Appendix I-2

Harley Knox Industrial Project (DPR 21-00008) Transportation Study and Vehicle Miles Traveled (VMT) Screening Assessment

Ganddini Group

March 30, 2022

March 30, 2022

Mr. Michael Johnson, Principal
CRG – LCI HARLEY KNOX, LLC
1302 Brittany Cross Road
Santa Ana, California 92705

RE: Harley Knox Industrial Project (DPR 21-00008) Transportation Study and Vehicle Miles Traveled (VMT) Screening Assessment
Project No. 19436

Dear Mr. Johnson:

Ganddini Group, Inc. is pleased to provide this transportation study and vehicle miles traveled (VMT) screening analysis for the proposed Harley Knox Industrial Project (DPR 21-00008) in the City of Perris. We trust the findings of this analysis will aid the City of Perris in assessing whether preparation of a transportation study will be required for the proposed project.

PROJECT DESCRIPTION

The 6.71-acre project site is located at the northwest corner of Las Palmas Avenue and Harley Knox Boulevard in the City of Perris, California. The project location map is shown on Figure 1. The project site is currently vacant.

The proposed project involves construction of a new 142,995 square foot industrial warehousing building. The project proposes one right turns in/out only access for passenger vehicles to Harley Knox Boulevard, and one full access for trucks to Las Palmas Avenue. The proposed site plan is illustrated on Figure 2.

TRIP GENERATION

Table 1 shows the project trip generation forecast based on rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). Based on review of the ITE land use description, trip generation rates for ITE Land Use Code 150 - Warehousing were determined to adequately represent the proposed use and were selected for calculation of the project trip generation forecast. The number of trips generated is determined by multiplying the trip generation rates and directional distributions by the land use quantity.

As shown in Table 1, the proposed project is forecast to generate approximately 244 daily vehicle trips, including 25 vehicle trips during the AM peak hour and 24 vehicle trips during the PM peak hour.

Truck Trips

The project trip generation was also calculated in terms of Passenger Car Equivalent (PCE) trips. The percentage of truck trips and the truck mix by axle type was determined based on South Coast Air Quality Management District (SCAQMD) recommendations for high-cube warehousing facilities without cold-storage.

Truck trips were converted to PCE trips based on the following factors: 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with four or more axles.

As also shown in Table 2, the proposed project is forecast to generate approximately 348 daily PCE trips, including 35 PCE trips during the AM peak hour and 34 PCE trips during the PM peak hour.

Trip Distribution and Assignment

Figure 3 to Figure 5 illustrate the forecast directional distribution patterns of project-generated trips based on review of the existing roadway facilities in the project vicinity and the City of Perris truck route map. Figure 6 exhibits the project trip assignment for the intersection of Las Palmas at Harley Knox Boulevard

Site Access

A site access study shall be prepared to evaluate project traffic impacts in relation to adjacent property driveways and internal circulation. Specifically, the access study shall address:

- Driveway spacing on Harley Knox Boulevard relative to the Perris Valley Commerce Center (PVCC) Specific Plan standards;
- Storage length requirements for the proposed eastbound left turn lane from Harley Knox Boulevard to Las Palmas; and
- Internal circulation and truck turning templates through the proposed truck access driveway.

Criteria for the Preparation of Traffic Impact Analyses

According to the *City of Perris Transportation Impact Analysis Guidelines for CEQA* (May 12, 2020) ["the *City VMT Guidelines*"], certain types of projects, because of their size, nature, or location, are exempt from the requirement of preparing a traffic impact analysis.

Vehicle Miles Traveled (VMT) Analysis Screening Analysis

The project VMT impact has been assessed in accordance with guidance from the *City of Perris Transportation Impact Analysis Guidelines for CEQA* (May 12, 2020) ["the City TIA Guidelines"]. The transportation guidelines provide a framework for "screening thresholds" for certain projects that are expected to cause a less than significant impact without conducting a detailed VMT study.

The project requirements for evaluation of transportation impacts under CEQA was assessed using the City of Perris VMT Scoping Form for Land Use Projects as appended to the City of Perris TIA Guidelines and included in Attachment A of this letter. As documented in the VMT Scoping Form, the proposed project satisfies the following VMT screening criteria:

A.	Is the project 100% affordable housing?	No
B.	Is the project within half mile of qualifying transit?	Yes
C.	Is the project a local serving land use?	No
D.	Is the project in a low VMT area?	Yes
B.	Are the project's net daily trips less than 500 ADT?	Yes

Therefore, the proposed project is presumed to have a less than significant impact on VMT since it satisfies one or more of the VMT screening criteria established by the City of Perris (the project site is within one-half mile of qualifying transit, in a low VMT area, and has net daily trips less than 500 ADT). No additional VMT modeling or mitigation measures are required.

Level of Service (LOS) Analysis Screening Analysis

As noted in the project Scoping Form (see Attachment A), the project is exempt from Level of Service evaluation outside of CEQA based on the project trip generation.

CONCLUSION

The proposed project is forecast to generate approximately 244 daily vehicle trips, including 25 vehicle trips during the AM peak hour and 24 vehicle trips during the PM peak hour. The proposed project is forecast to generate approximately 348 daily PCE trips, including 35 PCE trips during the AM peak hour and 34 PCE trips during the PM peak hour.

The proposed project satisfies the City-established VMT screening criteria for projects within one-half mile of qualifying transit, in a low VMT area, and with net daily trips less than 500 ADT; therefore, the project is exempt from preparation of a detailed VMT analysis and may be presumed to result in a less than significant VMT impact.

The project is exempt from Level of Service evaluation outside of CEQA based on the project trip generation.

We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100 x 104.

Sincerely,
Sincerely,

GANDDINI GROUP, INC.

Bryan Crawford,
Senior Transportation Planner

Giancarlo Ganddini, TE, PTP
Principal

Table 1
Project Trip Generation

Land Use: Warehousing
Size: 142.995 TSF

TRIP GENERATION RATES PER TSF[1]								
		AM Peak Hour			PM Peak Hour			Daily
Vehicle Type	Source[2]	In	Out	Rate	In	Out	Rate	Rate
All Vehicles	ITE 150	77%	23%	0.170	28%	72%	0.180	1.710
Passenger Cars (72.5%)	ITE 150	0.095	0.028	0.123	0.037	0.094	0.131	1.240
Trucks (27.5%)	SCAQMD	0.024	0.023	0.047	0.026	0.024	0.050	0.470
Truck Mix:	SCAQMD							
2-Axle Trucks (16.7%)		0.006	0.002	0.008	0.002	0.006	0.008	0.079
3-Axle Trucks (20.7%)		0.007	0.002	0.009	0.003	0.007	0.010	0.097
4+ Axle Trucks (62.6%)		0.023	0.007	0.030	0.009	0.022	0.031	0.294

VEHICLE TRIPS GENERATED							
	AM Peak Hour			PM Peak Hour			
Vehicle Type	In	Out	Total	In	Out	Total	Daily
Passenger Cars	14	5	19	5	13	18	177
Trucks							
2-Axle Trucks	1	0	1	0	1	1	11
3-Axle Trucks	1	0	1	0	1	1	14
4+ Axle Trucks	3	1	4	1	3	4	42
Subtotal	5	1	6	1	5	6	67
Total Vehicle Trips Generated	**19**	**6**	**25**	**6**	**18**	**24**	**244**

PCE[3] TRIPS GENERATED								
		AM Peak Hour			PM Peak Hour			
Vehicle Type	PCE Factor[4]	In	Out	Total	In	Out	Total	Daily
Passenger Cars	1.0	14	5	19	5	13	18	177
Trucks								
2-Axle Trucks	1.5	2	0	2	0	2	2	17
3-Axle Trucks	2.0	2	0	2	0	2	2	28
4+ Axle Trucks	3.0	9	3	12	3	9	12	126
Subtotal		13	3	16	3	13	16	171
Total PCE Trips Generated		**27**	**8**	**35**	**8**	**26**	**34**	**348**

Notes:
(1) TSF = Thousand Square Feet

(2) ITE = Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021); ### = ITE Land Use Code.
SCAQMD = South Coast Air Quality Management District recommendations for non-cold storage high-cube warehouse.

(3) PCE = Passenger Car Equivalent
(4) Source: San Bernardino County Congestion Management Program (2016), Appendix B.

ATTACHMENT A

VMT SCOPING FORM FOR LAND USE PROJECTS

City of Perris
www.cityofperris.org

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.: DPR 21-00008

Project Name: Harley Knox Industrial Project

Project Location: Northwest corner of Las Palmas Avenue and Harley Knox Boulevard in the City of Perris

Project Description: A 142,995 SF warehouse building including a 4,000 SF mezzanine
(Please attach a copy of the project Site Plan)

Current GP Land Use: PVCC SP - Light Industrial

Proposed GP Land Use: PVCC SP - Light Industrial

Current Zoning: PVCC SP - Light Industrial

Proposed Zoning: PVCC SP - Light Industrial

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.

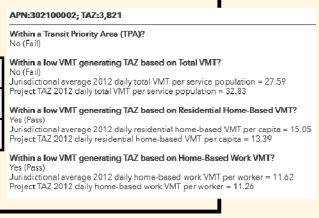
II. VMT Screening Criteria

A. Is the Project 100% affordable housing?	**YES**		**NO**	✔	Attachments:	
B. Is the Project within 1/2 mile of qualifying transit?	**YES**	✔	**NO**		Attachments:	
C. Is the Project a local serving land use?	**YES**		**NO**	✔	Attachments:	
D. Is the Project in a low VMT area?	**YES**	✔	**NO**		Attachments:	
E. Are the Project's Net Daily Trips less than 500 ADT?	**YES**	✔	**NO**		Attachments:	Table 1

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	
3,821	VMT/Capita		Residential:	
	11.26	VMT/Employee	Non-Residential:	✔

[1] Base year (2012) projections from RIVTAM.

Trip Generation Evaluation:

Source of Trip Generation: ITE 11th Edition, 2021. Warehousing (ITE 150)

Project Trip Generation: 244 **Average Daily Trips (ADT)**

Internal Trip Credit:	YES		NO	✔	% Trip Credit:	
Pass-By Trip Credit:	YES		NO	✔	% Trip Credit:	
Affordable Housing Credit:	YES		NO	✔	% Trip Credit:	
Existing Land Use Trip Credit:	YES		NO	✔	Trip Credit:	

Net Project Daily Trips: 244 **Average Daily Trips (ADT)** Attachments: Table 1

Does project trip generation warrant an LOS evaluation outside of CEQA? **YES** | | **NO** ✔

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.

Yes. Criteria B, D, and E.

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.

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

YES		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:

B. Unmitigated Project TAZ VMT Rate:

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

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:

F. Is the project pressumed to have a less than significant impact with mitigation?

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:	03-30-2022	**Date:**	03-30-2022

Approved by:

Perris Development Serivces Dept. Date	**Perris Public Works Dept. Date**