

DATE: November 7, 2022

TO: Lars Andersen, Pacific Development Partners, LLC

FROM: Alex So, Urban Crossroads

JOB NO: 13233-01 VMT

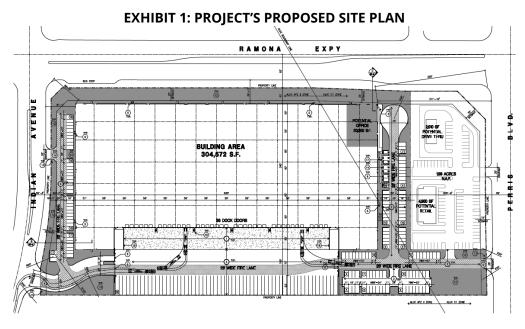
EXPRESSWAY COMMERCE CENTER (PERRIS AND RAMONA WAREHOUSE) VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

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).



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 <u>Transportation Impact Analysis Guidelines for CEQA</u> (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 <u>City of Perris VMT Scoping Form for Land Use Projects</u> (**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 highincome 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) <u>Trip Generation Manual</u>, 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

the City of Perris TIA Guidelines, dated May 12, 202											
ect Description											
Tract/Case No. DPR 19-00012											
Project Name: Perris and Ramona Warehouse											
rems and namona warehouse											
Project Location: southwest corner of Perris Boulev	southwest corner of Perris Boulevard and Ramona Expressway										
	The Project is proposed to consist of a 304,572 square foot (sf) High-Cube Transload/Short-term Storage Warehouse building										
(Please attach a copy of the proje	ect Site Plan)										
ent GP Land Use: PVCC SP	Land Use: PVCC SP Proposed GP Land Use: PVCC SP										
The constant of the constant o		J			1 40001						
Current Zoning: Commercial]	Propo	sed Zoning:	Light Industrial						
If a project requires a General Plar	n Amendmen	t or Zone cha	ange, then a	dditional in	formation and analysis should be provided to						
ensure the project is consistent wi	ith RHNA and	RTP/SCS Str	ategies.								
T Screening Criteria											
e Project 100% affordable housing?	YES		NO	х	Attachments:						
e i roject 100/0 arroruabie fiousilig:	113		140	^	Attachinents.						
e Project within 1/2 mile of qualifying transit?	YES		NO	х	Attachments:						
e Project a local serving land use?	YES		NO	Х	Attachments:						
a Duningt in a law MAGT and 2	VEC	ı	NO	W	1						
Is the Project in a low VMT area? YES			NO	Х	Attachments:						
the Project's Net Daily Trips less than 500 ADT?	YES	x	NO		Attachments:						
the Project's Net Daily Trips less than 500 ADT?	YES	х	NO		Attachments:						
the Project's Net Daily Trips less than 500 ADT? Low VMT Area Evaluation:	YES	Х	NO		Attachments:						
Low VMT Area Evaluation:			NO		Attachments:						
Low VMT Area Evaluation: Cityv	vide VMT Ave	erages ¹]						
Low VMT Area Evaluation: Cityw Citywide Home-Bas	vide VMT Ave	erages ¹ 15.05	VMT/Capita		Attachments: WRCOG VMT MAP						
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CITY OF PERRIS VMT SCOPING FORM Page 2 of 2

III. VMT Screening S	Summary								
 	A. Is the Project presumed to have a less than significant impact on VMT?								
A Project is presumed satisfies at least one		ss than significant impact on VMT if IT screening criteria.	the Project		Less Than S	Significant			
B. Is mitigation require	ed?								
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 m	odeling requ	ired to evaluate Project impacts?		YES		NO X			
II		ge and/or General Plan Amendmen e project generates less than 2,500	=						
IV. MITIGATION									
A. Citywide Average V	MT Rate (Th	reshold of Significance) for Mitigation	on Purposes:	N	N/A	N/A			
B. Unmitigated Project	t TAZ VMT Ra	nte:		N	N/A	N/A			
C. Percentage Reduction	on Required	to Achieve the Citywide Average VN	ΛT:		N/	/A			
D. VMT Reduction Mit	igation Meas	sures:							
	Source of V	MT Reduction Estimates:							
	Project Loca	ation Setting							
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	2. 3.					0.00%			
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	9.					0.00%			
	10.					0.00%			
		Reduction (%)	ny of all mitigation cal	culations \		0.00%			
	(Attach add	itional pages, if necessary, and a co	py of all mitigation can	cuiations.)					
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F. Is the project pressu	med to have	a less than significant impact with	mitigation?		N/	′ A			
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Conditions of Approval o	f the project. I	Development review and processing fee		_			•		
not process the Form pri		g paid to the City. Prepared By	<u> </u>		Dovo	eloper/Applicant			
Company:	Urban Cross	<u> </u>		Company:	1	elelopment Partners, LLC			
Contact:	Alex So	stodus, mc.	Lars Anderso	•					
Address:		back St. #8329, Newport Beach, CA		Contact: Address:		ho Viejo Rd, STE B			
Phone:	(949) 660-1	994		Phone:	949-481-046	53			
Email:	aso@urbanx	roads.com		Email:	lars@pdpsjo	c.net			
Date:	11/7/2022			Date:	11/7/2022				
			Approved by:						
Perri	s Planning Di	vision Da	ate	Pe	rris City Engin	ieer	Date		



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

	0.								
roject Description									
Treat/Case No DDD 40 00043									
Tract/Case No. DPR 19-00012									
Project Name: Perris and Ramona Warehouse									
Project Location: southwest corner of Perris Bouleva	ard and Ramo	ona Expresswa	У						
Project Description: 2,010 square foot fast food restau	rant with dri	vo-through wi	ndown an	1 4 050 car	iaro foot of ro	tail space			
(Please attach a copy of the project		ve-tillough wil	nuown and	1 4,950 Squ	iare reet or re	tali space.			
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rrent GP Land Use: PVCC SP	se: PVCC SP				PVCC SP				
Compart Zaninas C		1	Duana						
Current Zoning: Commercial If a project requires a General Plan	Amendment	t or Zone chan			Commercia		hould be provided to		
ensure the project is consistent wit		``	•	Juitionai ii	iioiiiiatioii aii	iu alialysis s	nould be provided to		
/MT Screening Criteria		,	<u> </u>						
the Project 100% affordable housing?	YES		NO	Х	Atta	achments:			
the Project within 1/2 mile of qualifying transit?	YES		NO	Х	Λ++-	achments:			
	123		.10	X	_ Atto	acimients.			
the Project a local serving land use?	YES	Х	NO		Atta	achments:			
					-				
s the Project in a low VMT area?	YES		NO	X	Atta	achments:			
re the Project's Net Daily Trips less than 500 ADT?	YES		NO	Х	Δ++:	achments:			
	120			X	Att	deminents.			
Low VMT Area Evaluation:									
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Citywide Employment-Base			MT/Emplo		-				
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Project TAZ		ate for i roject	, IAZ		Type of Proje	<u> </u>			
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3767	6.96 12.02			ſ		X			
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CITY OF PERRIS VMT SCOPING FORM Page 2 of 2

III. VMT Screening	Summary								
	d to have a le	a less than significant impact on VN ss than significant impact on VMT if IT screening criteria.			Less Than S	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 m	nodeling requ	ired to evaluate Project impacts?		YES		NO X]		
•		nge and/or General Plan Amendmen e project generates less than 2,500	<u>-</u>		•				
IV. MITIGATION									
A. Citywide Average V	MT Rate (Thr	reshold of Significance) for Mitigati	on Purposes:	1	N/A	N/A]		
B. Unmitigated Projec	t TAZ VMT Ra	ate:		1	N/A	N/A]		
C. Percentage Reduction	on Required t	to Achieve the Citywide Average VN	MT:		N/	'A]		
D. VMT Reduction Mit	igation Meas	sures:							
	Source of V	MT Reduction Estimates:							
	Project Loca	ation Setting					<i>1</i> 1		
	1 Toject Loca	action secting					1		
		VMT Reduction M	litigation Measure:			Estimated VMT			
		VIVIT REduction IV	Titigation Measure.			Reduction (%)			
	1.					0.00%	4		
	2.					0.00%			
	3. 4.					0.00%	4		
	5.					0.00%			
	6.					0.00%			
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		Reduction (%)	ny of all mitigation cal	oulations \		0.00%	J		
	(Attach add	litional pages, if necessary, and a co	py of all mitigation call	culations.)					
E. Mitigated Project T	AZ VMT Rate:	:		ľ	N/A	N/A]		
F. Is the project pressu	ımed to have	a less than significant impact with	mitigation?		N/	' A			
		ow the Citywide Average Rate, then the			_				
		red and a potentially significant and un Development review and processing fee	·	_			· · · · · · · · · · · · · · · · · · ·		
not process the Form pri			es should be submitted w	vicii, or prior to	o the submittur	or this rotth. The rialini	ig Department starr win		
		Prepared By			Deve	loper/Applicant			
Company:	Urban Cross	sroads, Inc.		Company: Pacific Development Partners, LLC					
Contact: Address:	Alex So	Book Ct. 40000 No. 11 P. J. Ct.	-	Contact: Address:	Lars Anderso				
Phone:	(949) 660-1	back St. #8329, Newport Beach, CA		Phone:	949-481-046	no Viejo Rd, STE B			
Email:	aso@urbanx		-	Email:	lars@pdpsjc				
Date:	11/7/2022		<u> </u>	Date:	11/7/2022				
			Approved by:		<u> </u>				
Porri	is Planning Di	vision	ate	Do	rris City Engin	eer	Date		

ATTACHMENT B PROJECT TRIP GENERATION SUMMARY

TABLE B-1: TRIP GENERATION RATES

	ITE		AM Peak Hour			PM			
Land Use ¹	Code	Units ²	In	Out	Total	In	Out	Total	Daily
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), <u>Trip Generation Manual</u>, Eleventh Edition (2021).

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

² TSF = thousand square feet

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

TABLE B-2: TRIP GENERATION SUMMARY

		AM Peak Hour			PM			
Alternative 2 Land Uses	Quantity Units ¹	In	Out	Total	In	Out	Total	Daily
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