

Appendix I

LCI Wilson Warehouse Project DPR22-00012
Transportation Study Screening Assessment

Ganddini Group

April 26, 2022

Revised March 7, 2023



March 7, 2023

Mr. Michael Johnson
LAKE CREEK INDUSTRIAL
13681 Newport Avenue
Tustin, California 92780

RE: LCI Wilson Warehouse Project (DPR 22-00012) Transportation Study Screening Assessment
Project No. 19515

Dear Mr. Johnson:

Ganddini Group, Inc. is pleased to provide this transportation study screening analysis for the proposed LCI Wilson Warehouse Project (DPR 22-00012) in the City of Perris. We trust the findings of this analysis will aid the City of Perris in assessing whether preparation of a transportation study will be required for the proposed project.

PROJECT DESCRIPTION

The 4.75-acre project site is located north of Placentia Avenue and west of Wilson Avenue in the City of Perris, California. The project location map is shown on Figure 1. The project site is currently vacant and located within the Perris Valley Commerce Center Specific Plan (PVCC SP).

The proposed project involves construction of a new 83,910 square foot industrial warehousing building. The project proposes one driveway for trucks only restricted to southbound right turns and eastbound left turns only access to Wilson Avenue near the northeast property boundary and one full access driveway for passenger vehicles only to Wilson Avenue near the southeast property boundary. The proposed site plan is illustrated on Figure 2. Figure 2 also exhibits truck turning templates in/out of the truck only access.

The *Perris Valley Commerce Center Amendment No. 12 Specific Plan* (February 2022) Table 5.0-1, Roadway Design Requirements and Intersection Spacing, requires intersection intervals of 330 feet for Collectors. The distance between the project north driveway and project south driveway on Wilson Avenue is 261 feet and therefore does not meet the 330 feet spacing requirement per the PVCC SP.

Although the proposed project driveways do not meet the PVCC SP spacing requirements, spacing between the two driveways is maximized within the project frontage and necessary to provide separate access points for cars and trucks. Additionally, designated truck routes to the north on Wilson Avenue will result in southbound right turn and eastbound left turn access for trucks only at the north driveway. Since the project north driveway will not require full access, potential conflicting movements such as northbound left turns are prohibited and will not occur at this driveway. As such, the general intent of the PVCC spacing requirements is met such that no turning conflicts or queuing concerns are anticipated to occur between the north and south project driveways.

WILSON AVENUE

A conceptual striping plan along Wilson Avenue including the Placentia Avenue Industrial Project (DPR 21-00015) located across Wilson Avenue is shown on Figure 3. This figure shows the lane configurations and geometrics for the project driveways along Wilson Avenue. Wilson Avenue is classified as a Collector (66-foot right-of-way).

The project north driveway on Wilson Avenue for the adjacent Placentia Avenue Industrial Project (DPR 21-00015) is located approximately 85 feet north of the project south driveway for the proposed development and will be restricted to trucks only. This adjacent driveway is proposed to be restricted to southbound left turns and westbound right turns only. Eastbound left turns from the project south driveway can turn into the two-way left turn median to queue and then proceed northbound on Wilson Avenue in the absence of a southbound left turning vehicle into the project north driveway of the adjacent project. No other confliction of movements would occur between these intersections.

The project north driveway on Wilson Avenue for the adjacent Placentia Avenue Industrial Project (DPR 21-00015) is located approximately 175 feet south of the project north driveway for the proposed development. This adjacent driveway is proposed to be restricted to southbound left turns and westbound right turns only. Therefore, the proposed two-way left-turn lane median on Wilson Avenue provides for approximately 175 feet of queuing capacity for the southbound left turn movements at the project north driveway for the adjacent project. The *Placentia Avenue Industrial Project (DPR 21-00015) Traffic Impact Analysis* (Ganddini Group, Inc., August 26, 2022), is currently being revised to allow for trucks to make a southbound left turn at the project south driveway for the project. This will reduce the number of trucks at the project north driveway making a southbound left turn into the adjacent project. With 175 feet of storage capacity for the southbound left turn at the project north driveway for the adjacent property, two 73.5-foot WB-67 trucks can queue within those 175 feet. The project trip generation for this project forecast 5 AM peak hour inbound truck trips and 4 PM peak hour inbound truck trips. This equates to one inbound truck for this project at one of the two project driveways every 12 to 15 minutes. Thus, it is unlikely that more than 2 trucks would queue at the southbound left turn for the project north driveway at the adjacent property at any point in time queuing into the project north driveway for the proposed development.

No queuing issues are anticipated between the project driveways for the proposed development and the proposed Placentia Avenue Industrial Project (DPR 21-00015) located across Wilson Avenue for the reasons described above.

PROJECT TRIP GENERATION

Table 1 and Table 2 show the project trip generation forecasts based on rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). Since a specific tenant has not been identified, this analysis analyzes the proposed development for two industrial land use alternatives. Alternative 1 is warehousing and Alternative 2 is high-cube fulfillment center warehouse (non-sort). Based on review of the ITE land use description, trip generation rates for ITE Land Use Code 150 - Warehousing and ITE Land Use Code 155 - High-Cube Fulfillment Center Warehouse (Non-Sort) were determined to adequately represent a range of potential uses for the proposed project and were selected for calculation of the project trip generation forecast. The number of trips generated is determined by multiplying the trip generation rates and directional distributions by the land use quantity.

As shown in Table 1, the proposed project as a warehousing use is forecast to generate approximately 143 daily vehicle trips, including 15 vehicle trips during the AM peak hour and 15 vehicle trips during the PM peak hour.

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As shown in Table 2, the proposed project as a high-cube fulfillment center use is forecast to generate approximately 152 daily vehicle trips, including 13 vehicle trips during the AM peak hour and 13 vehicle trips during the PM peak hour.

Truck Trips

The project trip generation was also calculated in terms of Passenger Car Equivalent (PCE) trips. The percentage of truck trips was obtained from the ITE *Trip Generation Manual* (11th Edition, 2021). The truck mix by axle type was determined based on South Coast Air Quality Management District (SCAQMD) recommendations for high-cube warehousing facilities without cold-storage. Truck trips were converted to PCE trips based on the following factors: 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with four or more axles.

As also shown in Table 1, the proposed project proposed project as a warehousing use is forecast to generate approximately 221 daily PCE trips, including 19 PCE trips during the AM peak hour and 19 PCE trips during the PM peak hour.

As also shown in Table 2, the proposed project as a high-cube fulfillment center use is forecast to generate approximately 182 daily PCE trips, including 17 PCE trips during the AM peak hour and 13 PCE trips during the PM peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

Figure 4 and Figure 5 illustrate the forecast directional distribution patterns of project-generated trips based on review of the existing roadway facilities in the project vicinity and the City of Perris truck route map. Figure 6 and Figure 7 exhibit the project AM and PM peak hour intersection turning movement volumes for Alternative 1 and Alternative 2.

CRITERIA FOR THE PREPARATION OF TRAFFIC IMPACT ANALYSES

According to the *City of Perris Transportation Impact Analysis Guidelines for CEQA* (May 12, 2020) ["City TIA Guidelines"], certain types of projects, because of their size, nature, or location, are exempt from the requirement of preparing a traffic impact analysis.

Vehicle Miles Traveled (VMT) Analysis Screening Analysis

The project VMT impact has been assessed in accordance with guidance from the City TIA Guidelines. The transportation guidelines provide a framework for "screening thresholds" for certain projects that are expected to cause a less than significant impact without conducting a detailed VMT study.

The project requirements for evaluation of transportation impacts under CEQA was assessed using the City of Perris VMT Scoping Form for Land Use Projects as appended to the City of Perris TIA Guidelines and included in Attachment A of this letter. As documented in the VMT Scoping Form, the proposed project satisfies the following VMT screening criteria:

- | | |
|---|-----|
| A. Is the project 100% affordable housing? | No |
| B. Is the project within half mile of qualifying transit? | No |
| C. Is the project a local serving land use? | No |
| D. Is the project in a low VMT area? | Yes |
| E. Are the project's net daily trips less than 500 ADT? | Yes |

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Therefore, the proposed project is presumed to have a less than significant impact on VMT since it satisfies one or more of the VMT screening criteria established by the City of Perris (the project site is in a low VMT area and has net daily trips less than 500 ADT). No additional VMT modeling or mitigation measures are required.

Level of Service (LOS) Analysis Screening Analysis

As noted in the project Scoping Form (see Attachment A), the project is exempt from Level of Service evaluation outside of CEQA since the project does not exceed the City-established trip generation threshold of 50 peak hour trips.

CONCLUSION

The proposed project as a warehousing use is forecast to generate approximately 143 daily vehicle trips, including 15 vehicle trips during the AM peak hour and 15 vehicle trips during the PM peak hour; this equates to approximately 221 daily PCE trips, including 19 PCE trips during the AM peak hour and 19 PCE trips during the PM peak hour.

The proposed project as a high-cube fulfillment center use is forecast to generate approximately 152 daily vehicle trips, including 13 vehicle trips during the AM peak hour and 13 vehicle trips during the PM peak hour; this equates to approximately 182 daily PCE trips, including 17 PCE trips during the AM peak hour and 13 PCE trips during the PM peak hour.

The proposed project satisfies the City-established VMT screening criteria for projects in a low VMT area and with net daily trips less than 500 ADT; therefore, the project is exempt from preparation of a detailed VMT analysis and may be presumed to result in a less than significant VMT impact.

The project is exempt from Level of Service evaluation outside of CEQA based on the project trip generation.

We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100 x 104.

Sincerely,
GANDDINI GROUP, INC.

Bryan Crawford, Senior Transportation Planner
Giancarlo Ganddini, TE, PTP, Principal



**Table 1
Project Trip Generation - Alternative 1**

Land Use: Warehousing
Size: 83,910 TSF

TRIP GENERATION RATES PER TSF ¹								
Vehicle Type	Source ²	AM Peak Hour			PM Peak Hour			Daily Rate
		In	Out	Rate	In	Out	Rate	
All Vehicles	ITE 150	77%	23%	0.170	28%	72%	0.180	1.710
Trucks Only	ITE 150	52%	48%	0.020	52%	48%	0.030	0.600
Passenger Car (88.2% AM, 83.3% PM, 64.9% Daily)		0.116	0.035	0.151	0.042	0.108	0.150	1.110
Truck (11.8% AM, 16.7% PM, 35.1% Daily)		0.010	0.010	0.020	0.016	0.014	0.030	0.600
Truck Mix:	SCAQMD							
2-Axle Trucks (16.7%)		0.002	0.002	0.004	0.003	0.002	0.005	0.100
3-Axle Trucks (20.7%)		0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+ Axle Trucks (62.6%)		0.007	0.006	0.013	0.010	0.009	0.019	0.376

VEHICLE TRIPS GENERATED							
Vehicle Type	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Passenger Car	10	3	13	4	9	13	93
Trucks							
2-Axle Trucks	0	0	0	0	0	0	8
3-Axle Trucks	0	0	0	0	0	0	10
4+ Axle Trucks	1	1	2	1	1	2	32
Subtotal	1	1	2	1	1	2	50
Total Vehicle Trips Generated	11	4	15	5	10	15	143

PCE ³ TRIPS GENERATED								
Vehicle Type	PCE Factor ⁴	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Passenger Car	1.0	10	3	13	4	9	13	93
Trucks								
2-Axle Trucks	1.5	0	0	0	0	0	0	12
3-Axle Trucks	2.0	0	0	0	0	0	0	20
4+ Axle Trucks	3.0	3	3	6	3	3	6	96
Subtotal		3	3	6	3	3	6	128
Total PCE Trips Generated		13	6	19	7	12	19	221

Notes:

(1) TSF = Thousand Square Feet

(2) ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = ITE Land Use Code.

SCAQMD = South Coast Air Quality Management District recommendations for non-cold storage high-cube warehouse.

(3) PCE = Passenger Car Equivalent

(4) Source: County of Riverside *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (December 2020).

**Table 2
Project Trip Generation - Alternative 2**

Land Use: High-Cube Fulfillment Center Warehouse (Non-Sort)

Size: 83,910 TSF

TRIP GENERATION RATES PER TSF ¹								
Vehicle Type	Source ²	AM Peak Hour			PM Peak Hour			Daily Rate
		In	Out	Rate	In	Out	Rate	
All Vehicles	ITE 155	81%	19%	0.150	39%	61%	0.160	1.810
Trucks Only	ITE 155	50%	50%	0.020	46%	54%	0.010	0.230
Passenger Car (86.7% AM, 93.8% PM, 87.3% Daily)		0.105	0.025	0.130	0.059	0.092	0.151	1.580
Truck (13.3% AM, 6.3% PM, 12.7% Daily)		0.010	0.010	0.020	0.005	0.005	0.010	0.230
Truck Mix:	SCAQMD							
2-Axle Trucks (16.7%)		0.002	0.002	0.004	0.001	0.001	0.002	0.038
3-Axle Trucks (20.7%)		0.002	0.002	0.004	0.001	0.001	0.002	0.048
4+ Axle Trucks (62.6%)		0.006	0.006	0.012	0.003	0.003	0.006	0.144

VEHICLE TRIPS GENERATED							
Vehicle Type	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Passenger Car	9	2	11	5	8	13	133
Trucks							
2-Axle Trucks	0	0	0	0	0	0	3
3-Axle Trucks	0	0	0	0	0	0	4
4+ Axle Trucks	1	1	2	0	0	0	12
Subtotal	1	1	2	0	0	0	19
Total Vehicle Trips Generated	10	3	13	5	8	13	152

PCE ³ TRIPS GENERATED								
Vehicle Type	PCE Factor ⁴	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Passenger Car	1.0	9	2	11	5	8	13	133
Trucks								
2-Axle Trucks	1.5	0	0	0	0	0	0	5
3-Axle Trucks	2.0	0	0	0	0	0	0	8
4+ Axle Trucks	3.0	3	3	6	0	0	0	36
Subtotal		3	3	6	0	0	0	49
Total PCE Trips Generated		12	5	17	5	8	13	182

Notes:

(1) TSF = Thousand Square Feet

(2) ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = ITE Land Use Code.

SCAQMD = South Coast Air Quality Management District recommendations for non-cold storage high-cube warehouse.

(3) PCE = Passenger Car Equivalent

(4) Source: County of Riverside *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (December 2020).

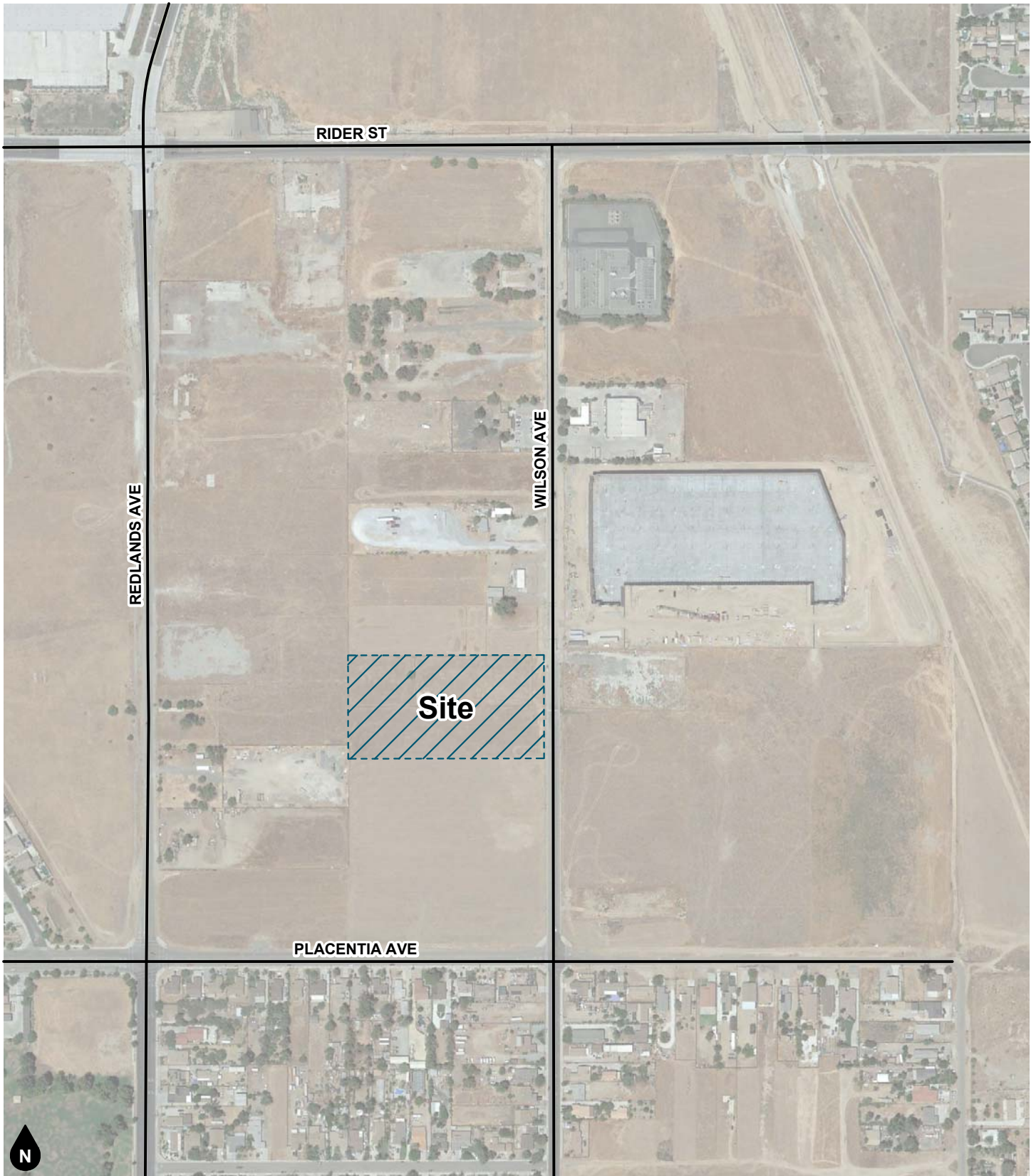
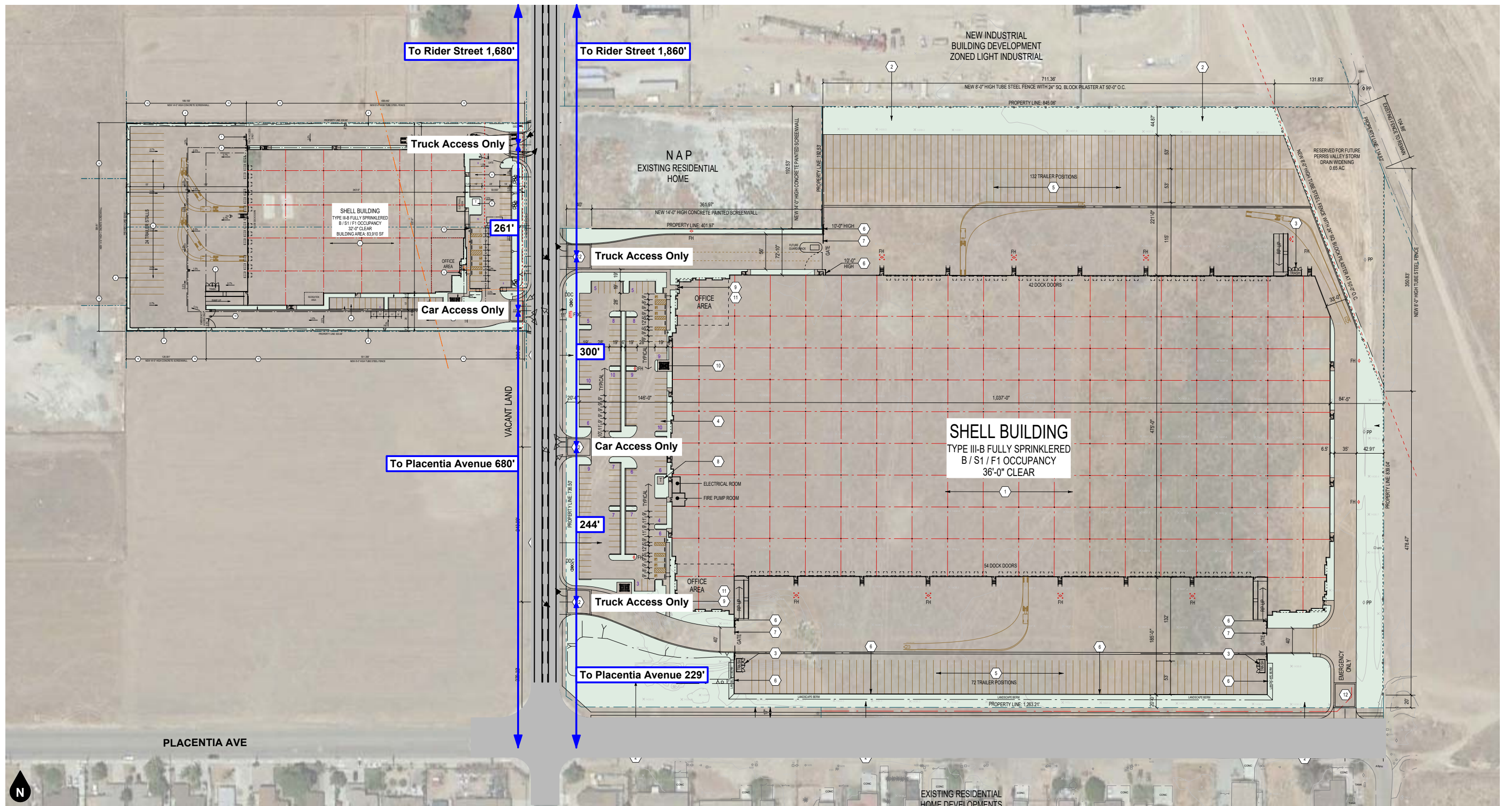
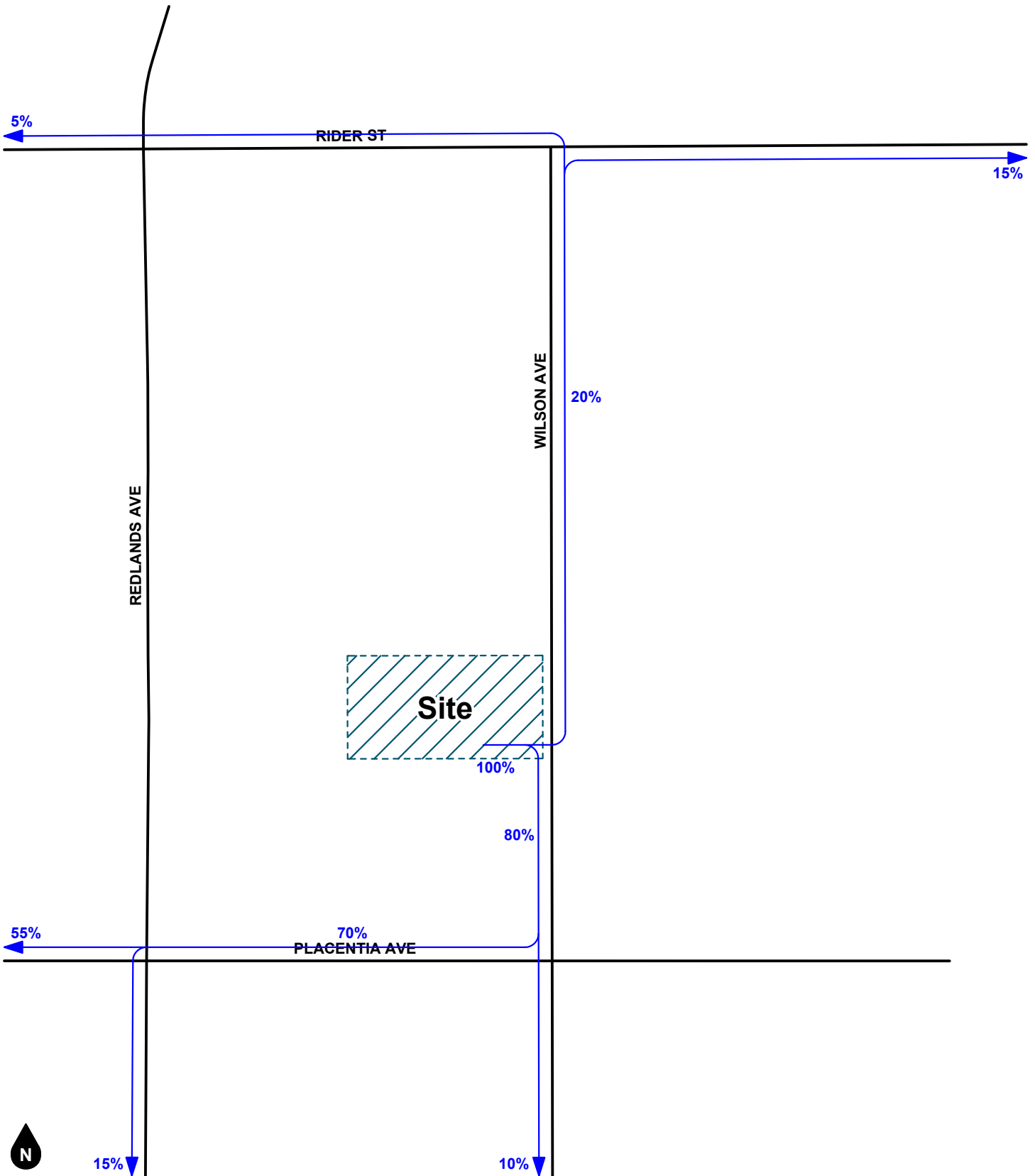


Figure 1
Project Location Map



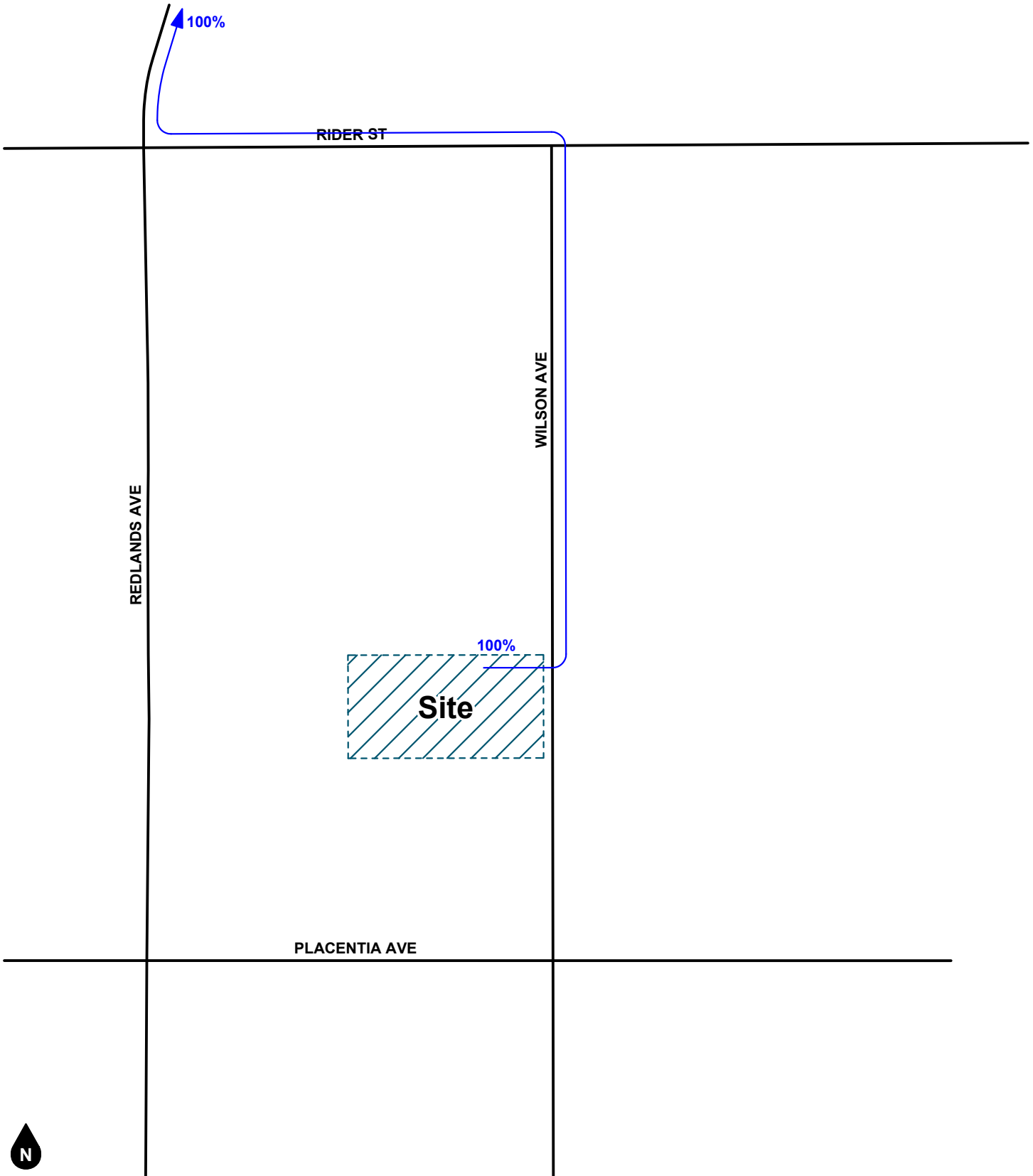
- Legend**
- Passenger Car Only Movement
 - Primary Truck Only Movement

Figure 3
Wilson Avenue Conceptual Striping Plan



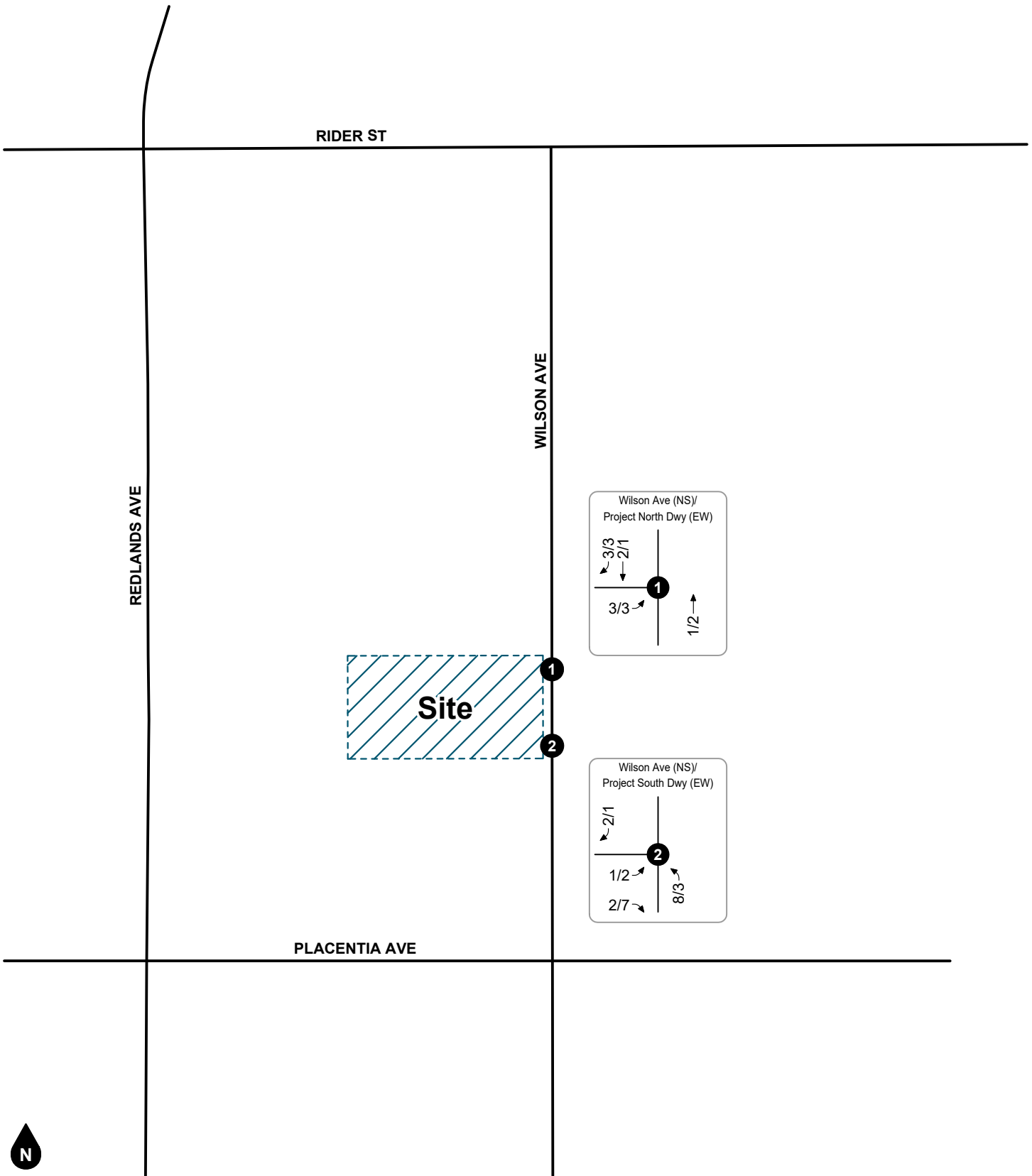
Legend
 ← 10% Percent To/From Project

Figure 4
Project Trip Distribution - Auto



Legend
 ← 10% Percent To/From Project

Figure 5
Project Trip Distribution - Trucks

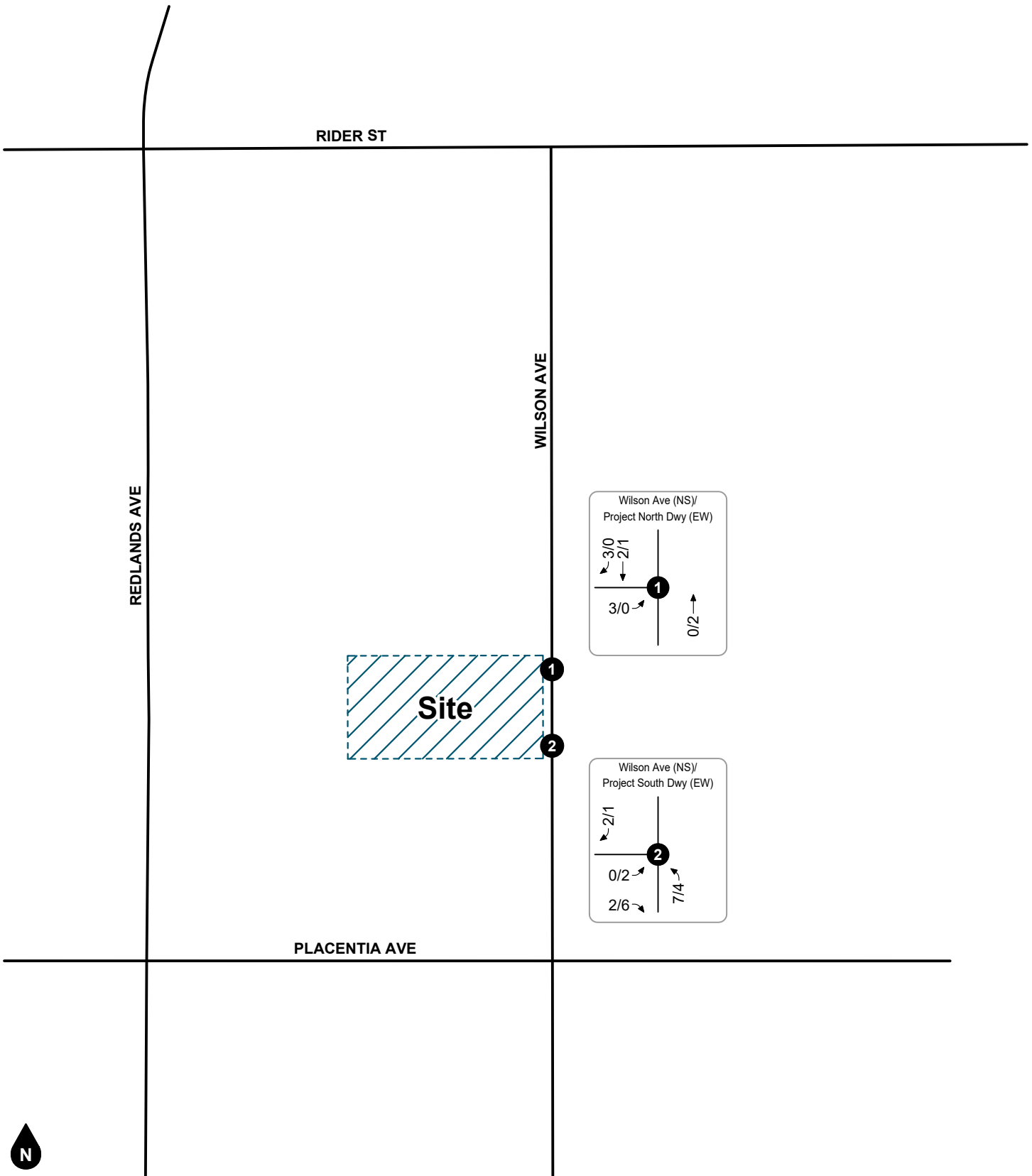


Legend
 #/# = AM/PM

Note: These volumes represent passenger car equivalents (PCE's)

Figure 6
Project
Peak Hour Intersection Turning Movement Volumes - Alternative 1





Legend
 #/# = AM/PM

Note: These volumes represent passenger car equivalents (PCE's)

Figure 7
Project
Peak Hour Intersection Turning Movement Volumes - Alternative 2



ATTACHMENT A

VMT SCOPING FORM FOR LAND USE PROJECTS



**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	<input checked="" type="checkbox"/>
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 Attachments:
- B. Is the Project within 1/2 mile of qualifying transit?

YES		NO	<input checked="" type="checkbox"/>
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 Attachments:
- C. Is the Project a local serving land use?

YES		NO	<input checked="" type="checkbox"/>
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 Attachments:
- D. Is the Project in a low VMT area?

YES	<input checked="" type="checkbox"/>	NO	
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 Attachments:
- E. Are the Project's Net Daily Trips less than 500 ADT?

YES	<input checked="" type="checkbox"/>	NO	
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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	
3,814	VMT/Capita	Residential:	
	9.95 VMT/Employee	Non-Residential:	<input checked="" type="checkbox"/>

¹ Base year (2012) projections from RIVTAM.

APN:300210025; TAZ-3,814
Within a Transit Priority Area (TPA)?
No (Pass)
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

Trip Generation Evaluation:

Source of Trip Generation:

Project Trip Generation:

143/152	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:

221/182 PCE	Average Daily Trips (ADT)
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 Attachments:

Does project trip generation warrant an LOS evaluation outside of CEQA?

YES		NO	<input checked="" type="checkbox"/>
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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.

Yes. Criteria D and E.

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.

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	<input checked="" type="checkbox"/>
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IV. MITIGATION

A. Citywide Average VMT Rate (Threshold of Significance) for Mitigation Purposes:

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B. Unmitigated Project TAZ VMT Rate:

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C. Percentage Reduction Required to Achieve the Citywide Average VMT:

	%
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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:

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

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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:	Ganddini Group, Inc.	Company:	Lake Creek Industrial, LLC
Contact:	Bryan Crawford	Contact:	Dr. Michael Johnson
Address:	550 Parkcenter Dr, Ste 202, Santa Ana CA 92705	Address:	1302 Brittany Cross Road, Santa Ana CA 92705
Phone:	714-795-3100*104	Phone:	(786) 200-9681
Email:	bryan@ganddini.com	Email:	mj@lakecreekindustrial.com
Date:	08-26-2022	Date:	

Approved by:

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