



Technical Memorandum

To: Ryan Birdseye, Birdseye Planning Group
From: Marc Mizuta, Mizuta Traffic Consulting
Date: October 2, 2024
Re: Trip Generation and VMT Screening Analysis for the Proposed Vallarta Market Place Community Shopping Center Project

Mizuta Traffic Consulting (MTC) has prepared this memo summarizing the estimated trip generation for the Vallarta Market Place Community Shopping Center (herein referred to as the “Project”) located in Perris, CA and determine if the project would result in any significant transportation impacts. Senate Bill 743 (SB 743) was approved in 2013 and changes the way transportation impacts are measured under the California Environmental Quality Act (CEQA). The Office of Planning and Research (OPR) has recommended the use of vehicle miles travelled (VMT) as the required metric to replace the automobile delay-based LOS. The VMT assessment is required to satisfy CEQA guidelines that utilizes VMT as the required metric to determine transportation impacts. The VMT assessment was based on the criteria outlined in the *City of Perris Transportation Impact Analysis Guidelines for CEQA, May 12, 2020 (City’s TIA Guidelines)*.

PROJECT DESCRIPTION

The Project proposes to construct and operate a total of seven new commercial/retail buildings on a 10.55-acre site located at the southeast corner of Placentia Avenue and North Perris Boulevard. The Project site is vacant and located within Planning Area 5 and designated Community Commercial in the Perris General Plan. The Project includes a 59,371 square foot (sf) grocery store/supermarket, 30,113 sf of retail over three buildings, a 4,913 sf convenience store with 16 fueling positions, 4,700 sf fast-food with drive through lanes over two buildings, and a 2,367 sf coffee shop with a drive through lane. A preliminary site plan has been prepared and included as an attachment.

TRIP GENERATION

The trip generation rate for the Project was based on the rates for the various land uses contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*. Table I summarizes the proposed trip generation for the Project. Passby reduction factors were applied to the various land uses.

As shown in the table, the Project is estimated to generate 16,617 daily trips (ADT) with 1,056 trips (576 inbound, 480 outbound) during the AM peak-hour and 1,337 trips (656 inbound, 681 outbound) in the PM peak-hour at the project driveways. After applying the passby trip reductions, the Project is estimated to generate a net of 9,006 ADT with 576 trips (333 inbound, 243 outbound) during the AM peak-hour and 780 trips (380 inbound, 480 outbound) during the PM peak-hour.

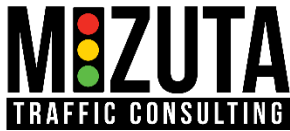


Table I: Project Trip Generation

TRIP GENERATION RATES ¹								
Land Use	ITE Code	Weekday Daily	AM PEAK			PM PEAK		
			Rate	In:Out Ratio		Rate	In:Out Ratio	
Shopping Plaza (40K to 150K)	821	94.49 trips / ksf	3.53	0.62 : 0.38		9.03	0.48 : 0.52	
Fast-Food Restaurant w/Drive-Through Window	934	467.48 trips / ksf	44.61	0.51 : 0.49		33.03	0.52 : 0.48	
Coffee Shop w/Drive-Through Window	937	533.57 trips / ksf	85.88	0.51 : 0.49		38.99	0.50 : 0.50	
Convenience Store/Gas Station VFP (16-24)	945	1283.38 trips / ksf	91.35	0.50 : 0.50		78.95	0.50 : 0.50	
TRIP GENERATION CALCULATIONS								
Land Use	Amount	ADT	AM PEAK			PM PEAK		
			In	Out	Total	In	Out	Total
Vallarta Supermarket / Retail Bldgs 1 & 2	96.484 ksf	9,117	212	129	341	419	453	872
<i>Internal Capture Trip Reduction³</i>		-1,094	-12	-20	-32	-34	-26	-60
<i>Less Passby (24%-Daily & PM, 0%-AM)²</i>		-1,926	0	0	0	-92	-103	-195
Convenience Store/Gas Station	4.913 ksf	6,306	225	224	449	194	194	388
<i>Internal Capture Trip Reduction³</i>		-757	-16	-26	-42	-15	-11	-26
<i>Less Passby (75%-Daily & PM, 76%-AM)²</i>		-4,162	-159	-150	-309	-134	-138	-272
Fast-Food Restaurant w/Drive-Through Window	4.700 ksf	2,198	108	102	210	82	74	156
<i>Internal Capture Trip Reduction³</i>		-264	-23	-14	-37	-23	-31	-54
<i>Less Passby (50%-Daily & AM, 55%-PM)²</i>		-967	-43	-44	-87	-32	-24	-56
Coffee Shop w/Drive-Through Window	2.367 ksf	1,263	105	99	204	47	46	93
<i>Internal Capture Trip Reduction³</i>		-152	-23	-14	-37	-14	-18	-32
<i>Less Passby (50%-Daily & AM, 55%-PM)^{2,4}</i>		-556	-41	-43	-84	-18	-16	-34
<i>Total Internal Capture Trip Reduction³</i>		-2,267	-74	-74	-148	-86	-86	-172
Total Driveway Trips		16,617	576	480	1,056	656	681	1,337
<i>Less Pass-by Trips</i>		<i>-7,611</i>	<i>-243</i>	<i>-237</i>	<i>-480</i>	<i>-276</i>	<i>-281</i>	<i>-557</i>
Net New Traffic		9,006	333	243	576	380	400	780

Notes:

ksf: 1,000 square feet, vfp: vehicle fueling positions

1. The trip rates for the project's land use are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*.

2. The passby trip rate is based on the average rates published in the *ITE Trip Generation Manual, 11th Edition*.

3. The internal capture trips are estimated based on the methodologies contained in the NCHRP Report 684. The daily percentage of 12% was based on the average of the AM and PM peak period internal capture percentages.

4. The passby trip rate is based on the average rates for the Fast-Food Restaurant with Drive-Through land use (LUC 934).



VMT ASSESSMENT

According to the *City's TIA Guidelines*, there are five screening criteria that can be applied to effectively screen projects from VMT project-level assessments. The purpose is to screen out projects that are presumed to have a non-significant transportation impact based on facts of a project and to avoid unnecessary analysis and findings that would be inconsistent with the intent of SB 743. The following lists the various screening criteria:

1. Is the project 100% affordable housing?
2. Is the project within one half (1/2) mile of qualifying transit?
3. Is the project a local serving land use?
4. Is the project in a low VMT area?
5. Are the project's net daily trips less than 500 ADT?

If the project meets any of the screening criteria above, they are presumed to not have a significant impact and are screened out from completing additional VMT analysis.

VMT SCREENING ANALYSIS

Upon reviewing the screening criteria, the most appropriate and applicable criteria for the project was the project located within ½ mile of qualifying transit criteria. According to *City's TIA Guidelines*, projects located within ½ mile of an existing or major transit stop or an existing stop along a high-quality transit corridor may be presumed to have a less than significant impact absent substantial evidence to the contrary.

The City's Transit Priority Area (TPA) exhibit was referenced and it was determined that the Project is located within the TPA. Additionally, WRCOG VMT Screening Tool was used for the screening. The Project is located in TAZ 1836 and this is located inside a TPA.

As a result, the TPA screening threshold is met.

CONCLUSION

Based on the review of the applicable VMT screening thresholds, the Project satisfies the TPA screening and is presumed to result in a less than a significant VMT impact. As such, no additional VMT analysis is required or recommended.

ATTACHMENTS

- Site Plan
- TPA Map
- WRGOG Screening Tool Results
- VMT Scoping Form

Retail Required Parking			
Name	Area	Factor	Min. Parking
C-Store	4913 SF	250	20
Junior Anchor	15593 SF	250	63
Retail #2	7000 SF	250	28
Shop Retail #1	7520 SF	250	31
Vallarta Market	59371 SF	250	238
Grand total	94397 SF		380

Drive-In Required Parking			
Name	Area	Dining Area	Min. Required Parking
Coffee QSR	2367 SF	947 SF	29
QSR #1	2621 SF	1048 SF	31
QSR #2	2079 SF	832 SF	27
Grand total	7067 SF		87

PARKING REQUIRED:

- 467 SPACES (CITY OF PERRIS CODE OF ORDINANCES, CHAPTER 19.69.030)
- 9 ADA SPACES (INCLUDING 2 VAN ACCESSIBLE) (CBC 2022, TABLE 11B-208.2)
- 20% OF 467 ACTUAL PARKING SPACES = 94 EV CAPABLE SPACES (25% OF 94 EV CAPABLE SPACES = 24 EVSE SPACES PER) (CGBC 2022, TABLE 5.106.5.3.1)

PARKING PROVIDED:

- 489 SPACES (TOTAL)
- 18 ADA SPACES INCLUDED (2 VAN ACCESSIBLE)
- 96 EV CAPABLE SPACES INCLUDING 25 EVSE SPACES AND 1 ADA EVSE SPACE
- 72 COMPACT SPACES (15% OF 477 SPACES = 72 COMPACT SPACES) [19.69.030]

Revision	Number	Description	Date

Provided Parking	
Parking Type	Count
ADA	5
Compact	16
EVCS	68
EVSE	70
EVSE ADA	25
Regular	1
VAN ADA	302
Total Parking Provided	489

Required Electric Vehicle Parking Per CGBC Table 5.106.5.3.1		
Total Parking Spaces Provided	Number of Required EV Capable Spaces (EVCS)	Number of EV Charging Stations (EVSE)
489	98	25

Site GLA Area		
Name	Number	Area
Junior Anchor	101	15593 SF
Vallarta Market	102	59371 SF
Shop Retail #1	103	7520 SF
C-Store	104	4913 SF
Gas Canopy	105	4959 SF
Retail #2	106	7000 SF
Coffee QSR	107	2367 SF
QSR #1	108	2621 SF
QSR #2	109	2079 SF
Grand total		106422 SF

Site Legend

- PATH OF TRAVEL
- EVCS ELECTRIC VEHICLE CAPABLE SPACES
- EVSE ELECTRIC VEHICLE CHARGING STATIONS WITH SUPPLIED EQUIPMENT.
- C COMPACT

Site Plan Legend

- Vallarta Market
- C-Store
- Coffee QSR
- Gas Canopy
- Junior Anchor
- QSR #1
- QSR #2
- Retail #2
- Shop Retail #1

Design Review for:

Valgon Properties LLC

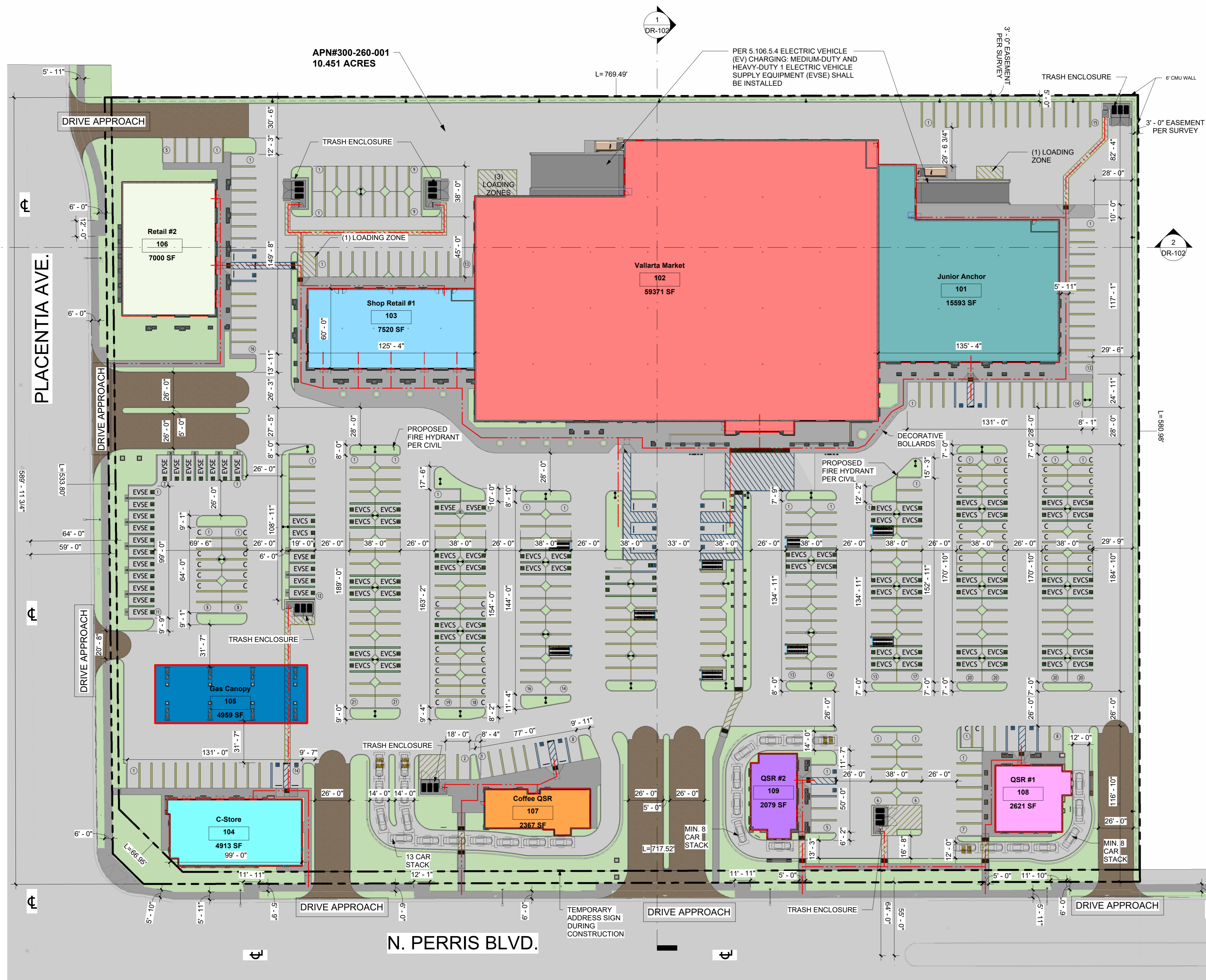
22-801

08/05/2024

SE Corner of Placentia and
 Perris Blvd. Perris, CA 92571

DR-101

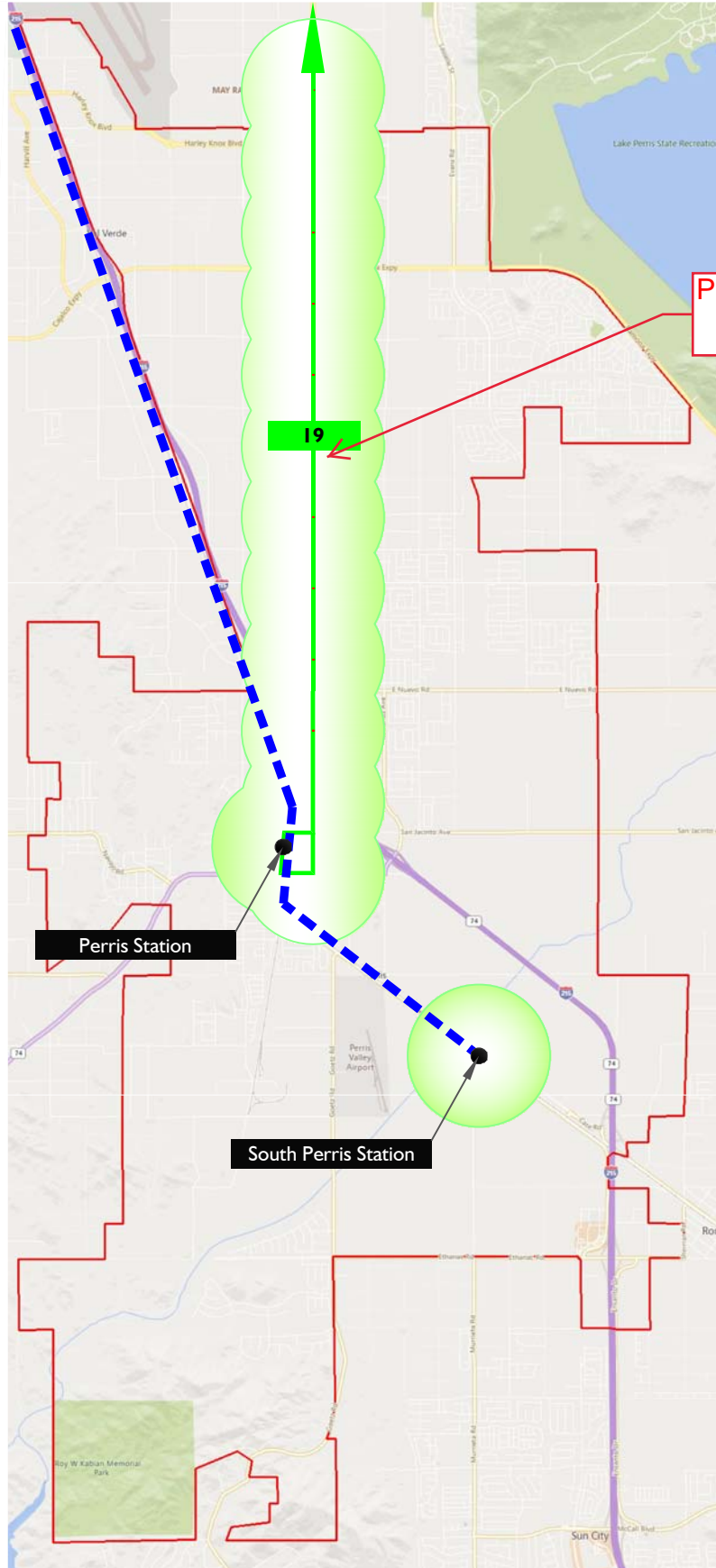
Site Plan



1 Site Plan
 1" = 40'-0"



Exhibit B Perris Transit Priority Areas






Project Site

19

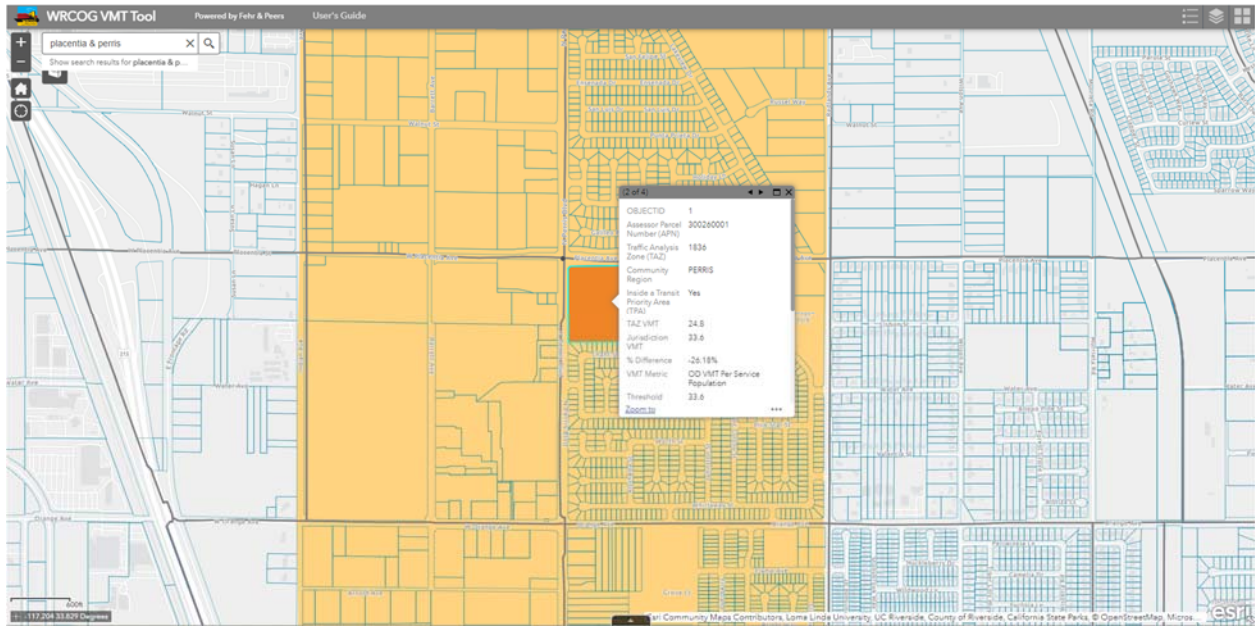
Perris Station

South Perris Station

Legend:

-  = Transit Priority Area (1/2 Mile Radius)
-  = RTA Bus Route 19
-  = Metrolink 91/Perris Valley Line





OBJECTID	1
Assessor Parcel Number (APN)	300260001
Traffic Analysis Zone (TAZ)	1836
Community Region	PERRIS
Inside a Transit Priority Area (TPA)	Yes
TAZ VMT	24.8
Jurisdiction VMT	33.6
% Difference	-26.18%
VMT Metric	OD VMT Per Service Population
Threshold	33.6



**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	x	NO	
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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		NO	x
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 Attachments:
- E. Are the Project's Net Daily Trips less than 500 ADT?

YES		NO	x
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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	
1836	VMT/Capita		Residential:	
	24.8	VMT/Employee	Non-Residential:	x

¹ Base year (2012) projections from RIVTAM.

Trip Generation Evaluation:

Source of Trip Generation:

Project Trip Generation:

16,617	Average Daily Trips (ADT)
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Internal Trip Credit:	YES	<input type="text" value="x"/>	NO	<input type="text"/>	% Trip Credit:	<input type="text" value="12%"/>
Pass-By Trip Credit:	YES	<input type="text" value="x"/>	NO	<input type="text"/>	% Trip Credit:	<input type="text" value="0-76%"/>
Affordable Housing Credit:	YES	<input type="text"/>	NO	<input type="text" value="x"/>	% Trip Credit:	<input type="text"/>
Existing Land Use Trip Credit:	YES	<input type="text"/>	NO	<input type="text" value="x"/>	Trip Credit:	<input type="text"/>

Net Project Daily Trips:

9,006	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.

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:	Mizuta Traffic Consulting	Company:	
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Date:	10/02/24	Date:	

Approved by:

Perris Development Services Dept.	Perris Public Works Dept.
Date	Date