



Memorandum

To: Matt Pioli – First Industrial Realty

From: Nicholas Lowe, P.E. – Albert A. Webb Associates
Senior Engineer

Date: June 18, 2020

Re: Vehicle Miles Traveled (VMT) Screening Analysis for Warehouse on Rider Street in the City of Perris, California (PLN19-00016)



Albert A. Webb Associates (Webb) has prepared this vehicle miles traveled (VMT) screening analysis to determine if a full VMT analysis will be required for a proposed 323,647 square-foot warehouse (Project) on the southeastern corner of the intersection of Rider Street and Redlands Avenue in the City of Perris (City) (PLN19-00016). VMT screening and/or analysis will be required for CEQA purposes for all projects beginning July 1, 2020. The City has not adopted its own VMT guidelines or standards as of this writing; therefore, the Western Riverside Council of Governments (WRCOG)¹ regional guidelines were used for this analysis. The WRCOG guidelines are expected to be very similar to any guidelines that cities adopt in the region.

A full VMT analysis includes modifying the county traffic model, known as RivTAM, and analyzing project trips, origins, and destinations to determine estimated project VMT per capita, VMT per service population, or other measurements. Per the WRCOG guidelines, projects can be exempted from conducting a full VMT analysis by:

1. Being located within a transit priority area (TPA) which is a half-mile radius around a transit stop with service intervals of 15 minutes or less during the morning and afternoon peak periods, or
2. Being located within a traffic analysis zone (TAZ) in the RivTAM model that is a low VMT-generating area and is similar to existing uses within the TAZ, or
3. Being considered a local-serving project less than 50,000 square feet such as local-serving gas stations and retail.

Initial project screening uses the WRCOG VMT Screening tool (Tool)² – a geographic information system (GIS) and RivTAM-based online map that provides parcel-level VMT data for western Riverside County. The Project parcel was selected in the Tool to acquire VMT data. The following information was gathered from the Tool outputs (**Figure 1**):

¹ Western Riverside Council of Governments SB 743 Implementation Pathway Document Package
<https://www.fehrandpeers.com/wrcog-sb743/>

² WRCOG VMT Screening Tool
<https://gis.fehrandpeers.com/WRCOGVMT/>

1. The Project is not within a TPA.
2. The City average daily total VMT per service population is **27.59**. The Project TAZ daily total VMT per service population is **21.99** which is **5.6 lower** than the City average.
3. The City average daily residential home-based VMT per capita is **15.05**. The Project TAZ daily residential home-based VMT per capita is **13.16** which is **1.89 lower** than the City average.
4. The City average daily home-based work VMT per worker is **11.62**. The Project TAZ daily home-based work VMT per worker is **9.95** which is **1.67 lower** than the City average.

Figure 1 – WRCOG VMT Impact Screening Tool Output for Project APN 300170009

APN:300210001; TAZ:3,814

Within a Transit Priority Area (TPA)?

No (Fail)

Within a low VMT generating TAZ based on Total VMT?

Yes (Pass)

Jurisdictional average 2012 daily total VMT per service population = 27.59

Project TAZ 2012 daily total VMT per service population = 21.99

Within a low VMT generating TAZ based on Residential Home-Based VMT?

Yes (Pass)

Jurisdictional average 2012 daily residential home-based VMT per capita = 15.05

Project TAZ 2012 daily residential home-based VMT per capita = 13.16

Within a low VMT generating TAZ based on Home-Based Work VMT?

Yes (Pass)

Jurisdictional average 2012 daily home-based work VMT per worker = 11.62

Project TAZ 2012 daily home-based work VMT per worker = 9.95

The VMT screening analysis indicates that the Project should be screened from conducting a full VMT analysis due to its location in a low VMT-generating area and is not a unique project that would be misrepresented within the RivTAM model. The Project is consistent with other warehouse land uses within the TAZ and with the Perris Valley Commerce Center Specific Plan.

If you have any questions about this analysis, please contact us at (951) 248-4289.



**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		NO	X
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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	X	NO	
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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	
3814	13.16	VMT/Capita	Residential:	
	9.95	VMT/Employee	Non-Residential:	X

¹ Base year (2012) projections from RIVTAM.

Trip Generation Evaluation:

Source of Trip Generation:

Project Trip Generation:

564	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:

564	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?

YES		NO	X
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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:

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	
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Date:	7/6/2020	Date:	7/6/2020

Approved by:			
Perris Development Services Dept.	Date	Perris Public Works Dept.	Date