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May 24, 2022

Ms. Tina Anderson  
T&B Planning Inc.  
3200 El Camino Real, Suite 100  
Irvine, CA 92602

**SUBJECT: RAMONA GATEWAY COMMERCE CENTER VEHICLE MILES TRAVELED (VMT) ANALYSIS**

Dear Ms. Tina Anderson:

The following Vehicle Miles Traveled (VMT) Analysis has been prepared for the proposed Ramona Gateway Commerce Center (**Project**), which is located south of Ramona Expressway and between Nevada Avenue and Webster Avenue, in the City of Perris<sup>1</sup>.

## **PROJECT OVERVIEW**

It is our understanding that the Project is to consist of a 950,224-square-foot (sf) warehouse building which will be evaluated assuming 902,713 square feet of high-cube fulfillment center warehouse use (95% of the total square footage) and 47,511 square feet of high-cube cold storage use (5% of the total square footage). The Project also includes a retail component that fronts Ramona Expressway, which will include up to 32,715 square feet of building space consisting of 16,500 square feet of fast-food restaurant use with drive-through window, 10,200 square feet of fast-food restaurant without drive-through window, a 2,400-sf coffee/donut shop with drive-through, a 3,515-sf automated car wash with 1 tunnel, and 16 vehicle fueling position gas station (with a 4,600-sf convenience store) (See Attachment A).

## **BACKGROUND**

Changes to the Guidelines for Implementation of the 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 went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) (**Technical Advisory**) (1). Based on OPR's Technical Advisory, the City of Perris adopted their Transportation Impact Analysis Guidelines for CEQA (May 2020) (**City Guidelines**) (2). The adopted City Guidelines have been utilized to prepare this VMT

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<sup>1</sup> It should be noted the Project is located within the *Perris Valley Commerce Center Specific Plan* (PVCC SP).

analysis.

## **VMT SCREENING ASSESSMENT**

As the City Guidelines describe, the first step in evaluating a land use project's VMT impact is to perform an initial screening assessment utilizing the City of Perris VMT Scoping Form for Land Use Projects (Scoping Form). The Scoping Form provides an easy to use tool for streamlining the VMT analysis process.

City's Guidelines list standardized screening methods for project level VMT analysis that can be used to identify when a proposed land use development project is anticipated to result in a less than significant impact thereby eliminating the need to conduct additional VMT analysis. City of Perris VMT screening methods, as described within the City Guidelines, are listed below:

- Affordable Housing
- High Quality Transit Areas (HQTAs) Screening
- Local-Serving Land Use
- Low VMT Area
- Net Daily Trips Less than 500 ADT

As stated by the City Guidelines, mixed use land use projects should be evaluated by their individual land use components, these land use components need only meet one of the above screening criteria to result in a less than significant impact.

### **AFFORDABLE HOUSING**

The City Guidelines state, if a project consists of 100% affordable housing, then the presumption can be made that it will have a less than significant impact on VMT. The Project does not include any residential uses.

**Affordable Housing screening criteria not met.**

### **HIGH QUALITY TRANSIT AREAS (HQTAs) SCREENING**

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"<sup>2</sup> or an existing stop along a "high-quality transit corridor"<sup>3</sup>) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

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<sup>2</sup> Pub. Resources Code, § 21064.3 ("Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").

<sup>3</sup> Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate or high-income residential units.

Based on the Western Riverside Councils of Governments (WRCOG) Screening Tool results presented in Attachment B, the Project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.

**HQTA screening criteria is not met.**

### **LOCAL-SERVING LAND USE**

As identified in the City Guidelines, local serving land uses provide more opportunities for residents and employees to shop, dine, and obtain services closer to home and work. Local serving uses can also include community resources that may otherwise be located outside of the city or local area. By improving destination proximity, local serving uses lead to shortened trip lengths and reduced VMT. The City Guidelines provides a list of applicable local serving retail categories below 50,000 square feet. Included in the list is the Project's intended uses of restaurant, coffee/donut shop, and gas station with convenience store.

**Local-Serving Land Use screening criteria is met for the Project's retail component only.**

### **LOW VMT AREA SCREENING**

The City Guidelines states, "Projects that locate in areas with low VMT, and that incorporate similar features (i.e., land use type, access to the circulation network, etc.), will tend to exhibit similarly low VMT." It is our understanding that the City of Perris utilizes its own VMT scoping form to identify areas of low VMT. The scoping form uses the sub-regional Riverside County Transportation Analysis Model (RIVTAM) to measure VMT performance within individual traffic analysis zones (TAZ's) within the Western Riverside Councils of Governments (WRCOG) region. The Project's physical location based on the WRCOG web-based screening tool is used to determine the TAZ in which the Project resides. The TAZ identification number is then selected within the scoping form. Finally, the VMT generated by the existing TAZ as compared to the City's impact threshold of "VMT per employee that is less than or equal to the Citywide average." The TAZ containing the proposed Project was selected and the scoping form identified VMT per employee. Based on the scoping form results, the Project located in TAZ 3767 and the VMT per employee is 12.02. Whereas the City of Perris citywide VMT average is 11.62. Therefore, the Project does not reside within a low VMT generating zone (See Attachment C).

**Low VMT Area screening criteria is not met.**

### **NET DAILY TRIPS LESS THAN 500 ADT**

The City Guidelines identify 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. Trips generated by the Project’s proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11<sup>th</sup> Edition, 2021 (3). The Project is anticipated to generate 8,372 daily vehicle trip-ends per day. Therefore, the Project generate daily vehicle trips exceeding the 500 daily vehicle trip threshold (See Attachment C).

#### **Net Daily Trips Less than 500 ADT screening criteria is not met.**

Based on a more detailed review of the applicable VMT screening methods, it is determined that the Project’s industrial component is not eligible for screening and further VMT Analysis is required.

### **VMT ANALYSIS**

As noted in the City Guidelines, Projects that do not meet screening criteria and are above 2,500 daily vehicle trips are to utilize the City’s scoping form to perform a VMT analysis and subsequent VMT mitigation (if required) to reduce the Project’s VMT impact below the City’s adopted thresholds. The City’s scoping form contains base year data obtained from the RIVTAM base year 2012 traffic model. The RIVTAM base year traffic model was also used to derive the City’s impact thresholds.

As previously discussed in the low area VMT screening criteria, the Project resides in TAZ 3767 and the VMT per employee for TAZ 3767 is 12.02. Whereas the City of Perris citywide average is 11.62 VMT per employee. The Project’s VMT impact is potentially significant. The scoping form results in a mitigation requirement of 3.33% reduction to adequately mitigate the VMT impacts of the Project’s TAZ to below the City’s impact threshold.

**TABLE 1: PROJECT VMT PER EMPLOYEE COMPARISON**

	Baseline
City of Perris VMT per Employee	11.62
Project TAZ 3767 VMT per Employee	12.02
% Difference	3.33%
Potentially Significant?	Yes

### **POTENTIAL VMT MITIGATION STRATEGIES**

Mitigation may be provided in the form transportation demand management (TDM) measures or participation in a VMT fee program, which is not yet available. Therefore, VMT reduction measures focused on reducing commute VMT and the anticipated reduction in VMT associated with these measures have been estimated based on the research contained in the Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010) and are presented below.

**Mitigation Measure 1 – Provide Pedestrian Network Improvements SDT-1**

The Project would reduce its VMT impact through the implementation of pedestrian network improvements that would provide a pedestrian access network to link areas of the Project site that would encourage people to walk instead of drive. This mode shift results in people driving less and thus a reduction in VMT. The project will provide a pedestrian access network that internally links all uses and connects to existing pedestrian facilities contiguous with the project site. The project will minimize barriers to pedestrian access and interconnectivity. There is existing sidewalk east of the Project along Webster Avenue. The Project would provide pedestrian connections on-site that would connect to the existing sidewalk along Webster Avenue. Notably a sidewalk would be provided along the south side of Ramona Expressway adjacent to the Project site, which would connect to the sidewalk along the west side of Webster Avenue. The proposed Ramona Expressway sidewalk would also connect to the sidewalk to be constructed along the east side of Nevada Avenue, adjacent to the Project site. As noted by CAPCOA, this measure could potentially provide a maximum reduction in VMT of 2%<sup>4</sup>. Table 2 describes key factors when determining the estimated VMT reductions.

**TABLE 2: SDT-1 CAPCOA MITIGATION METHOD**

Estimated VMT Reduction	Extent of Pedestrian Accommodations	Context
2%	Within Project Site and Connecting off Site	Urban/Suburban
1%	Within Project site	Urban/Suburban
<1%	Within and Connecting Off-Site	Rural

**Mitigation Measure 2 – Implement Commute Trip Reduction Program TRT-1**

The Project would further reduce its VMT impact through the implementation of a voluntary commute trip reduction (CTR) program that would discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, transit usage, walking and biking. The CTR program will provide employees assistance in using alternative modes of travel and provide incentives to encourage employee usage. CTR program would be a multi-strategy program that could include the following individual measures:

- Carpooling encouragement
- Ride-matching assistance
- Preferential carpool parking
- Flexible work schedules for carpools
- Half-time transportation coordinator
- New employee orientation of trip reduction and alternative travel mode options
- Vanpool assistance
- Bicycle end-trip facilities (parking and lockers)

<sup>4</sup> CAPCOA (Quantifying Greenhouse Gas Mitigation Measures, p.186)

Related to this measure, the Air Quality Impact Analysis (Urban Crossroads, 2022) performed for the Project includes MM AQ-8<sup>5</sup> to reduce operational air quality emissions from the Project. MM AQ-8 states that the Project will comply with SCAQMD Rule 2202, On-Road Vehicle Mitigation Options. Rule 2202 applies to employers with 250 or more employees, and the purpose of the Rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Rule 2202 requires annual registration with SCAQMD. The program established per Rule 2202 will include the individual trip reduction measures outlined in TRT-1. The anticipated reduction in VMT associated with this measure has been estimated based on the research contained in the Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010). The range of effectiveness in terms of commute VMT reduction is estimated to be between 1.0 – 6.2% as noted by CAPCOA (Quantifying Greenhouse Gas Mitigation Measures, p. 218). CAPCOA identifies the following formulas to calculate the percentage reduction in commute VMT based on the implementation of a CTR program. For projects located within a suburban context, CAPCOA identifies the potential maximum percent reduction in commute VMT to be 5.4%<sup>6</sup>.

As noted on the scoping form, project generated VMT exceeds the City's baseline VMT threshold by 3.33%. The effectiveness of the CTR program measures listed above in reducing the Project VMT are dependent on as yet unknown building tenant(s) and their future operations; therefore, VMT reductions from various CTR measures cannot be guaranteed. Other regional transportation measures that may reduce VMT include but are not limited to improving/increasing access to transit, increasing access to common goods and service, or orientating land uses towards alternative transportation. These regional transportation measures may be infeasible at the project level but will generally be implemented as the surrounding communities develop. There is no means, however, to quantify any VMT reductions that could result.

## CONCLUSION

In summary, our review of applicable VMT screening criteria as presented in the City Guidelines, the proposed Project's retail component would meet the local serving land use screening criteria. However, the industrial component of the Project did not meet any of the available screening criteria and potential VMT mitigation measures were disclosed. While the mitigation measures identified above would reduce VMT, the actual amount of VMT reduction from these measures cannot be guaranteed. Therefore, the Project is found to have a significant and unavoidable VMT impact.

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<sup>5</sup> Air Quality Impact Analysis; Page 9-10

<sup>6</sup> CAPCOA (Quantifying Greenhouse Gas Mitigation Measures, p.219)

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If you have any questions, please contact me directly at [aso@urbanxroads.com](mailto:aso@urbanxroads.com).

Respectfully submitted,

URBAN CROSSROADS, INC.



Alexander So  
Senior Associate



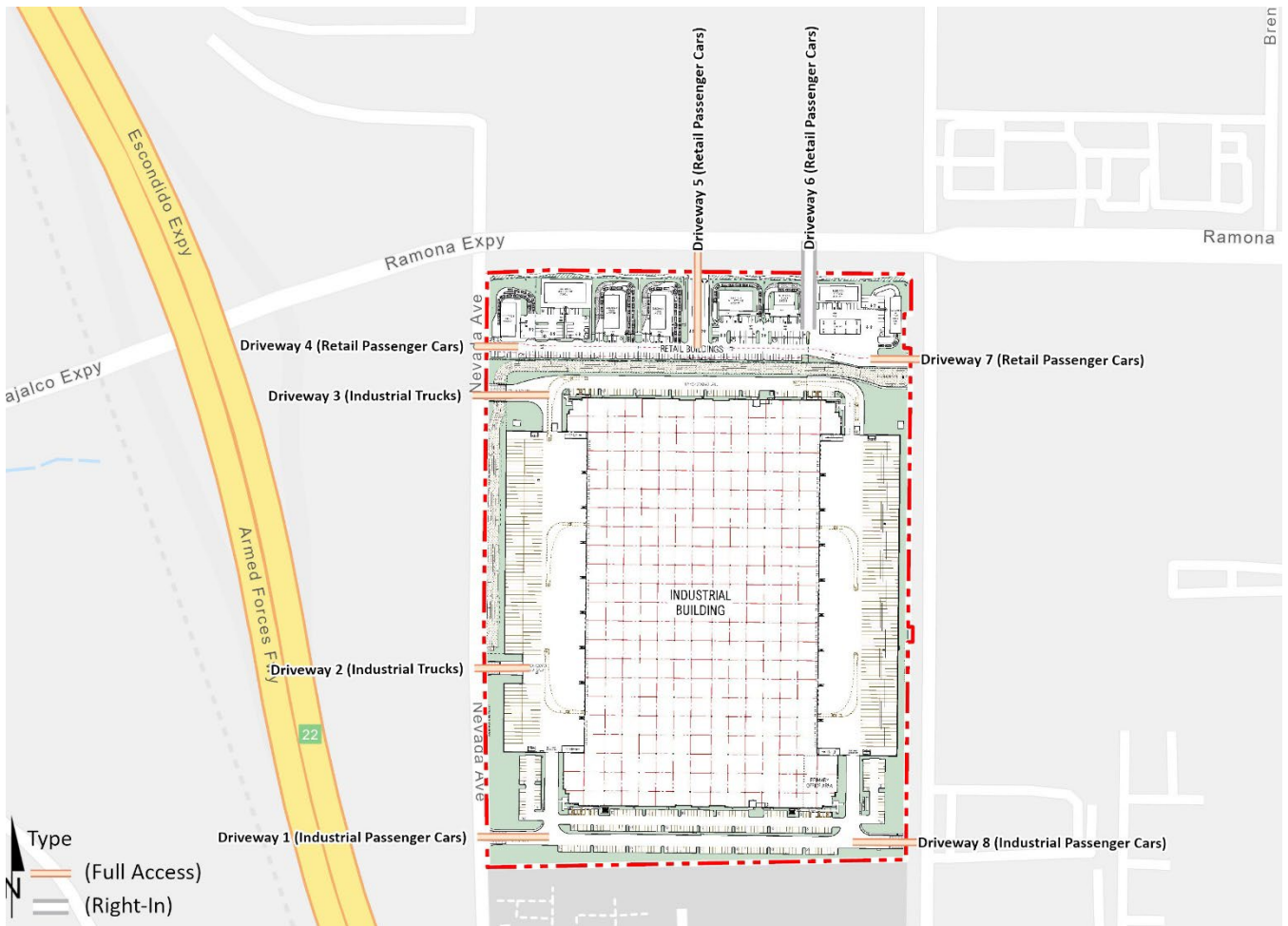
Charlene So, PE  
Principal

## REFERENCES

1. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
2. **City of Perris.** *Transportation Analysis Guidelines for CEQA.* City of Perris : s.n., May 2020.
3. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.



**ATTACHMENT A  
PRELIMINARY SITE PLAN**



**ATTACHMENT B**  
**WRCOG SCREENING TOOL**

**WRCOG VMT Screening Tool**

Nevada Rd & Ramona Expy, Per X

Show search results for Nevada Rd & ...

**VMT Impact Screening**

Input      Output

Zoom in to your project location close enough that the blue parcel layer appears. Select Western Riverside County Parcels in the drop-down below, then use the black square to select your project parcels. When ready, click on the Execute button. To clear the selection or start over, click on the "X" on the output tab once the tool has run. All results based on RIVTAM Model\*

Western Riverside County Parcels...

[Help](#)      **Execute**

(1 of 2)

APN:317120021; TAZ:3,767

Within a Transit Priority Area (TPA)?  
No (Fail)

Within a low VMT generating TAZ based on Total VMT?  
No (Fail)  
Jurisdictional average 2012 daily total VMT per service population = 27.59  
Project TAZ 2012 daily total VMT per service population = 57.73

Within a low VMT generating TAZ based on Residential Home-Based VMT?  
Yes (Pass)  
Jurisdictional average 2012 daily residential home-based VMT per capita = 13.05  
Project TAZ 2012 daily residential home-based VMT per capita = 6.96

Within a low VMT generating TAZ based on [Zoom to](#) ...

**Layer List**

All results based on RIVTAM Model.

- Output Layer
- Western Riverside County Parcels (Zoom in to view)
- Transit Priority Area
- RIVTAM TAZs with total VMT per service population below jurisdictional average under 2012 base year model
- RIVTAM TAZs with Home-based VMT per resident below jurisdictional average under 2012 base year model
- RIVTAM TAZs with Home-based work VMT per worker below jurisdictional average under 2012 base year model
- RIVTAM TAZs with total VMT per service population below WRCOG subregional average under 2012 base year model
- RIVTAM TAZs with Home-based VMT per resident below WRCOG subregional average under 2012 base year model
- RIVTAM TAZs with Home-based work VMT per worker below WRCOG subregional average under 2012 base year model
- City Boundaries
- TUMF Zone Boundaries

Map labels: Nevada Rd, Ramona Expy, Escalante Blvd, Harley Knox Blvd, W Nance St, W Markham St, Morgan St, Val Verde High School, Student Success Academy School, Val Verde USD, N Webster Ave, Morgan St, Escalante Blvd, Cajalco Expy, Kinnel Forkes Ewy, N Webster Ave, Morgan St, Val Verde USD.

Scale: 600ft

Coordinates: -117.253 33.853 Degrees

Map Data: © 2014 ASA, NGA, USGS, FEMA | Esri Community

**ATTACHMENT C**  
**CITY OF PERRIS SCOPING FORM**



**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
-----	--	----	---

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

YES		NO	X
-----	--	----	---

 Attachments:
- C. Is the Project a local serving land use? 

YES		NO	X
-----	--	----	---

 Attachments:
- D. Is the Project in a low VMT area? 

YES		NO	X
-----	--	----	---

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

YES		NO	X
-----	--	----	---

 Attachments:

**Low VMT Area Evaluation:**

Citywide VMT Averages <sup>1</sup>		
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 <sup>1</sup>	Type of Project	
3767	6.96 VMT/Capita	Residential:	
	12.02 VMT/Employee	Non-Residential:	X

<sup>1</sup> Base year (2012) projections from RIVTAM.

**Trip Generation Evaluation:**

Source of Trip Generation:

Project Trip Generation: 

2,024	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: 

2,024	Average Daily Trips (ADT)
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 Attachments:

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

YES	X	NO	
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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.

**Potentially 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.

**Mitigation Required**

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

YES		NO	<b>X</b>
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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:**

11.62	VMT/Employee
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**B. Unmitigated Project TAZ VMT Rate:**

12.02	VMT/Employee
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**C. Percentage Reduction Required to Achieve the Citywide Average VMT:**

<b>3.33%</b>
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**D. VMT Reduction Mitigation Measures:**

Source of VMT Reduction Estimates:	CAPCOA
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Project Location Setting	Suburban
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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%
<b>Total VMT Reduction (%)</b>		<b>0.00%</b>

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

**E. Mitigated Project TAZ VMT Rate:**

12.02	VMT/Employee
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**F. Is the project presumed to have a less than significant impact with mitigation?**

**Impact Not Mitigated**

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	
<b>Company:</b>	Urban Crossroads, Inc.	<b>Company:</b>	Deca Companies
<b>Contact:</b>	Charlene So	<b>Contact:</b>	Daniel Sachs
<b>Address:</b>	1133 Camelback St. #8329, Newport Beach, CA	<b>Address:</b>	201 Spear Street, Suite 100, San Francisco, CA
<b>Phone:</b>	(949) 660-1994	<b>Phone:</b>	312-576-4291
<b>Email:</b>	cso@urbanxroads.com	<b>Email:</b>	daniel.sachs@decaco.com
<b>Date:</b>	1/7/2022	<b>Date:</b>	1/7/2022

Approved by:			
<b>Perris Planning Division</b>	<b>Perris City Engineer</b>		
<b>Date</b>	<b>Date</b>		



**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
-----	--	----	---

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

YES		NO	X
-----	--	----	---

 Attachments:
- C. Is the Project a local serving land use? 

YES	X	NO	
-----	---	----	--

 Attachments:
- D. Is the Project in a low VMT area? 

YES		NO	X
-----	--	----	---

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

YES		NO	X
-----	--	----	---

 Attachments:

**Low VMT Area Evaluation:**

Citywide VMT Averages <sup>1</sup>	
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 <sup>1</sup>	Type of Project
3767	6.96 VMT/Capita	Residential:
	12.02 VMT/Employee	Non-Residential: <b>X</b>

<sup>1</sup> Base year (2012) projections from RIVTAM.

**Trip Generation Evaluation:**

Source of Trip Generation:

Project Trip Generation: 

18,484	Average Daily Trips (ADT)
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Internal Trip Credit:	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>	% Trip Credit:	<b>23%</b>
Pass-By Trip Credit:	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>	% Trip Credit:	<b>42%</b>
Affordable Housing Credit:	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>	% Trip Credit:	
Existing Land Use Trip Credit:	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>	Trip Credit:	

Net Project Daily Trips: 

6,348	Average Daily Trips (ADT)
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 Attachments:

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

YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>
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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	<input checked="" type="checkbox"/>	NO	
-----	-------------------------------------	----	--

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
-----	-----

**B. Unmitigated Project TAZ VMT Rate:**

N/A	N/A
-----	-----

**C. Percentage Reduction Required to Achieve the Citywide Average VMT:**

**N/A**

**D. VMT Reduction Mitigation Measures:**

Source of VMT Reduction Estimates:	CAPCOA
------------------------------------	--------

Project Location Setting	Suburban
--------------------------	----------

	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%
<b>Total VMT Reduction (%)</b>		<b>0.00%</b>

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

**E. Mitigated Project TAZ VMT Rate:**

N/A	N/A
-----	-----

**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.

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<b>Phone:</b>	(949) 660-1994	<b>Phone:</b>	312-576-4291
<b>Email:</b>	cso@urbanxroads.com	<b>Email:</b>	daniel.sachs@decaco.com
<b>Date:</b>	1/7/2022	<b>Date:</b>	1/7/2022

Approved by:			
<b>Perris Planning Division</b>	<b>Date</b>	<b>Perris City Engineer</b>	<b>Date</b>

**ATTACHMENT C**  
**PROJECT TRIP GENERATION**

**TABLE 1: PROJECT TRIP GENERATION RATES**

Land Use <sup>1</sup>	Units <sup>2</sup>	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>Actual Vehicle Trip Generation Rates</b>									
High-Cube Fulfillment Center Warehouse <sup>3</sup>	TSF	--	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks			0.006	0.002	0.008	0.003	0.008	0.011	0.162
5+-Axle Trucks			0.008	0.003	0.011	0.003	0.007	0.010	0.217
High-Cube Cold Storage Warehouse <sup>4</sup>	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.062	0.018	0.080	0.025	0.065	0.090	1.370
2-Axle Trucks			0.003	0.007	0.010	0.005	0.005	0.010	0.260
3-Axle Trucks			0.001	0.002	0.003	0.002	0.001	0.003	0.083
4+-Axle Trucks	0.005	0.011	0.016	0.008	0.008	0.016	0.407		
Fast Food without Drive Thru	TSF	933	25.04	18.14	43.18	16.61	16.60	33.21	450.49
Fast Food with Drive Thru	TSF	934	22.75	21.86	44.61	17.18	15.85	33.03	467.48
Coffee/Donut Shop with Drive Thru	TSF	937	43.80	42.08	85.88	19.50	19.50	38.99	533.57
Automated Car Wash <sup>5</sup>	TUN	948	N/A	N/A	N/A	38.75	38.75	77.50	775.00
Gas Station/Convenience Market (4,000-5,500 SF)	VFP	945	13.52	13.52	27.04	11.38	11.38	22.76	257.13
<b>Passenger Car Equivalent (PCE) Trip Generation Rates</b>									
High-Cube Fulfillment Center Warehouse <sup>3</sup>	TSF	--	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (PCE = 2.0)			0.012	0.004	0.016	0.006	0.016	0.022	0.324
5+-Axle Trucks (PCE = 3.0)			0.025	0.008	0.033	0.008	0.022	0.030	0.651
High-Cube Cold Storage Warehouse <sup>4</sup>	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.062	0.018	0.080	0.025	0.065	0.090	1.370
2-Axle Trucks (PCE = 1.5)			0.005	0.011	0.016	0.008	0.008	0.016	0.390
3-Axle Trucks (PCE = 2.0)			0.002	0.005	0.007	0.004	0.003	0.007	0.165
4+-Axle Trucks (PCE = 3.0)	0.015	0.034	0.049	0.024	0.025	0.049	1.222		

<sup>1</sup> Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

<sup>2</sup> TSF = thousand square feet; TUN = Tunnel; VFP = Vehicle Fueling Position

<sup>3</sup> Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.

Inbound and outbound split source: High Cube Warehouse Vehicle Trip Generation Analysis, October 2016, ITE.

<sup>4</sup> Truck Mix Source: ITE Trip Generation Manual (2021).

Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

<sup>5</sup> Daily trip generation rate not readily available in the ITE Trip Generation Manual. As such, the daily rate is assumed as 10 times the PM rate.

**TABLE 2: PROJECT TRIP GENERATION SUMMARY (ACTUAL VEHICLES)**

Land Use	Quantity <sup>2</sup> Units <sup>1</sup>	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
<b>Fulfillment Center Warehouse (95%)</b>	902.713 TSF							
Passenger Cars:		72	21	93	36	94	130	1,580
2-4 axle Trucks:		6	2	8	3	7	10	146
5+-axle Trucks:		8	2	10	3	6	9	196
Total Truck:		14	4	18	6	13	19	342
<b>Fulfillment Center Warehouse (Actual Vehicles)</b>		<b>86</b>	<b>25</b>	<b>111</b>	<b>42</b>	<b>107</b>	<b>149</b>	<b>1,922</b>
<b>High-Cube Cold Storage Warehouse (5%)</b>	47.511 TSF							
Passenger Cars:		3	1	4	1	3	4	80
2-axle Trucks:		0	0	0	0	0	0	12
3-axle Trucks:		0	0	0	0	0	0	4
4+-axle Trucks:		0	1	1	0	0	0	6
Total Truck:		0	1	1	0	0	0	22
<b>High-Cube Cold Storage Warehouse (Actual Vehicles)</b>		<b>3</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>102</b>
<i>Industrial Total Passenger Cars</i>		75	22	97	37	97	134	1,660
<i>Industrial Total Trucks</i>		14	5	19	6	13	19	364
<b>Industrial Component Total (Actual Vehicles)</b>		<b>89</b>	<b>27</b>	<b>116</b>	<b>43</b>	<b>110</b>	<b>153</b>	<b>2,024</b>
<b>Fast Food with Drive Thru</b>	16.500 TSF							
<i>Internal Capture<sup>2</sup></i>		-10	-16	-26	-63	-36	-99	-1,072
<i>Pass-By (49% AM; 50% PM/Daily)<sup>3</sup></i>		-169	-169	-338	-110	-110	-220	-3,322
<b>Fast Food without Drive Thru</b>	10.200 TSF							
<i>Internal Capture<sup>2</sup></i>		-6	-9	-15	-38	-22	-59	-588
<i>Pass-By (49% AM; 50% PM/Daily)<sup>3</sup></i>		-86	-86	-172	-66	-66	-132	-2,004
<b>Coffee/Donut Shop with Drive Thru</b>	2.400 TSF							
<i>Internal Capture<sup>2</sup></i>		-2	-3	-4	-10	-6	-17	-166
<i>Pass-By (89% AM/PM/Daily)<sup>3</sup></i>		-88	-88	-176	-32	-32	-64	-994
<b>Restaurant Total:</b>		<b>376</b>	<b>276</b>	<b>652</b>	<b>180</b>	<b>206</b>	<b>386</b>	<b>5,446</b>
<b>Automated Car Wash</b>	1 TUN							
<i>Internal Capture<sup>2</sup></i>		0	0	0	39	39	78	776
		0	0	0	-10	-18	-28	-354
<b>Convenience Market/Gas Station</b>	16 VFP							
<i>Internal Capture<sup>2</sup></i>		-28	-17	-45	-54	-93	-147	-2,112
<i>Pass-By (76% AM/PM/Daily)<sup>3</sup></i>		-143	-143	-286	-67	-67	-134	-1,524
<b>Retail Total:</b>		<b>45</b>	<b>56</b>	<b>101</b>	<b>90</b>	<b>43</b>	<b>133</b>	<b>902</b>
<b>Commercial Retail Component Total</b>		<b>421</b>	<b>332</b>	<b>753</b>	<b>270</b>	<b>248</b>	<b>518</b>	<b>6,348</b>
<b>Project Total Passenger Cars</b>		496	354	850	307	345	652	8,008
<b>Project Total Trucks (Actual Vehicles)</b>		14	5	19	6	13	19	364
<b>Project Total (Actual Vehicles)</b>		<b>510</b>	<b>359</b>	<b>869</b>	<b>313</b>	<b>358</b>	<b>671</b>	<b>8,372</b>

<sup>1</sup> TSF = Thousand Square Feet; TUN = Tunnel; VFP = Vehicle Fueling Position

<sup>2</sup> Internal capture calculated from NCHRP 684 Internal Trip Capture Estimation Tool.

<sup>3</sup> Source: ITE *Trip Generation Handbook*, 3rd Edition, 2017.