APPENDIX 10a

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. DPR20-00008

Project Name: Perris Multi-Family Residential

Project Location: north side of Dale Street between Wilson Avenue and Murrieta Road

Project Description: The Project is proposed to consist of 287 multi-family residential dwelling units
(Please attach a copy of the project Site Plan)

Current GP Land Use: MFR-22 **Proposed GP Land Use:** MFR-22

Current Zoning: MFR-22 **Proposed Zoning:** MFR-22

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**		**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	
3842	**16.30**	VMT/Capita	Residential:	**X**
	6.74	VMT/Employee	Non-Residential:	

[1] Base year (2012) projections from RIVTAM.

Trip Generation Evaluation:

Source of Trip Generation: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017

Project Trip Generation: **1,304** **Average Daily Trips (ADT)**

Internal Trip Credit:	YES		NO	**X**	% Trip Credit:
Pass-By Trip Credit:	YES		NO	**X**	% Trip Credit:
Affordable Housing Credit:	YES		NO	**X**	% Trip Credit:
Existing Land Use Trip Credit:	YES		NO	**X**	Trip Credit:

Net Project Daily Trips: **1,304** **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.

Potentially 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.

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:	**15.05**	**VMT/Capita**
B. Unmitigated Project TAZ VMT Rate:	**16.3**	**VMT/Capita**
C. Percentage Reduction Required to Achieve the Citywide Average VMT:	**7.67%**	

D. VMT Reduction Mitigation Measures:

Source of VMT Reduction Estimates:	**CAPCOA**
Project Location Setting	**Suburban**

	VMT Reduction Mitigation Measure:	Estimated VMT Reduction (%)
1.	LUT-1 Increase Diversity of Land Uses	13.13%
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 (%)		**13.13%**

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

E. Mitigated Project TAZ VMT Rate:	**14.16**	**VMT/Capita**

F. Is the project pressumed to have a less than significant impact with mitigation?

Impact Adequately Mitigated

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:**	ACAA Limited Partnership
Contact:	Charlene Hwang So	**Contact:**	
Address:	1133 Camelback St. #8329, Newport Beach, CA	**Address:**	422 Wier Road, San Bernardino, CA 92408
Phone:	(949) 861-0177	**Phone:**	
Email:	cso@urbanxroads.com	**Email:**	
Date:	1/26/2022	**Date:**	

Approved by:

Perris Planning Division	Date	Perris City Engineer	Date

URBAN CROSSROADS

urbanxroads.com

January 27, 2022

Ms. Chantal Power
City of Perris
135 N. D Street
Perris, CA 92570

SUBJECT: PRAIRIE VIEW APARTMENTS SCOPING AGREEMENT

Dear Ms. Chantal Power:

Urban Crossroads, Inc. is pleased to submit this scoping agreement to the City of Perris for the proposed Prairie View Apartments development ("Project"), which is located on the north side of Dale Street between Wilson Avenue and Murrieta Road, within the City of Perris. It is our understanding that the Project is to consist of 287 multi-family residential dwelling units. The Project is anticipated to be constructed in one phase by the year 2024. A preliminary site plan, of which the traffic study will be based on, is shown on Exhibit 1. The following describes the access proposed for the site:

- Wilson Avenue & Driveway 1 – exit only
- Murrieta Road & Driveway 2 – full access/main entry

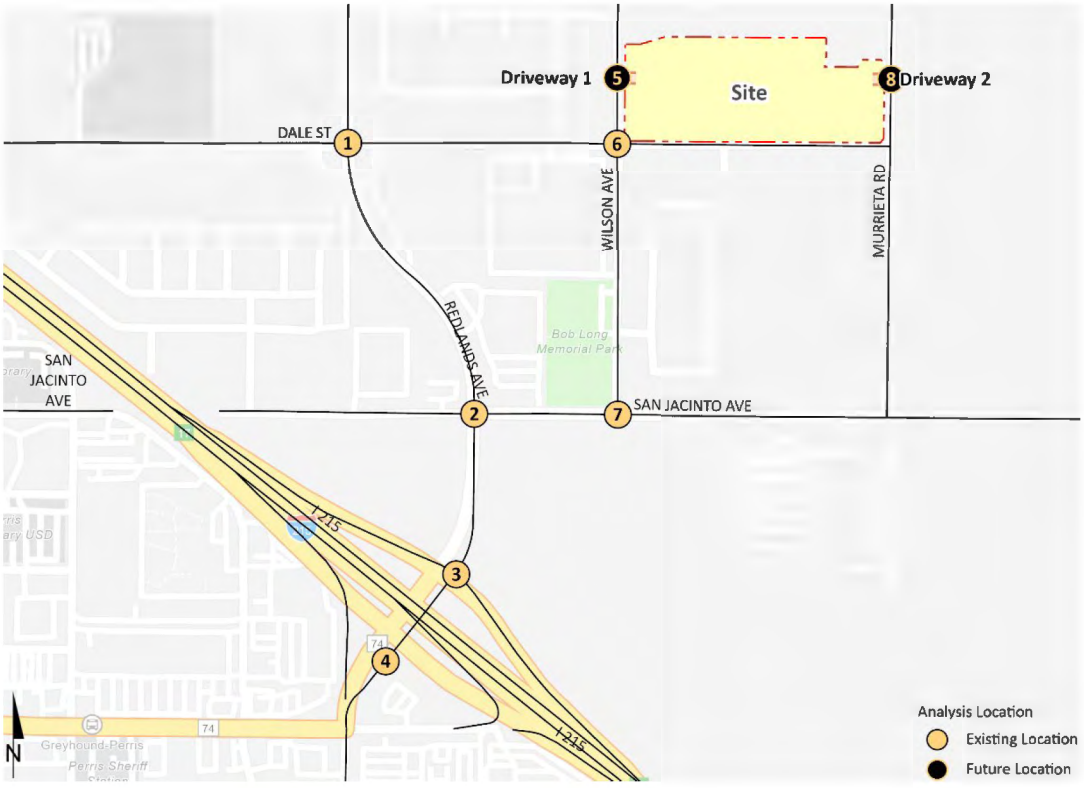
EXHIBIT 1: PRELIMINARY SITE PLAN

The purpose of this agreement is to obtain comments from City of Perris on the proposed traffic study scope of work. The remainder of this agreement describes the proposed analysis methodology, trip generation, trip distribution, and traffic assignment/project trips on the surrounding roadway network, which have been used to establish the proposed project study area and analysis locations.

STUDY AREA

The study area limits have been set based upon a threshold of 50 peak hour project trips. In other words, the study area includes any intersection of Collector roadway or higher classification street with another Collector roadway or higher classification street, at which the proposed Project will add 50 or more peak hour trips. This methodology is also utilized in other near-by agencies, such as the County of Riverside. The proposed intersection analysis locations have been identified on Exhibit 2. It should be noted that the Project is anticipated to contribute fewer than 50 peak hours trips to the intersections of Wilson Avenue & San Jacinto Avenue (#7) and Murrieta Road & Driveway 2 (#8).

EXHIBIT 2: STUDY AREA



ANALYSIS SCENARIOS

The following analysis scenarios will be analyzed for this traffic study:

- Existing (2022)
- Existing Plus Project (E+P)
- Opening Year Cumulative (2024) Without Project
- Opening Year Cumulative (2024) With Project
- Horizon Year (2045) Without Project (to be based on RIVCOM, once available)
- Horizon Year (2045) With Project

EXISTING TRAFFIC COUNTS

As local schools are back in session with in-person instruction and operating on normal bell schedules, new traffic counts will be conducted for the study area intersections. Urban Crossroads is not proposing any additional adjustments for the baseline condition aside from the standard flow conservation/volume balancing.

AMBIENT GROWTH RATE

Consistent with other City of Perris traffic studies performed by Urban Crossroads, an ambient growth rate of 3 percent per year (compounded annually) will be used for this analysis. As such, the ambient growth for 2024 will be 6.09% (3 percent per year, compounded over 2 years).

METHODOLOGY

The methodology used to evaluate peak hour intersection performance is based on the Transportation Research Board's Highway Capacity Manual (HCM), 6th Edition. This methodology rates operations based on peak hour delay and associated level of service (LOS).

LEVEL OF SERVICE (LOS) CRITERIA

Required LOS for roadway segments and intersections within the City of Perris is LOS D. An exception to the local road standard is LOS E, at intersections of any Arterials and Expressways with SR-74, the Ramona-Cajalco Expressway or at I-215 Freeway ramps. For the purposes of this traffic analysis, LOS D has also been considered the acceptable threshold for freeway facilities within the study area, consistent with Caltrans guidelines.

PROJECT TRIP GENERATION

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. Trip generation rates for the Project are shown in Table 1 illustrating daily and peak hour trip generation estimates based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021). The Project is estimated to generate a total of 1,304 trip-ends per day on a typical weekday with approximately 106 AM peak hour trips and 112 PM peak hour trips, as shown in Table 1.

TABLE 1: PROJECT TRIP GENERATION SUMMARY

Land Use[1]	ITE LU Code	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Trip Generation Rates:									
Multifamily (Mid-Rise) 3-10 Floors	221	DU	0.09	0.28	0.37	0.24	0.15	0.39	4.54

Project	Quantity	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Trip Generation Summary:									
DPR 20-00008	287	DU	24	82	106	68	44	112	1,304

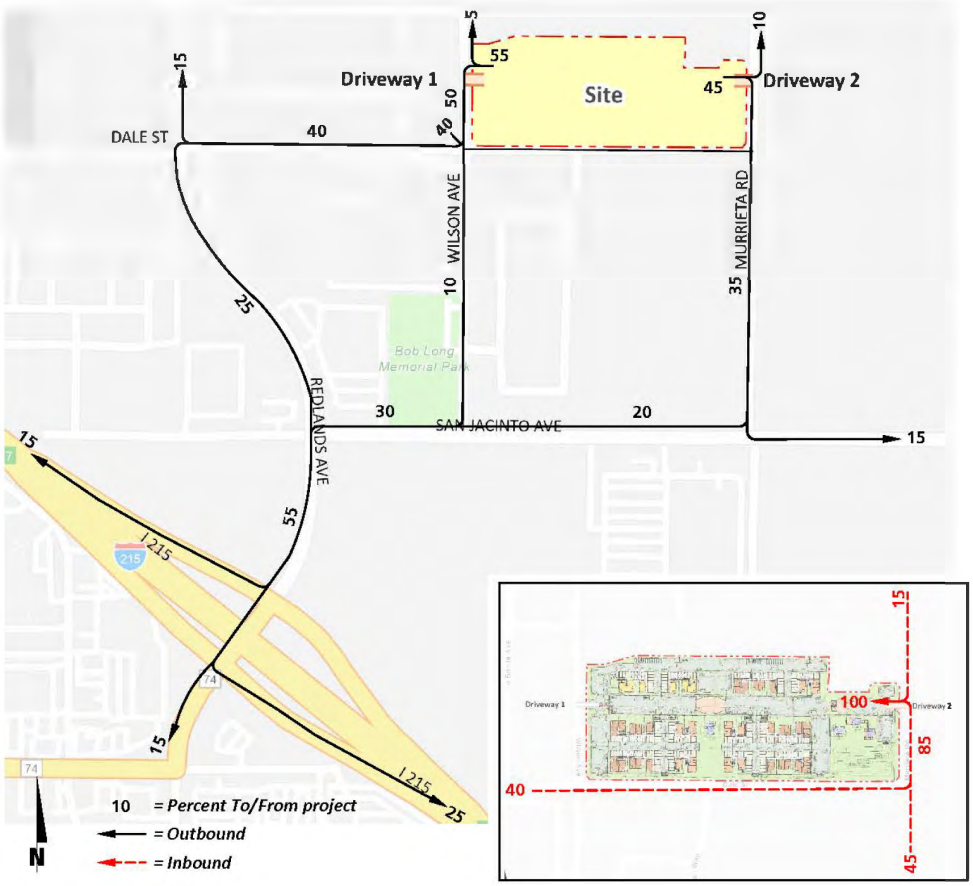
[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] DU = Dwelling Units

PROJECT TRIP DISTRIBUTIONS

The project trip distribution patterns have been developed based on recent experience on other studies for similar land uses in the vicinity and comments provided by City of Perris staff. Distribution patterns will be based on existing and planned land uses and roadway infrastructure in the area. The Project trip distribution is illustrated on Exhibit 3.

EXHIBIT 3: PROJECT TRIP DISTRIBUTION



SPECIAL ISSUES

The following special issues will be addressed as part of the TIA:

- Traffic signal warrant analyses will be conducted for all unsignalized study area intersections for all applicable analysis scenarios.
- Queuing analyses will be conducted for all Project access points. The analysis will identify the necessary lengths of turn pockets with storage and appropriate turn pocket transitions which adheres to the General Plan roadway classifications for the site adjacent roadways.

CUMULATIVE DEVELOPMENT PROJECTS

A list of cumulative development projects and their proposed land uses are shown in Table 2. Exhibit 4 illustrates the locations of these cumulative development projects. Please provide information if any additions or deletions are required for the cumulative project list shown.

If you have any questions, please contact me directly at (949) 861-0177.

Respectfully submitted,

URBAN CROSSROADS, INC.

Charlene So, PE
Associate Principal

EXHIBIT 4: CUMULATIVE DEVELOPMENT PROJECT LOCATION MAP

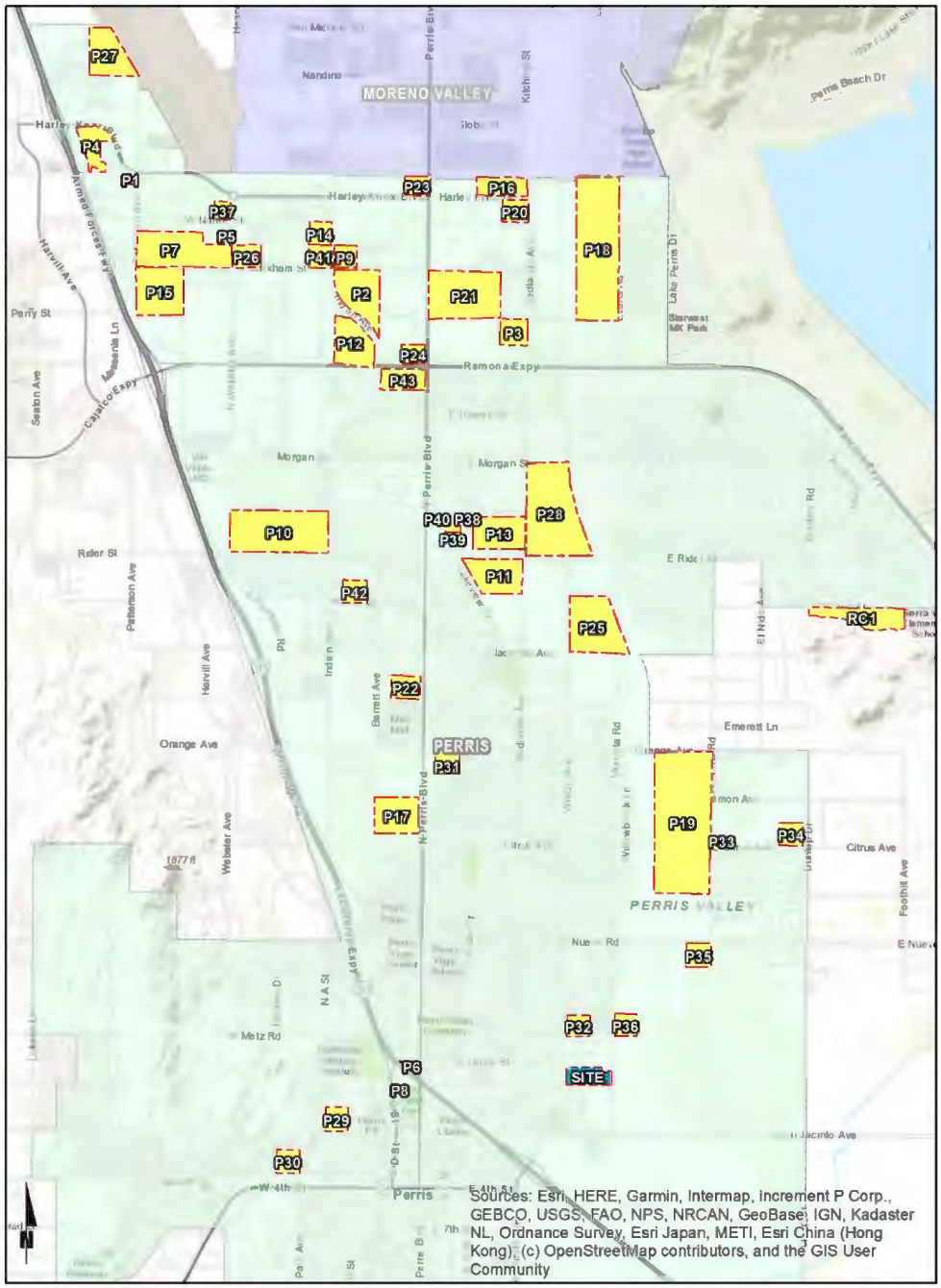


TABLE 2: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

No.	Project Name / Case Number	Jurisdiction	Land Use[1]	Quantity	Units[2]	Location
P1	Canyon Steel (CS)	Perris	Industrial	25.000	TSF	NWC OF PATTERSON AVE. & CALFORNIA AVE.
P2	Duke 2 / DPR 16-00008	Perris	High-Cube Warehouse	669.000	TSF	NEC OF INDIAN AVE. & MARKHAM ST.
P3	First Perry / DPR 16-00013	Perris	High-Cube Warehouse	240.000	TSF	SWC OF REDLANDS AVE. & PERRY ST.
P4	Gateway / DPR 16-00003	Perris	High-Cube Warehouse	400.000	TSF	SOUTH OF HARLEY KNOX BLVD. EAST OF HWY. 215
P5	Marijuana Manufacturing (MM)	Perris	Industrial	1.000	TSF	NW CORNER OF WEBSTER AVE. & WASHINGTON ST.
P6	Perris Plaza - Build-out	Perris	Commercial	173.000	TSF	NE OF NUEVO RD. & I-215 FRONTAGE RD.
P7	OLC2 / DPR 14-01-0015	Perris	High-Cube Warehouse	1,037.000	TSF	WEST OF WEBSTER AVE. NORTH OF MARKHAM ST.
P8	Arco Expansion	Perris	Commercial	3.869	TSF	NW CORNER OF RAMONA EXWY. & PERRIS BL.
P9	Markham Industrial / DPR 16-00015	Perris	Warehousing	170.000	TSF	NEC OF INDIAN AVE. & MARKHAM ST.
P10	Rados / DPR 07-0119	Perris	High-Cube Warehouse	1,200.000	TSF	NWC OF INDIAN AVE. & RIDER ST.
P11	Rider 1 / DPR 16-0365	Perris	High-Cube Warehouse	350.000	TSF	SWC OF REDLANDS AVE. & RIDER ST.
P12	Indian/Ramona Warehouse / DPR 18-00002	Perris	High-Cube Warehouse	428.730	TSF	NORTH OF RAMONA EXWY. WEST OF INDIAN AVE.
P13	Rider 3 / DPR 06-0432	Perris	High-Cube Warehouse	640.000	TSF	NORTH OF RIDER ST. WEST OF REDLANDS AVE.
P14	Westcoast Textile / DPR 16-00001	Perris	Warehousing	180.000	TSF	SWC OF INDIAN ST. & NANCE ST.
P15	Duke at Patterson / DPR 17-00001	Perris	High-Cube Warehouse	811.000	TSF	SEC OF PATTERSON AVE. & MARKHAM ST.
P16	Harley Knox Commerce Park / DPR 16-004	Perris	High-Cube Warehouse	386.278	TSF	NWC OF HARLEY KNOX BLVD. & REDLANDS AVE.
P17	Perris Marketplace / DPR 05-0341	Perris	Commercial Retail	520.000	TSF	WEST OF PERRIS BLVD. AT AVOCADO AVE.
P18	Stratford Ranch Residential / TTM 36648	Perris	SFDR	90	DU	WEST OF EVANS RD. AT MARKHAM ST.
P19	Pulte Residential / TTM 30850	Perris	SFDR	496	DU	WEST OF EVANS RD. AT CITRUS AVE.
P20	Circle Industrial III	Perris	Warehousing	211.000	TSF	NWC OF REDLANDS AVE. AND NANCE AVE.
P21	Duke @ Perris Blvd.	Perris	High-Cube Warehouse	1,070.000	TSF	SEC OF PERRIS BL. AND MARKHAM ST.
P22	Weinerschnitzel / CUP 17-05083	Perris	Fast-Food Restaurant	2.000	TSF	WEST OF PERRIS BL., SOUTH OF PLACENTIA AVE.
P23	March Plaza / CUP16-05165	Perris	Commercial Retail	47.253	TSF	NWC OF PERRIS BL. AND HARLEY KNOX BL.
P24	Cali Express Carwash / CUP 16-05258	Perris	Carwash	5.600	TSF	NWC OF PERRIS BL. AND RAMONA EXWY.
P25	Wilson Industrial / DPR 19-00007	Perris	High-Cube Warehouse	303.000	TSF	SEC OF WILSON AVE. AND RIDER ST.
P26	Integra Expansion / MMOD 17-05075	Perris	High-Cube Warehouse	273.000	TSF	NCE OF MARKHAM ST. AND WEBSTER AVE.
P27	Western Industrial / DRP 19-00003	Perris	High-Cube Warehouse	250.000	TSF	NEC OF WESTERN WY. AND NANDINA AVE.
P28	Rider 2/4	Perris	High-Cube Warehouse	1,373.449	TSF	NEC OF REDLANDS AV. AND RIDER ST.
P29	Pacific Heritage I	Perris	SFDR	82.000	DU	SW OF NUEVO RD. & MCKIMBALL RD.
P30	Sunwest Enterprises	Perris	SFDR	61.000	DU	SW OF VAN WY. & DELINES DR.
P31	Pacific Ave	Perris	PUD	131.000	DU	SW OF ORANGE AVE. & MEDICAL CENTER DR.
P32	Sunwest Enterprises	Perris	SFDR	57.000	DU	SEC OF NUEVO RD. & WILSON AVE.
P33	Jason Keller/John Ford	Perris	SFDR	189.000	DU	NEC OF CITRUS RD. & EVANS RD.
P34	Jason Keller/John Ford	Perris	SFDR	122.000	DU	NWC OF CITRUS AVE. & DUNLAP DR.
P35	Rastogi Family LTD / John Ford	Perris	SFDR	75.000	DU	NWC OF NUEVO RD. & EVANS RD.
P36	Sterling Villa Senior Housing	Perris	Senior Adult Housing - Attached	429.000	DU	SE CORNER OF NUEVO RD. & MURRIETA RD.
P37	AAA	Perris	Industrial	2.000	TSF	SE CORNER OF HARLEY KNOX BL. & WEBSTER AVE.
P38	Pulliam Indus	Perris	Industrial	16.000	TSF	LOTS 10 & 12 ON COMMERCE DR., E OF PERRIS
P39	Burge Indus 1	Perris	Industrial	18.000	TSF	E OF PERRIS BL. & N OF COMMERCE DR.
P40	Burge Indus 2	Perris	Industrial	19.000	TSF	E OF PERRIS BL. & S OF COMMERCE DR.
P41	Phelan Indus	Perris	Industrial	81.000	TSF	N SIDE OF MARKHAM BTW WEBSTER AVE. & PERRIS BLVD.
P42	Dedeaux Walnut Warehouse	Perris	Industrial	205.830	TSF	N SIDE OF WALNUT AVE. BTW INDIAN AVE. & BARRETT AVE.
P43	Perris and Ramona Warehouse	Perris	Industrial	347.919	TSF	SEC OF INDIANA AVE. AND RAMONA EXWY.
RC1	McCanna Hills / TTM 33978	County of Riverside	SFDR	63	DU	SWC OF SHERMAN AVE. & WALNUT AVE.

[1] SFDR = Single Family Detached Residential

[2] DU = Dwelling Units; TSF = Thousand Square Feet