAPE REQUIRED: 12%		
LANDSCAPE PROVIDED: 13.6%		
37,042 SF		

- KEYNOTES**
- 102 PROPOSED DRIVEWAY. PER JURISDICTIONAL STANDARDS. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.
 - 103 DECORATIVE PAVING. SEE LANDSCAPING DRAWINGS FOR ADDITIONAL INFORMATION.
 - 109 (N) TRANSFORMER LOCATION. PROVIDE PIPE BOLLARD PROTECTION POSTS PER UTILITY COMPANY REQUIREMENTS.
 - 114 ACCESSIBLE SITE ENTRANCE SIGN.
 - 130 (N) FIRE HYDRANT.
 - 135 PAINTED CONCRETE TILT-UP SCREEN WALL OR TRASH ENCLOSURE WALL. PAINT BOTH SIDES AND TOP OF WALL. SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE.
 - 137 MIN. 8'-0" HIGH FROM HIGHEST ADJACENT GRADE TUBE STEEL FENCE. PROVIDE COLUMNS EVERY 75'
 - 140 TRASH ENCLOSURE w/ ROOF COVERING.
 - 143 MIN 8'-0" HIGH PAINTED STEEL ROLLING GATE(S). PROVIDE CONDUIT TO GATE FOR FUTURE MOTOR & OFFICE AREA FOR FUTURE INTERCOM CONTROL. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
 - 144 MIN 8'-0" HIGH PAINTED STEEL SWINGING GATE(S). PROVIDE CONDUIT TO GATE FOR FUTURE MOTOR & OFFICE AREA FOR FUTURE INTERCOM CONTROL. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
 - 147 EMPLOYEE BREAK AREA.
 - 150 STEEL PIPE BOLLARD PROTECTION POST.
 - 169 CONCRETE STAIRS ON GRADE.
 - 170 CONCRETE RAMP ON GRADE.
 - 172 PROVIDE NO TRUCK ENTRANCE SIGN. RIGHT IN ONLY FOR AUTOS AND EMERGENCY VEHICLES. RIGHT OUT ONLY FOR ALL VEHICLES.
 - 173 PROVIDE NO AUTO ENTRANCE SIGN. RIGHT IN ONLY FOR TRUCKS AND EMERGENCY VEHICLES.
 - 174 PROVIDE DO NOT ENTER SIGN, ONE WAY ONLY.
 - 175 PROVIDE AN EXIT SWING GATE 30" WIDE AND 70" TALL FROM ENCLOSED YARD.
 - 176 MIN. 4'-0" FROM HIGHEST ADJACENT GRADE BLOCK WALL.
 - 201 STRUCTURAL BUILDING COLUMN.

SCOPE OF WORK
NEW SPECULATIVE CONCRETE TILT-UP BUILDING FOR WAREHOUSE & OFFICE USE. INCLUDES SITE IMPROVEMENTS AS SHOWN.

- SHEET INDEX**
- A1 SITE PLAN
 - A1.1 SITE DETAILS
 - A2 FLOOR PLAN
 - A4 EXTERIOR ELEVATIONS
 - FC1 SITE PHOTOMETRIC STUDY
 - C1 CONCEPTUAL GRADING PLAN
 - L1 CONCEPTUAL LANDSCAPE PLAN

- SITE PLAN GENERAL NOTES**
1. SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
 2. GENERAL CONTRACTOR TO REVIEW SOILS REPORT PREPARED BY [DATE] AND ANY SUBSEQUENT AMENDMENTS. G.C. TO CONFIRM COMPLIANCE.
 3. REFER TO CIVIL DRAWINGS FOR ADDITIONAL UTILITY INFORMATION INCLUDING POINTS OF CONNECTION TO OFFSITE UTILITIES AND BUILDING POINTS OF CONNECTION.
 4. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION BETWEEN OFFSITES, CIVIL, M.E.P. & FP DRAWINGS.
 5. GRADES SURROUNDING BUILDING TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING.
 6. REFER TO CIVIL DRAWINGS FOR FINISH GRADE ELEVATIONS AND PERCENTAGE SLOPES.
 7. GENERAL CONTRACTOR TO CONFIRM AND COMPLY WITH ALL BUILDING, FIRE, AND ENGINEERING DEPARTMENT REGULATIONS DURING CONSTRUCTION INCLUDING ANY TEMPORARY FACILITIES REQUIRED.
 8. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY 6" MIN. CONCRETE CURB TYPICAL UNLESS SPECIFICALLY NOTED OTHERWISE.
 9. ALL ADA PATHS OF TRAVEL NOTED ON PLANS TO MEET THE FOLLOWING MINIMUM REQUIREMENTS: NO ABRUPT CHANGES IN ELEVATION ALLOWABLE ALONG THE PATH OF TRAVEL. THE SLOPE AND CROSS-SLOPE SHALL NOT EXCEED 5% AND 2% RESPECTIVELY UNLESS AN ADA COMPLIANT RAMP OR CURB RAMP IS DESIGNED BY THE CIVIL ENGINEER. IF A WALK CROSSES OR ADJAINS A VEHICLE WAY, AND THE WALKING SURFACES ARE NOT SEPARATED BY CURBS, RAILING OR OTHER ELEMENTS BETWEEN THE PEDESTRIAN AREAS AND VEHICULAR AREAS, THE BOUNDARY BETWEEN THE AREAS SHALL BE DEFINED BY A 4" DEEP DETECTABLE WARNING WHICH IS 36" WIDE COMPLYING WITH CBC SECTION 11B-705.1.2.5
 10. ALL SPECIFICATIONS ON DRAWINGS ARE MINIMUM REQUIREMENTS ONLY. GENERAL CONTRACTOR TO NOTIFY ARCHITECT IN WRITING OF ANY CONFLICTS IN DRAWINGS AND SPECIFICATIONS VIA "RFI".
 11. GENERAL CONTRACTOR TO REFER TO ARCHITECTURAL DETAIL SHEETS FOR TYPICAL MINIMUM SITE IMPROVEMENT STANDARDS.
 12. CONCRETE MOW STRIP PER ARCHITECTURAL DETAILS TO BE PROVIDED AT ALL GLAZING/STOREFRONT LOCATIONS WHERE ADJACENT TO LANDSCAPING.
 13. CONCRETE SPLASH BLOCK PER ARCHITECTURAL DETAILS TO BE PROVIDED AT ALL ROOF DRAIN/DOWN SPOUT TERMINATIONS AT NON-CONCRETE AREAS.
 14. BRASS LAMB'S TONGUE TO BE PROVIDED AT ALL ROOF DRAIN OVERFLOWS THAT DAYLIGHT AT FACE OF BUILDING WALL.
 15. FENCES, GATES, AND WALLS MAY BE SUBJECT TO DEFERRED SUBMITTAL REQUIREMENTS. GENERAL CONTRACTOR TO CONFIRM WITH CITY AND MUST SUBMIT SHOP DRAWINGS TO THE ARCHITECT FOR APPROVAL.



HERDMAN
ARCHITECTURE + DESIGN

A20-2116
04.21.2022



SITE PLAN

A1

Table 1: Trip Generation Rates

Warehousing

Vehicle Type	PCE Factor ¹	Estimated Mix ²	Units ³	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Trip Generation Rates (classification, non-PCE)⁴										
<i>Passenger Cars</i> ⁵	-	-	KSF	1.11	0.121	0.030	0.15	0.035	0.115	0.15
<i>2-axle Trucks</i>	-	16.7%		0.100	0.0017	0.0016	0.003	0.0026	0.0024	0.005
<i>3-axle Trucks</i>	-	20.7%		0.124	0.0022	0.0020	0.004	0.0032	0.0030	0.006
<i>4-axle Trucks</i>	-	62.5%		0.375	0.0065	0.0060	0.013	0.0098	0.0090	0.019
Total		100%		1.71	0.131	0.039	0.17	0.050	0.130	0.18
Calculated Trip Generation Rates (PCE)										
<i>Passenger Cars</i> ⁵	1	-	KSF	1.11	0.121	0.030	0.15	0.035	0.115	0.15
<i>2-axle Trucks</i>	1.5	16.7%		0.151	0.0026	0.0024	0.005	0.0039	0.0036	0.008
<i>3-axle Trucks</i>	2	20.7%		0.249	0.0043	0.0040	0.008	0.0065	0.0060	0.012
<i>4-axle Trucks</i>	3	62.5%		1.13	0.0195	0.0180	0.038	0.0293	0.0270	0.056
Total		100%		2.64	0.147	0.054	0.20	0.074	0.152	0.23

¹ PCE factors per San Bernardino County Transportation Authority

² Truck mix per High-Cube Warehouse Vehicle Trip Generation Analysis, ITE (2017); Warehouse Truck Trip Study, SCAQMD (2014)

³ KSF = 1000 square feet gross floor area

⁴ ITE Trip Generation Manual 11th Ed + Supplement - Land Use 150, Warehousing

⁵ Passenger car rates per ITE vehicle trip generation rates less ITE truck trip generation rates.

Table 2: Project Trip Generation

Chartwell Rider/Redlands Warehouse

Vehicle Type	PCE Factor ¹	Units ²	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Project Trip Generation (classification, non-PCE)									
<i>Passenger Cars</i>	-	132 KSF	147	16	4	20	5	15	20
<i>2-axle Trucks</i>	-		13	0	0	0	0	0	0
<i>3-axle Trucks</i>	-		16	0	0	0	0	0	0
<i>4-axle Trucks</i>	-		50	1	1	2	1	1	2
Total			226	17	5	22	6	16	22
Passenger Car Equivalent (PCE) Project Trip Generation									
<i>Passenger Cars</i>	1	132 KSF	147	16	4	20	5	15	20
<i>2-axle Trucks</i>	1.5		20	0	0	0	0	0	0
<i>3-axle Trucks</i>	2		32	0	0	0	0	0	0
<i>4-axle Trucks</i>	3		150	3	3	6	3	3	6
Total			349	19	7	26	8	18	26

¹ PCE factors per San Bernardino County Transportation Authority

² KSF = 1000 square feet gross floor area

Figure 1: Project Trip Distribution - Passenger Cars

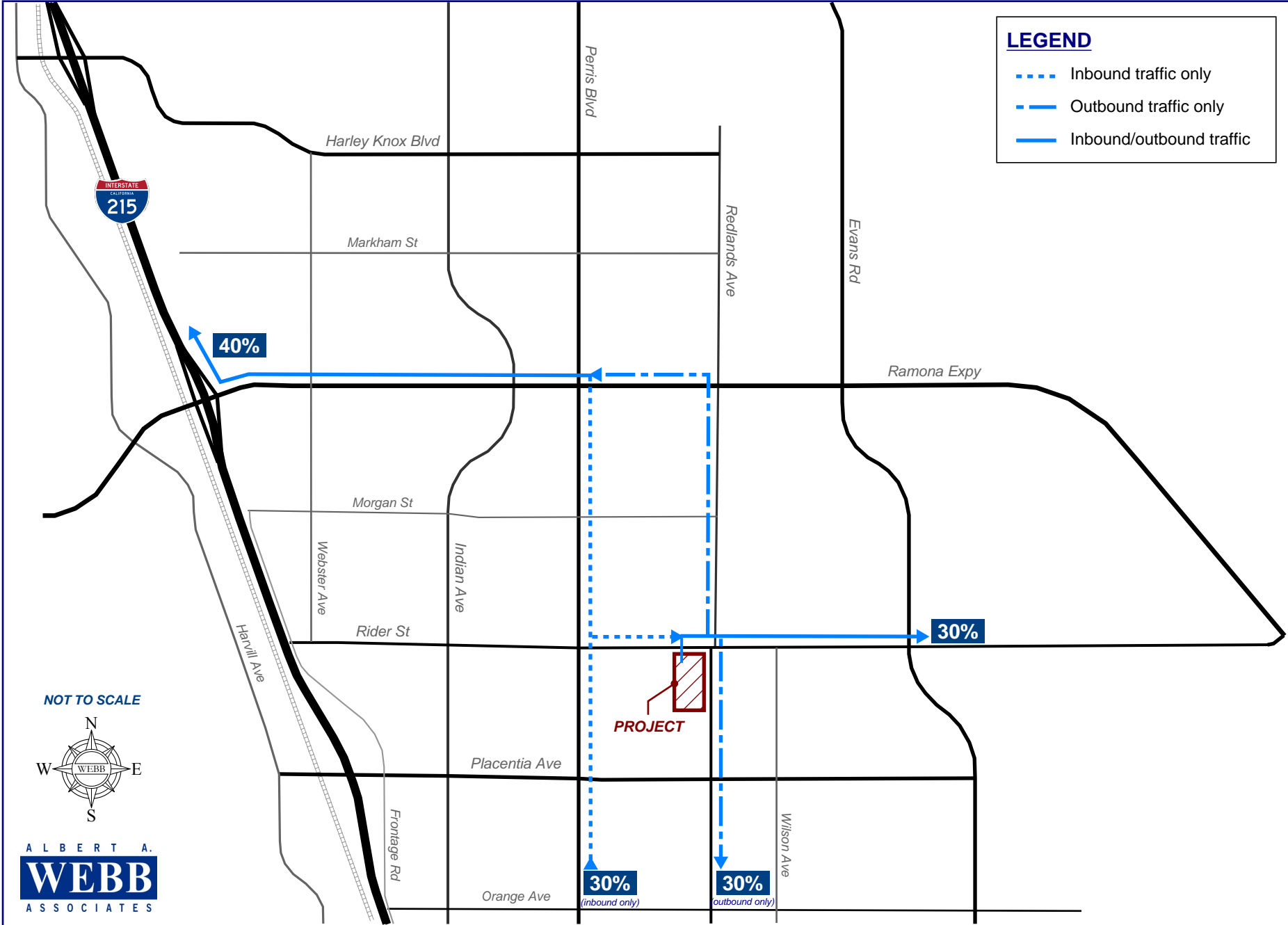


Figure 2: Project Trip Distribution - Trucks

