Memorandum

To: Paul Loubet
First Industrial Realty, Inc.

From: Nick Lowe, PE, Senior Engineer; Kawai Mang, EIT, Assistant Engineer
Albert A. Webb Associates

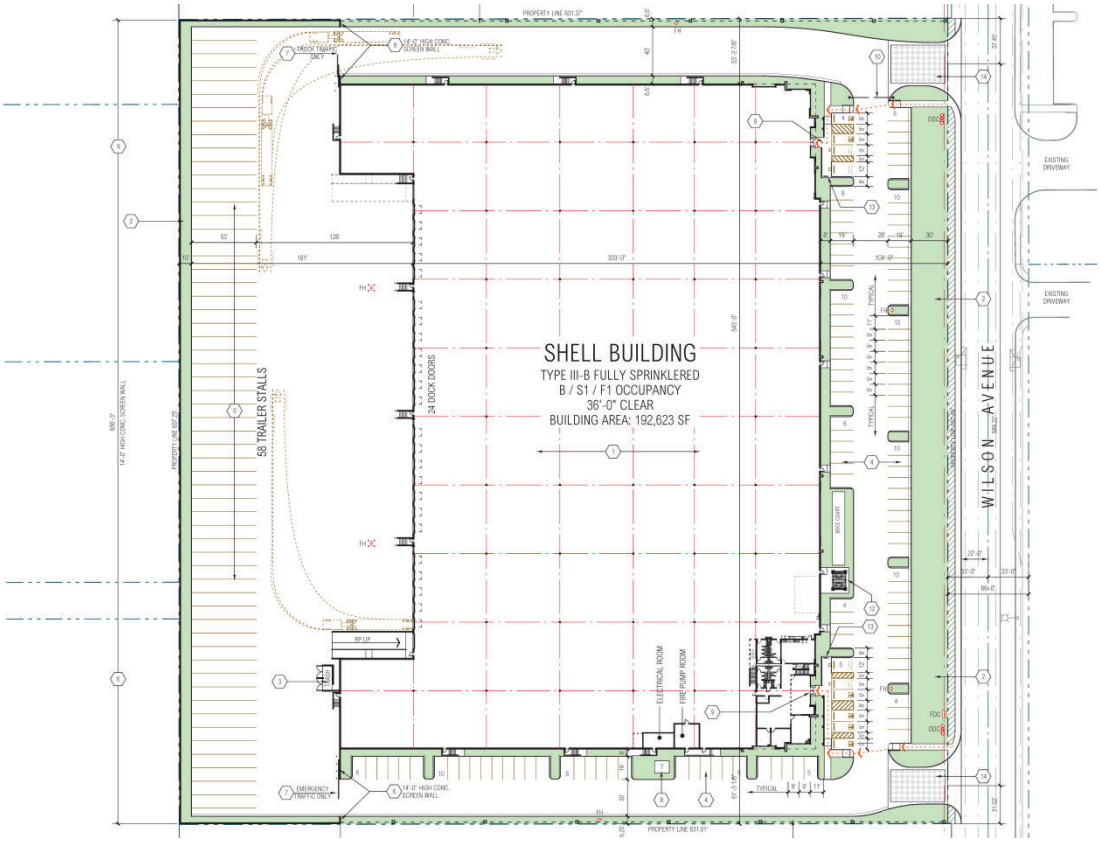
Date: March 2, 2023

Subject: Vehicle miles traveled screening assessment for proposed warehouse on Wilson Avenue

Albert A. Webb Associates is pleased to provide this vehicle miles traveled (VMT) screening assessment for the proposed warehouse development on Wilson Avenue in the City of Perris. This assessment is based on the latest agency guidelines, the project site plan, and the City-approved *VMT Scoping Form for Land Use Projects* dated August 19, 2022, included as Appendix A.

The proposed project site is a currently-vacant site on the west side of the Wilson Avenue south of Rider Street. The project, known as Wilson 3, proposes to construct a new warehouse totaling 192,623 square feet. Project access is proposed via two new driveways on Wilson Avenue: the north driveway is to be designated for trucks only and the south driveway for passenger cars only.

Figure: Proposed Project Site Plan



A. Background

Following the adoption of California Senate Bill 743 (SB 743) in 2013, the California Office of Planning and Research (OPR) identified VMT as the most appropriate measure of determining transportation impacts under CEQA, replacing previous analyses of level of service (LOS). Accordingly, Section 2 of the City's *Transportation Impact Analysis Guidelines for CEQA* (2020) provides the following criteria to screen for projects that are presumed to have a less-than-significant effect on VMT:

A. Is the project 100% affordable housing?

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. According to sources provided by OPR, affordable housing projects typically generate lower VMT than market-rate housing and a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less than significant impact on VMT. Furthermore, a project which includes any affordable residential units may factor in the effect of the affordability on VMT into the assessment of VMT generated by those units.

B. Is the project within one half (½) mile of qualifying transit?

CEQA Guidelines Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within one half (½) mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less than significant impact on VMT.

C. Is the project a local serving land use?

Local serving land uses provide more opportunities for residents and employees to shop, dine and obtain services closer to home and work. Local serving uses can also include community resources that may otherwise be located outside of the city or local area.

D. Is the Project in a low VMT area?

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. If a project is located in a Traffic Analysis Zone (TAZ) with VMT per capita or VMT per employee that is less than or equal to the Citywide average, then the project is considered to be located in a low VMT area and can be presumed to have a less than significant impact on VMT.

E. Are the project's net daily trips less than 500 ADT?

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.

B. Findings

The VMT screening criteria were evaluated for this project based on the project location, land use, and trip generation characteristics, using the latest Institute of Transportation Engineers (ITE) *Trip Generation Manual*, proposed project site plan, and the Western Riverside Council of Governments (WRCOG) online VMT screening tool.

A. Is the project 100% affordable housing?

The proposed project is a warehouse. Therefore, the project is not 100% affordable housing and this criterion is not met.

B. Is the project within one half mile of qualifying transit?

The project is not within one half mile of high-quality transit nor is it within a Transit Priority Area. Therefore, this criterion is not met.

C. Is the project a local serving land use?

The project is a commercial warehouse development and is not considered a local-serving land use. Therefore, this criterion is not met.

D. Is the project in a low VMT area?

The project is located within TAZ 1824, which has a VMT per service population of 22.7. This is below the City threshold of 33.6. Therefore, it is considered a low VMT-generating area and this criterion is met.

E. Are the project's net daily trips less than 500 ADT?

The project is expected to generate 329 daily vehicle trips (see **table** below). Therefore, this criterion is met.

Table : Project Trip Generation

FIR Wilson 3 warehouse project

Vehicle Type	Estimated Mix[1]	Units[2]	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Project Trip Generation Rates[3]									
Passenger Cars[4]	-	KSF	1.11	0.121	0.030	**0.15**	0.035	0.115	**0.15**
2-axle Trucks	16.7%		0.100	0.0017	0.0016	**0.003**	0.0026	0.0024	**0.005**
3-axle Trucks	20.7%		0.124	0.0022	0.0020	**0.004**	0.0032	0.0030	**0.006**
4-axle Trucks	62.5%		0.375	0.0065	0.0060	**0.013**	0.0098	0.0090	**0.019**
Total	**100%**		**1.71**	**0.131**	**0.039**	**0.17**	**0.050**	**0.130**	**0.18**
Expected Project Trip Generation									
Passenger Cars	192.623 KSF		214	23	6	**29**	7	22	**29**
2-axle Trucks			19	0	0	**0**	1	0	**1**
3-axle Trucks			24	0	0	**0**	1	1	**2**
4-axle Trucks			72	1	1	**2**	2	2	**4**
Total			**329**	**24**	**7**	**31**	**11**	**25**	**36**

[1] Truck mix per High-Cube Warehouse Vehicle Trip Generation Analysis, ITE (2017); Warehouse Truck Trip Study, SCAQMD (2014)
[2] KSF = 1,000 square feet gross floor area
[3] ITE Trip Generation Manual 11th Ed, 2021 - Land Use 150, Warehousing
[4] Passenger car rates per ITE vehicle trip generation rates less ITE truck trip generation rates.

In accordance with the City of Perris Guidelines, the proposed Wilson 3 warehouse project on the west side of Wilson Avenue south of Rider Street is presumed to have a less than significant transportation impact and is therefore screened from further VMT analysis based on the following criteria:

- Project is within a low VMT-generating area.
- Project is expected to generate less than 500 daily trips.

Appendix A

RK engineering group, inc.

traffic engineering & design
transportation planning
parking
acoustical engineering
air quality & ghg

August 24, 2022

Ms. Lupita Garcia
CITY OF PERRIS (Planning Division)
135 North "D" Street
Perris, CA 92570

Subject: FIR Wilson 3 Warehouse Project (DPR 22 - 00017) Scoping Agreement and VMT Analysis Review #2, City of Perris

Dear Ms. Garcia,

Introduction

RK ENGINEERING GROUP, INC. (RK) has reviewed the FIR Wilson 3 Warehouse Project (DPR 22 - 00017) Scoping Agreement and VMT Analysis #2 in the City of Perris. The proposed project would consist of a 193,000 square foot (SF) warehouse project on a currently vacant lot. The project is located along the west side of Wilson Avenue within the City of Perris PVCC SP (Perris Valley Commerce Center Specific Plan) area. The project is proposed to have two access points on the west side of Wilson Avenue and on the northern and southern boundaries of the site. The northern driveway will provide access to trucks and the south driveway will provide access to passenger vehicles.

RK has reviewed the Scoping Agreement and VMT Analysis #2, dated August 19, 2022, prepared by Albert A. Webb Associates. The revised Scoping Agreement and VMT Analysis have responded to our July 7, 2022 letter and the traffic consultant can proceed with preparing the access study.

Comments

1. RK recommends that an access study be prepared to address the project access with respect to the driveway spacing, internal circulation and traffic control for the project.

4000 westerly place, ste. 280
newport beach, ca 92660
P (949) 474-0809
W rkengineer.com

Conclusions

RK has reviewed the FIR Wilson 3 Warehouse Project (DPR 22 - 00017) Scoping Agreement and VMT Analysis Review #2 and it is acceptable as currently written. **Please have the traffic consultant proceed with the access study.**

RK appreciates his opportunity work with the City of Perris on this project if you have any questions, please contact me at 949-293-9639.

Sincerely,

Robert Kahn, P.E.
Founding Principal

Justin Tucker, P.E
Principal Engineer

Registered Civil Engineer 20285
Registered Traffic Engineer 0555

XC: Kenneth Phung, City of Perris
Stuart McKibbin, City of Perris
John Pourkazemi, Tri-Lake Consultants

Attachment

RK17584
JN:2126-2022-18

City of Perris
www.cityofperris.org

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. DPR 22-00017

Project Name: FIR Wilson 3

Project Location: west side of Wilson Ave between Rider St and Placentia Ave

Project Description: 193 ksf warehouse in currently-vacant lot
(Please attach a copy of the project Site Plan)

Current GP Land Use: vacant **Proposed GP Land Use:** industrial

Current Zoning: PVCC SP - GI **Proposed Zoning:** PVCC SP - GI

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

	YES		NO		Attachments:
A. Is the Project 100% affordable housing?	YES		NO	X	
B. Is the Project within 1/2 mile of qualifying transit?	YES		NO	X	
C. Is the Project a local serving land use?	YES		NO	X	
D. Is the Project in a low VMT area?	YES	X	NO		
E. Are the Project's Net Daily Trips less than 500 ADT?	YES	X	NO		

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: ITE Trip Generation Manual 11e

Project Trip Generation: 329 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: 329 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 pressumed to have a less than significant impact with mitigation?

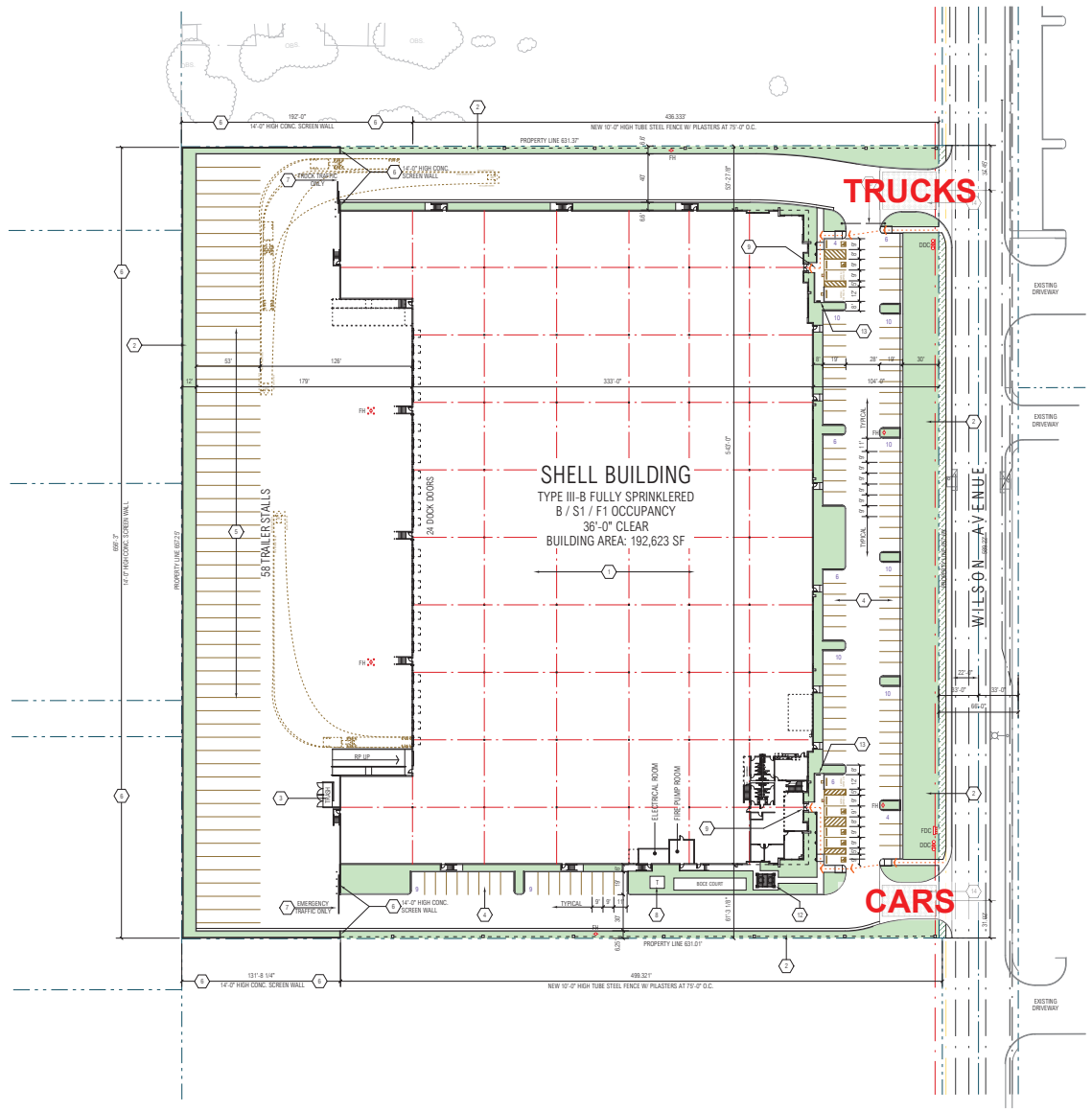
N/A

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:	Albert A Webb Associates	Company:	First Industrial Realty, Inc.
Contact:	Kawai Mang, EIT	Contact:	Paul Loubet
Address:	3788 McCray St, Riverside, CA 92506	Address:	898 N Pacific Coast Hwy #175, El Segundo, CA 902
Phone:	951-320-6081	Phone:	310-321-3813
Email:	kawai.mang@webbassociates.com	Email:	ploubet@firstindustrial.com
Date:	2022-08-19	Date:	2022-08-19

Approved by:

Perris Planning Division	Date	Perris City Engineer	Date



SITE LEGEND:

- ON-SITE LANDSCAPED AREA
- OFF-SITE LANDSCAPED AREA
- DECORATIVE AUTO / TRUCK DRIVEWAYS
- SITE PROPERTY LINES
- CITY CURB AND GUTTER LINES
- STREET CENTERLINES
- ON-SITE CURB LINES
- ON-SITE PARKING AND TRAILER STRIPPING

LAND OWNER

FR WILSON AVE., LLC
898 PACIFIC COAST HIGHWAY, SUITE 175
EL SEGUNDO, CA 90245

APPLICANT

FIRST INDUSTRIAL REAL ESTATE TRUST
898 PACIFIC COAST HIGHWAY, SUITE 175
EL SEGUNDO, CA 90245
310-606-1634 CONTACT: MICHAEL GOODWIN

PLAN PREPARER

RGA, OFFICE OF ARCHITECTURAL DESIGN, INC.
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
CONTACT: MIKE GILL

UTILITIES & SERVICES

SEE CIVIL DRAWINGS

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 3 AND LOT B AS SHOWN BY PARCEL MAP NO. 11800 ON FILE IN BOOK 63 PAGE 28 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

PARCEL 4 AND LOT A AS SHOWN BY PARCEL MAP NO. 11800 ON FILE IN BOOK 63 PAGE 28 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

PARCEL 1 AND LOT D AS SHOWN BY PARCEL MAP NO. 12169 ON FILE IN BOOK 63 PAGE 26 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

PARCEL 2 AND LETTERED LOT C AS SHOWN BY PARCEL MAP NO. 11800 ON FILE IN BOOK 63 PAGE 26 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

VICINITY MAP

PROJECT DATA

SITE AREA:

GROSS SITE AREA:	414,985 SF / 9.52 AC
STREET DEDICATION:	1,973 SF / 0.04 AC
NET SITE AREA:	413,012 SF / 9.48 AC

BUILDING AREA:

FOOTPRINT	188,623 SF
FIRE PUMP HOUSE	00 SF
MEZZANINE	4,000 SF
GUARD HOUSE	00 SF
TOTAL	192,623 SF

TOTAL INCLUDED PLANNED OFFICE AREA	8,000 SF
LOT COVERAGE: (50% MAX)	45.67 %
FAR COVERAGE:	46.63 %

AUTO PARKING REQUIRED:

8,000 OFFICE PARKING	00 STALLS
WAREHOUSE	
0-20,000 SF (1/1000 SF)	20 STALLS
20K + SF (1/2000 SF)	87 STALLS
TOTAL	107 STALLS

AUTO PARKING PROVIDED

ACCESSIBLE STALLS	6 STALLS
STANDARD STALLS	104 STALLS
TOTAL PROVIDED	110 STALLS

REQUIRED BICYCLE PARKING (5% OF REQUIRED AUTO PARKING)	6 BIKE LOCATIONS
TRAILER PARKING REQUIRED: (1/5,000 SF) (39 TRAILERS REQUIRED)	58 TRAILERS
TRUCK DOCK POSITIONS:	24 DOCKS
GRADE DOORS PROVIDED	2 DOOR
LANDSCAPE AREA PROVIDED ON DEVELOPED SITE (12% MIN)	49,767 SF / 12.05 %

ASSESSOR'S PARCEL NUMBERS

300-210-015, 300-210-023, 300-210-024, 300-210-014

APPLICATION TYPE

DEVELOPMENT PLN REVIEW 00-00-0000
ZONING: "GI" GENERAL INDUSTRIAL - PVCC SP - PERRIS VALLEY COMMERCE CENTER
PERMITTED LAND USE: WAREHOUSE, OFFICE AS PERMITTED

PROJECT DESCRIPTION

NEW INDUSTRIAL WAREHOUSE BUILDING WITH AUTO AND TRAILER PARKING AREAS.

KEYNOTES

1. PAINTED CONCRETE TILT-UP WAREHOUSE / OFFICE / MANUFACTURING FACILITY.
2. SHADED AREA: PROPOSED IRRIGATED LANDSCAPING PER CC&R GUIDELINES WITH MIN 6" CONCRETE CURBS AT ALL PERIMETERS.
3. PAINTED CONCRETE TRASH ENCLOSURE. SCREEN WALLS SHALL BE MIN. 6'-0" HIGH WITH CANOPY TOP. SEE SHEET A2-1P FOR ELEVATIONS AND SECTIONS
4. TYPICAL STANDARD PARKING STALL. MIN. 9' X 19' - DOUBLE STRIPE PER CITY STANDARDS.
5. TRUCK TRAILER PARKING
6. NEW 14'-0" CONCRETE TILT-UP SCREEN WALLS AT TRUCK YARD. SEE PLAN FOR MINIMUM HEIGHTS AS MEASURED FROM INSIDE THE TRUCK YARD.
7. ROLLING 8'-0" HIGH WROUGHT IRON FENCE INTO THE TRUCK COURT W/ 75% OPAQUE MESH SCREENING.
8. TRANSFORMER PAD LOCATION.
9. ACCESSIBLE PRIMARY ENTRANCE TO THE BUILDING WITH BIKE RACKS.
10. PROVIDE A TUBULAR BARRIER DOUBLE GATE WITH LOCK FOR EMERGENCY ACCESS ONLY, GALVANIZED FINISH.
11. NO USED.
12. CONCRETE COVERED LUNCH PATIO WITH LANDSCAPE FURNITURE, SEE SHEET A3-1P
13. CALGREEN REQUIRED BIKE RACKS, SEE TABULATIONS FOR NUMBER OF BIKE RACKS
14. DECORATIVE PAVING AT ENTRY DRIVEWAY.

GENERAL NOTES

1. THE PROPOSED PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE COUNTY RIVERSIDE, CITY OF PERRIS PLANNING PLAN
2. A LANDSCAPING PLAN SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT FOR APPROVAL PRIOR TO ISSUANCE OF BUILDING PERMITS AND SHALL BE IMPLEMENTED PRIOR TO OCCUPANCY.
3. THE PROJECT DOES NOT PROPOSE ANY TENANT SIGNAGE AT THIS TIME.
4. THERE ARE NO PROTECTED PLANTS ON SITE.
5. ALL ROOF DRAINS AT STREET FRONTAGES SHALL BE IN THE INTERIOR OF THE BUILDING ENVELOPE.
6. ALL LANDSCAPE SHALL BE BOUND BY A 6" HIGH CONCRETE CURB.
7. A LIGHT PLAN SHALL BE SUBMITTED SHOWING CONFORMANCE WITH MINIMUM FOOTCANDLE LEVELS AND MARCH AIR BASE STANDARDS. FIXTURES SHALL BE SHIELDED HIGH PRESSURE SODIUM.
8. A SIGN PROGRAM SHALL BE DEVELOPED IN ACCORDANCE WITH MUNICIPAL CODE 19.75.190 FOR APPROVAL BY THE PLANNING DIVISION. THE SIGN PROGRAM SHALL BE INCLUDED AS PART OF THE CC&R'S.
9. FUTURE TENANT OFFICE BUILD-OUTS TO INCLUDE INDOOR EMPLOYEE AMENITY AREAS PER CITY GUIDELINES.
10. PROJECT WILL BE DESIGNED WITH LEED SILVER CERTIFICATION.

SUBSTAINABILITY FEATURES

11. PROVIDE LIGHT COLORED ROOFING OVER THE OFFICE AREAS.
12. BUILDING WILL BE DESIGN TO ACHIEVE LEED SILVER CERTIFICATION.
13. PROVIDE UP TO (2) ELECTRIC VEHICLE CHARGING FACILITIES
14. PROVIDE "TURN-OFF ENGINE" SIGNS WITHIN THE TRUCK COURT.
15. FORKLIFTS WITHIN THE BUILDING SHALL BE ELECTRIC OR COMPRESSED NATURAL GAS-POWERED.

0' 10' 20' 50' 100'

SITE PLAN

SCALE: 1" = 40'-0"

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

FIRST WILSON 3
WILSON AVENUE DEVELOPMENT
0000 WILSON AVENUE
CITY OF PERRIS, CA

FIRST INDUSTRIAL REALTY TRUST

FR WILSON AVE., LLC
898 PACIFIC COAST HIGHWAY, SUITE 175
EL SEGUNDO, CA 90245
310-606-1634
CONTACT: MICHAEL GOODWIN

CD		
BID		
PC		
DD		
SD	8/5/22	SCHEMATIC DESIGN
MARK	DATE	DESCRIPTION

RGA PROJECT NO:	21091-00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	21091-00.A1-1P
DRAWN BY:	MG
CHK'D BY:	CS

SHEET TITLE
SITE PLAN

PLANNING CASE NO. PLN22-0000

SHEET: A1-1P

Table 1: Trip Generation Rates

Warehousing

Vehicle Type	PCE Factor[1]	Estimated Mix[2]	Units[3]	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Trip Generation Rates (classification, non-PCE)[4]										
Passenger Cars[5]	-	-	KSF	1.11	0.121	0.030	**0.15**	0.035	0.115	**0.15**
2-axle Trucks	-	16.7%		0.100	0.0017	0.0016	**0.003**	0.0026	0.0024	**0.005**
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4-axle Trucks	-	62.5%		0.375	0.0065	0.0060	**0.013**	0.0098	0.0090	**0.019**
Total		**100%**		**1.71**	**0.131**	**0.039**	**0.17**	**0.050**	**0.130**	**0.18**
Calculated Trip Generation Rates (PCE)										
Passenger Cars[5]	1	-	KSF	1.11	0.121	0.030	**0.15**	0.035	0.115	**0.15**
2-axle Trucks	1.5	16.7%		0.151	0.0026	0.0024	**0.005**	0.0039	0.0036	**0.008**
3-axle Trucks	2	20.7%		0.249	0.0043	0.0040	**0.008**	0.0065	0.0060	**0.012**
4-axle Trucks	3	62.5%		1.13	0.0195	0.0180	**0.038**	0.0293	0.0270	**0.056**
Total		**100%**		**2.64**	**0.147**	**0.054**	**0.20**	**0.074**	**0.152**	**0.23**

[1] PCE factors per Riverside County Transportation Analysis Guidelines
[2] Truck mix per High-Cube Warehouse Vehicle Trip Generation Analysis, ITE (2017); Warehouse Truck Trip Study, SCAQMD (2014)
[3] KSF = 1,000 square feet gross floor area
[4] ITE Trip Generation Manual 11th Ed, 2021- Land Use 150, Warehousing
[5] Passenger car rates per ITE vehicle trip generation rates less ITE truck trip generation rates.

Table 2: Project Trip Generation

FIR Wilson 3 warehouse project

Vehicle Type	PCE Factor[1]	Units[2]	Daily	AM Peak Hour			PM Peak Hour		
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Proposed Project Trip Generation (classification, non-PCE)[3]									
Passenger Cars	-	193 KSF	214	23	6	**29**	7	22	**29**
2-axle Trucks	-		19	0	0	**0**	1	0	**1**
3-axle Trucks	-		24	0	0	**0**	1	1	**2**
4-axle Trucks	-		72	1	1	**2**	2	2	**4**
Total			**329**	**24**	**7**	**31**	**11**	**25**	**36**
Passenger Car Equivalent (PCE) Project Trip Generation									
Passenger Cars	1	193 KSF	214	23	6	**29**	7	22	**29**
2-axle Trucks	1.5		29	0	0	**0**	2	0	**2**
3-axle Trucks	2		48	0	0	**0**	2	2	**4**
4-axle Trucks	3		216	3	3	**6**	6	6	**12**
Total			**507**	**26**	**9**	**35**	**17**	**30**	**47**

[1] PCE factors per Riverside County Transportation Analysis Guidelines
[2] KSF = 1,000 square feet gross floor area
[3] Trip generation per ITE Trip Generation Manual 11th Ed, 2021- Land Use 150, Warehousing

Figure : Project Trip Distribution - Passenger Cars

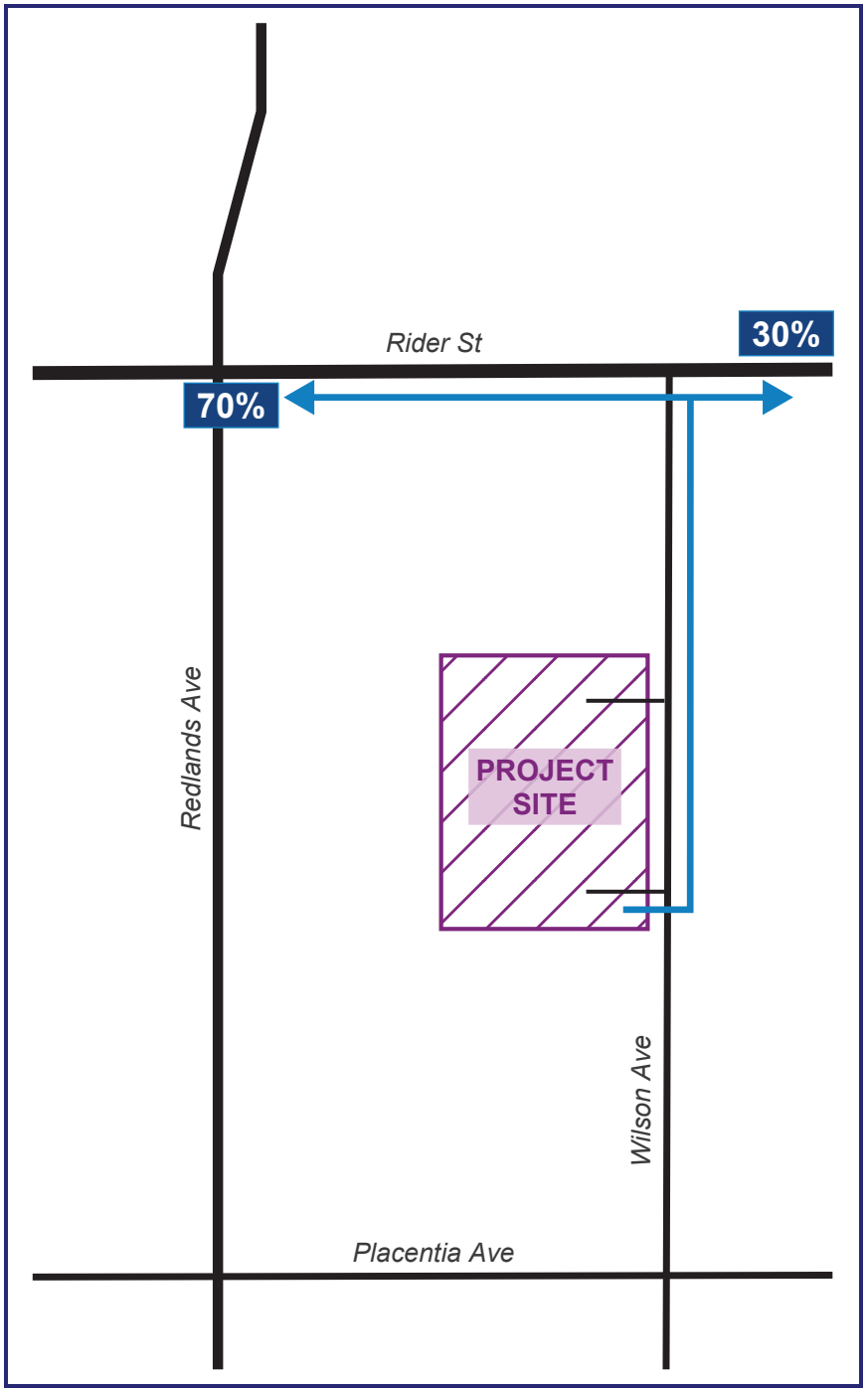

Figure : Project Trip Distribution - Trucks