



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

 Attachments:

C. Is the Project a local serving land use?

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

 Attachments:

D. Is the Project in a low VMT area?

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

 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 | |
|-------------|---------------------------------------|------------------|---|
| 3821 | 13.39 VMT/Capita | Residential: | |
| | 11.26 VMT/Employee | Non-Residential: | X |

¹ Base year (2012) projections from RIVTAM.

Trip Generation Evaluation:

Source of Trip Generation:

Project Trip Generation:

| | |
|-----|---------------------------|
| 272 | Average Daily Trips (ADT) |
|-----|---------------------------|

| | | | | | | |
|--------------------------------|-----|----------------------|----|-------------------------------------|----------------|----------------------|
| 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:

| | |
|-----|---------------------------|
| 272 | 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 |
|-----|-----|

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.

| Prepared By | | Developer/Applicant | |
|---------------------------------|---------------------------------------------|-----------------------------|------------------------------------------------|
| Company: | Urban Crossroads, Inc. | Company: | Harley Knox 2021 LLC |
| Contact: | Charlene So | Contact: | Matt Englhard |
| Address: | 1133 Camelback St. #8329, Newport Beach, CA | Address: | 11777 San Vicente Blvd STE 780, Los Angeles CA |
| Phone: | (949) 861-0177 | Phone: | |
| Email: | cso@urbanxroads.com | Email: | |
| Date: | 3/23/2022 | Date: | |
| Approved by: | | | |
| | | | |
| Perris Planning Division | Date | Perris City Engineer | Date |

March 23, 2022

Mr. Matt Englhard
Harley Knox LLC
11777 San Vicente Bl., Suite 780
Los Angeles, CA 90049

HARLEY KNOX COMMERCE CENTER (DPR 21-00006) TRIP GENERATION ASSESSMENT

Mr. Matt Englhard,

Urban Crossroads, Inc. is pleased to provide the following Trip Generation Assessment for Harley Knox Commerce Center development which is located at 220-280 East Nance Street in the City of Perris. The purpose of this work effort is to determine whether additional traffic analysis is necessary for the proposed Project based on the City of Perris's Transportation Impact Analysis Guidelines for CEQA (dated May 12, 2020) (City Guidelines).

PROPOSED PROJECT

The Project is proposed to consist of a 156,780 square foot warehouse building (see Exhibit 1). As such, the trip generation rates used for this analysis are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual (11th Edition, 2021) for the proposed warehousing use (ITE Land Use Code 150) (see Table 1). The following summarizes the proposed land use and vehicle mix:

- Warehousing – ITE Land Use Code 150 has been used to derive site specific trip generation estimates for the proposed Project. The vehicle mix has also been obtained from the latest ITE Trip Generation Manual. The resulting vehicle mix is as follows: AM Peak Hour: 87.0% passenger cars and 13.0% trucks; PM Peak Hour: 85.0% passenger cars and 15.0% trucks; Weekday Daily: 73.0% passenger cars and 27.0% trucks. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (SCAQMD) recommended truck mix for “without cold storage” uses: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

TABLE 1: TRIP GENERATION RATES

| Land Use ¹ | Units ² | ITE LU Code | AM Peak Hour | | | PM Peak Hour | | | Daily |
|--------------------------|--------------------|-------------|--------------|-------|-------|--------------|-------|-------|-------|
| | | | In | Out | Total | In | Out | Total | |
| Warehousing ³ | TSF | 150 | 0.131 | 0.039 | 0.170 | 0.050 | 0.130 | 0.180 | 1.710 |
| Passenger Cars | | | 0.116 | 0.034 | 0.150 | 0.042 | 0.108 | 0.150 | 1.110 |
| 2-Axle Trucks | | | 0.002 | 0.001 | 0.003 | 0.003 | 0.002 | 0.005 | 0.100 |
| 3-Axle Trucks | | | 0.002 | 0.002 | 0.004 | 0.003 | 0.003 | 0.006 | 0.124 |
| 4+-Axle Trucks | | | 0.007 | 0.006 | 0.013 | 0.010 | 0.009 | 0.019 | 0.376 |

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.

The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project in actual and passenger car equivalent (PCE) vehicles are shown on Table 2. As shown in Table 2, the proposed Project is anticipated to generate a total of 272 trip-ends per day with 25 AM peak hour trips and 28 PM peak hour trips (in actual vehicles). In comparison, the proposed Project is anticipated to generate a total of 420 PCE two-way trips per day with 29 PCE AM peak hour trips and 35 PCE PM peak hour trips.

TABLE 2: PROPOSED PROJECT TRIP GENERATION SUMMARY

| Land Use | Quantity Units ¹ | AM Peak Hour | | | PM Peak Hour | | | Daily |
|--------------------------------------------|-----------------------------|--------------|-----|-------|--------------|-----|-------|-------|
| | | In | Out | Total | In | Out | Total | |
| Actual Vehicles: | | | | | | | | |
| Warehouse | 156.780 TSF | | | | | | | |
| Passenger Cars: | | 18 | 5 | 23 | 7 | 17 | 24 | 176 |
| 2-Axle Trucks | | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 3-Axle Trucks | | 0 | 0 | 0 | 0 | 1 | 1 | 20 |
| 4+-Axle Trucks | | 1 | 1 | 2 | 2 | 1 | 3 | 60 |
| Truck Trips (Actual Vehicles) | | 1 | 1 | 2 | 2 | 2 | 4 | 96 |
| Total Trips (Actual Vehicles) ² | | 19 | 6 | 25 | 9 | 19 | 28 | 272 |
| Passenger Car Equivalent (PCE): | | | | | | | | |
| Warehouse | 156.780 TSF | | | | | | | |
| Passenger Cars: | | 18 | 5 | 23 | 7 | 17 | 24 | 176 |
| 2-Axle Trucks (PCE = 1.5) | | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 3-Axle Trucks (PCE = 2.0) | | 0 | 0 | 0 | 0 | 2 | 2 | 40 |
| 4+-Axle Trucks (PCE = 3.0) | | 3 | 3 | 6 | 6 | 3 | 9 | 180 |
| Truck Trips (PCE) | | 3 | 3 | 6 | 6 | 5 | 11 | 244 |
| Total Trips (PCE) ² | | 21 | 8 | 29 | 13 | 22 | 35 | 420 |

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

SITE ACCESS

The proposed Project has two driveways on Harley Knox Boulevard and two driveways on Nance Street (see Exhibit 1).

- The northwest driveway on Harley Knox Boulevard is approximately 40-feet wide and would provide access to trucks and overflow passenger car parking. This driveway will be restricted to right-in/right-out only due to the existing raised median along Harley Knox Boulevard. Trucks will be able to make a right turn in (from the I-215 Freeway) and make a right-turn out (towards Redlands Avenue). 100% of the inbound trucks at this location would result in no more than 2 trucks during the peak hours. As such, a dedicated right turn lane is not recommended.
- The northeast driveway on Harley Knox Boulevard is approximately 32-feet wide and would provide access to passenger cars only. This driveway will also be restricted to right-in/right-out only due to the existing raised median along Harley Knox Boulevard. The County of Riverside's guidelines have been referenced as the City does not have their own LOS traffic study guidelines nor is there any details on right-turn lanes at driveways in the Perris Valley Commerce Center Specific Plan. The County's December 2020 Traffic Study Guidelines identifies that a project right turn volume of 50 or more peak hour trips would warrant the review of whether a right-turn deceleration lane is appropriate for any driveways located along major arterials and secondary street. Based on this criteria, a dedicated right turn lane is also not recommended for the northeast driveway on Harley Knox Boulevard as the inbound trips would fall below the 50 peak hour trips.
- The southwest driveway on Nance Street is approximately 40-feet wide and would provide access to trucks and overflow passenger car parking. This driveway will allow full turn movements (no access restrictions). It should be noted that Perris Boulevard at Nance Street is restricted to right-in/right-out only. Perris Boulevard is also not an identified City truck route, as such, trucks will turn left out of the driveway to utilize Redlands Avenue to either head north to Harley Knox Boulevard or south to access Placentia Avenue for freeway access.
- The southeast driveway on Nance Street is approximately 32-feet wide and would provide access to passenger cars only. This driveway will allow full turn movements.

Truck turns shown on Exhibit 2 show that the proposed Project driveways would adequately accommodate heavy truck turns (WB-67). As such, the proposed Project accommodates adequate site access as currently proposed.

CONCLUSION

The proposed Project is anticipated to generate fewer than 50 peak hour trips and fewer than 500 two-way trips per day (both for actual vehicles and in PCE). Per the City's Guidelines, no additional traffic operations analysis is necessary.

If you have any questions or comments, I can be reached at (949) 861-0177.

Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene So, PE
Principal



EXHIBIT 1: PRELIMINARY SITE PLAN

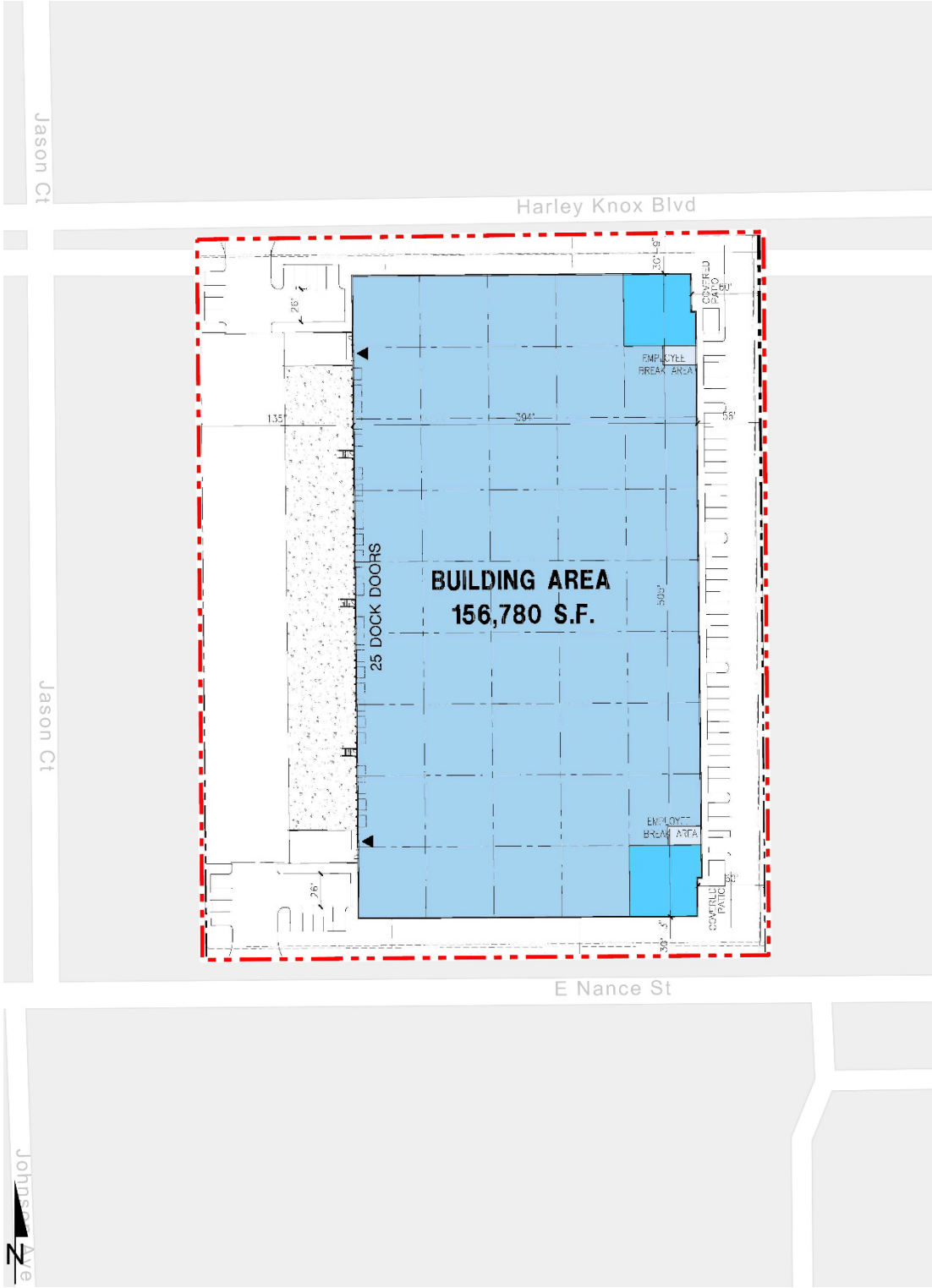
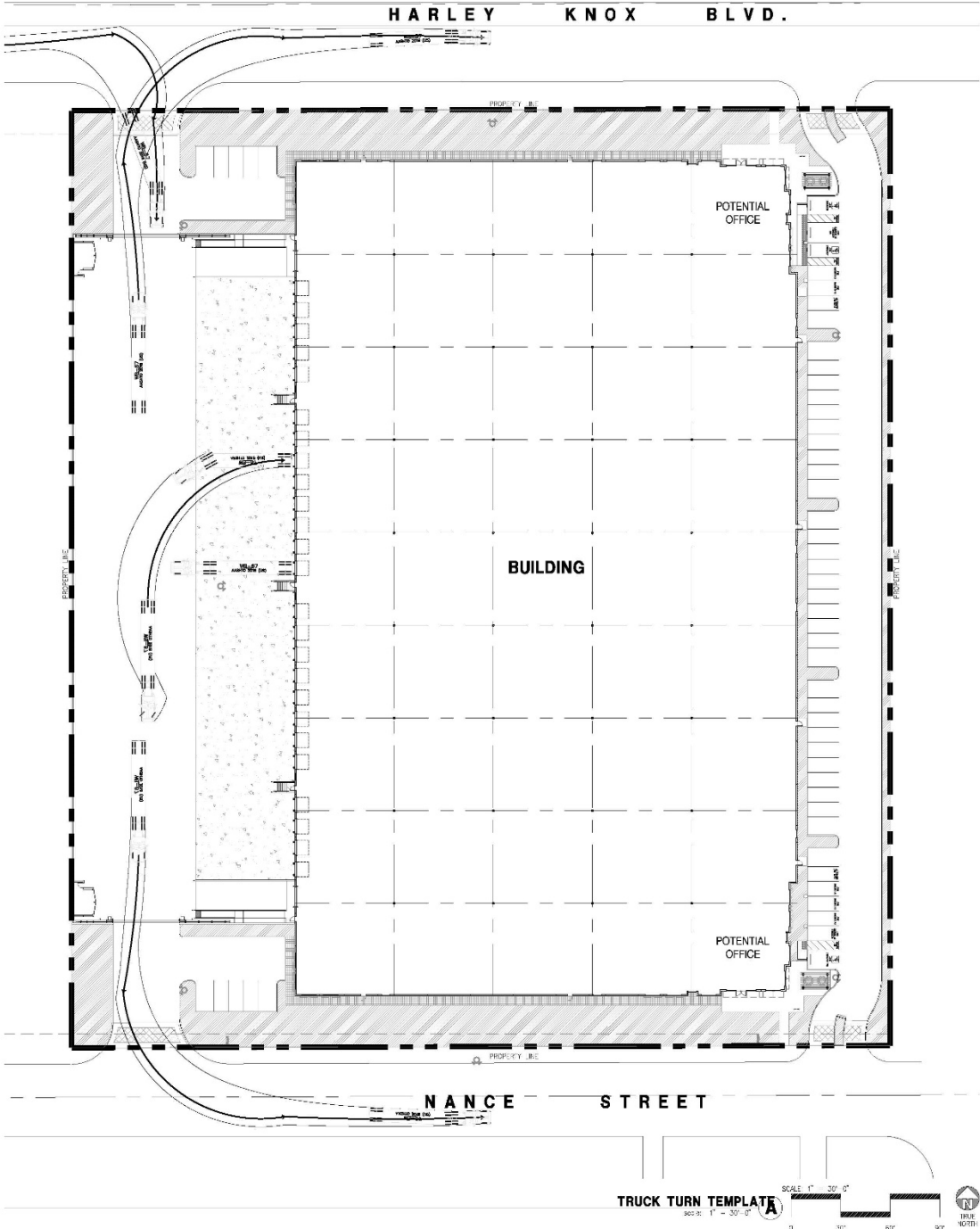


EXHIBIT 2: TRUCK ACCESS



March 25, 2022

Mr. Mathew Evans
CITY OF PERRIS (Planning Division)
135 North "D" Street
Perris, CA 92570

Subject: Harley Knox Commerce Center (DPR 21-00006) Trip Generation & VMT Screening Assessment Review #2, City of Perris

Introduction

RK ENGINEERING GROUP, INC. (RK) has completed the 2nd review of the Trip Generation & VMT Screening Assessment for the proposed Harley Knox Commerce Center project (DPR 21-00006). The project is located at 220-280 East Nance Street on the SEC (Southeast Corner) of Jason Court/Las Palmas and Harley Knox Boulevard in the City of Perris. The project consists of a 156,780 square-foot (SF) warehouse building. Access will be provided to the site from Harley Knox Boulevard and East Nance Street.

RK has reviewed the revised Harley Knox Commerce Center Trip Generation Assessment, prepared by Urban Crossroads, dated March 25, 2022, as well as the VMT Scoping Form for the Project, prepared by Urban Crossroads, dated March 5, 2021, and is acceptable from a technical standpoint.

Conclusions

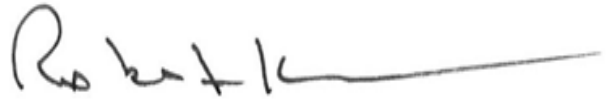
RK has reviewed the Trip Generation Assessment and VMT Scoping Form #2 for the Harley Knox Commerce Center project (DPR 21-00006) and it is approved technically as currently written.

If you have any questions, please call me at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.



Justin Tucker, P.E.
Principal Engineer



Robert Kahn, PE
Founding Principal

Registered Civil Engineer 92866

X.C. Kenneth Phung, City of Perris
Stuart McKibbin, City of Perris
John Pourkazemi, Tri-Lake Consultants

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JN:2126-2022-06

