

DATE: November 7, 2022
TO: Lars Andersen, Pacific Development Partners, LLC
FROM: Alex So, Urban Crossroads
JOB NO: 13233-01 VMT

EXPRESSWAY COMMERCE CENTER (PERRIS AND RAMONA WAREHOUSE) VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

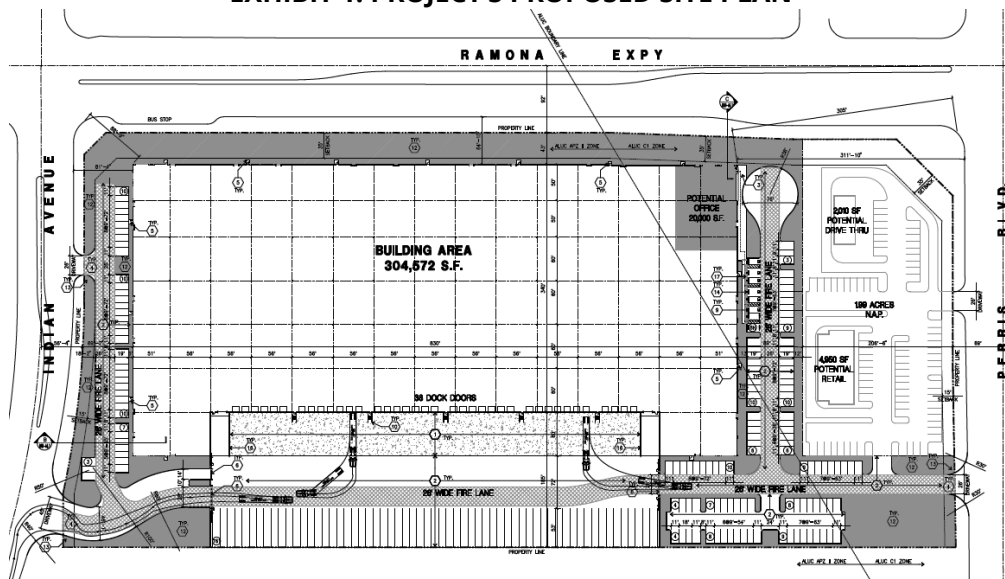
Lars Andersen,

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Screening Evaluation for the Expressway Commerce Center (Perris and Ramona Warehouse) (Project), which is located south of Ramona Expressway between Indian Avenue and Perris Boulevard within the Perris Valley Commerce Center Specific Plan, in the City of Perris.

PROJECT OVERVIEW

The Project consists of a single 304,572 square foot warehouse building, a 2,010 square foot fast-food restaurant with drive-through window and 4,950 square feet of retail space (see Exhibit 1).

EXHIBIT 1: PROJECT'S PROPOSED SITE PLAN



BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020, consistent with Senate Bill 743 (SB 743). To comply with SB 743, the City of Perris adopted their [Transportation Impact Analysis Guidelines for CEQA](#) (May 2020) (**City Guidelines**) (1). The adopted City Guidelines have been utilized to prepare this VMT analysis.

VMT SCREENING

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.

The City Guidelines lists 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. The City of Perris VMT screening methods, as described within the City Guidelines, are listed below:

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

As stated in the City Guidelines, mixed use land use projects should be evaluated by their individual land use components. **These individual 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 states, 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 intend to develop any residential uses.

Affordable Housing screening criteria not met for any components of the Project.

HIGH QUALITY TRANSIT AREA (HQTA) 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"¹ or an existing stop along a "high-

¹ 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.").

quality transit corridor”²) 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:

- 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.

The City Guidelines provides a map of TPA areas within the City of Perris. The Project is located within a TPA, however, the warehouse component of the Project does not meet the sub criteria as it is inconsistent with the Perris Valley Commerce Center Land Use Plan. The Project site is currently designated for commercial use only. In addition, the retail component of the Project there is providing more parking spaces than required by the City of Perris.

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. By improving destination proximity, local serving uses lead to shortened trip lengths and reduced VMT.

The retail components of the Project are considered locally serving as they provide shopping and dining opportunities within the local area and would ultimately decrease the length traveled by customers who would have otherwise traveled farther.

Local-Serving Land Use screening criteria is met for the retail component of the Project 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 in individual traffic analysis zones (TAZs) within the Western Riverside Councils of Governments (WRCOG) region. First, 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 and the VMT generated by the existing TAZ is compared to the City’s impact threshold of VMT per employee since all components of the Project are non-residential.

² 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.”).

The Project is in TAZ 3767 and the VMT per employee is 12.02. Since the Project's VMT is above the City of Perris citywide VMT average of 11.62 per employee, the Project does not reside within a low VMT generating zone (See Attachment A).

Low VMT Area screening criteria is not met.

NET DAILY TRIPS LESS THAN 500 ADT

The City Guidelines states 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, 11th Edition, 2021 (3). The Project trip generation summary is shown on Table 2 of Attachment B. As shown, the proposed Project is anticipated to generate a total of 1012 trips per day, however, when evaluated by their individual land uses the warehouse component is anticipated to generate 428 trips per day. Therefore, the Project's warehouse component generates daily trips below the 500 daily trip threshold.

Net Daily Trips Less than 500 ADT screening criteria is met for the warehouse component only.

CONCLUSION

In summary, the Project meets the following component screening criteria: Local-Serving Land Use Screening for the retail component and Net Daily Trips less than 500 ADT for warehouse component of the Project. Therefore, no VMT analysis is needed.

If you have any questions, please contact me directly at aso@urbanxroads.com.

Respectfully submitted,

URBAN CROSSROADS, INC.



Alexander So
Senior Associate



Charlene So, PE
Principal



REFERENCES

1. **City of Perris.** *Transportation Analysis Guidelines for CEQA.* City of Perris : s.n., May 2020.
2. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.

ATTACHMENT A
CITY OF PERRIS SCOPING FORMS



**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	X	NO	
-----	---	----	--

 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:

428	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:

428	Average Daily Trips (ADT)
-----	---------------------------

 Attachments:

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

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

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
-----	--	----	---

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
-----	-----

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

N/A

D. VMT Reduction Mitigation Measures:

Source of VMT Reduction Estimates: _____

Project Location Setting _____

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

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

E. Mitigated Project TAZ VMT Rate:

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

N/A

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

Prepared By		Developer/Applicant	
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Approved by:			
Perris Planning Division	Date	Perris City Engineer	Date



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VMT SCOPING FORM FOR LAND USE PROJECTS**

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(Please attach a copy of the project Site Plan)

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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
-----	--	----	---

 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 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:

1,210	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 checked="" type="checkbox"/>	NO	<input type="checkbox"/>	% Trip Credit:	<input type="text" value="52%"/>
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:

584	Average Daily Trips (ADT)
-----	---------------------------

 Attachments:

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

YES	X	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.

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
-----	--	----	---

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: _____

Project Location Setting _____

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

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

E. Mitigated Project TAZ VMT Rate:

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

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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Date:	11/7/2022	Date:	11/7/2022

Approved by:			
Perris Planning Division	Date	Perris City Engineer	Date

ATTACHMENT B
PROJECT TRIP GENERATION SUMMARY

TABLE B-1: TRIP GENERATION RATES

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									
High-Cube Transload/Short-Term Storage Warehouse ³	154	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
Passenger Cars:			0.052	0.008	0.060	0.023	0.067	0.090	1.180
2-Axle Trucks:			0.002	0.001	0.003	0.001	0.001	0.002	0.037
3-Axle Trucks:			0.002	0.002	0.004	0.001	0.001	0.002	0.046
4+-Axle Trucks:			0.006	0.007	0.013	0.003	0.003	0.006	0.138
Strip Retail (<40,000 SF)	822	TSF	1.42	0.94	2.36	3.30	3.29	6.59	54.45
Fast-Food Restaurant with Drive-Through Window	934	TSF	22.75	21.86	44.61	17.18	15.85	33.03	467.48
Passenger Car Equivalent (PCE) Trip Generation Rates									
High-Cube Transload/Short-Term Storage Warehouse ³	154	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
Passenger Cars:			0.052	0.008	0.060	0.023	0.067	0.090	1.180
2-Axle Trucks:			0.003	0.002	0.005	0.002	0.001	0.003	0.055
3-Axle Trucks:			0.004	0.004	0.008	0.002	0.002	0.004	0.091
4+-Axle Trucks:			0.018	0.020	0.038	0.009	0.010	0.019	0.413

¹ Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), [Trip Generation Manual](#), Eleventh Edition (2021).

² TSF = thousand square feet

³ Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.

Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

TABLE B-2: TRIP GENERATION SUMMARY

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	304.572 TSF							
Passenger Cars:		16	3	19	8	21	29	360
2-Axle Trucks:		1	1	2	1	1	2	12
3-Axle Trucks:		1	1	2	1	1	2	14
4+-Axle Trucks:		2	2	4	1	1	2	42
Total Trucks:		4	4	8	3	3	6	68
High-Cube Warehouse Subtotal (Actual Vehicles)		20	7	27	11	24	35	428
Strip Retail	4.950 TSF	7	5	12	16	16	33	270
Pass-By (40% PM/Daily):		0	0	0	-6	-6	-12	-108
Retail Subtotal:		7	5	12	10	10	20	162
Fast-Food Restaurant with Drive-Through Window	2.010 TSF	46	44	90	35	32	67	940
Pass-By (50% AM; 55% PM/Daily):		-23	-23	-46	-18	-18	-36	-518
Restaurant Subtotal:		23	21	44	17	14	31	422
Alternative 2 Total (Actual Vehicles):		50	33	83	38	48	86	1,012

¹ TSF = Thousand Square Feet