# Technical Memorandum

To: Nathan Perez, City of Perris

From: Marc Mizuta, Mizuta Traffic Consulting

Date: August 25, 2023

Re: Trip Generation and VMT Screening Analysis for the Proposed Perris Mixed-Use Project

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Mizuta Traffic Consulting (MTC) has prepared this memo summarizing the estimated trip generation for the project located on the vacant that is generally bounded by Ramona Expressway to the north, Dawes Street to the south, the Campers Resorts of America to the east, and the Park Place Mobile Home Park to the west in Perris, CA and determine if the project would result in any significant transportation impacts. Senate Bill 743 (SB 743) was approved in 2013 and changes the way transportation impacts are measured under the California Environmental Quality Act (CEQA). The Office of Planning and Research (OPR) has recommended the use of vehicle miles travelled (VMT) as the required metric to replace the automobile delay-based LOS. The VMT assessment is required to satisfy CEQA guidelines that utilizes VMT as the required metric to determine transportation impacts. The VMT assessment was based on the criteria outlined in the *City of Perris Transportation Impact Analysis Guidelines for CEQA, May 12, 2020 (City's TIA Guidelines)*.

## Project Description

The Project proposes to construct a 275,098 square foot (sf) general light industrial building, an 107-room hotel, and a total of 5,800 sf of sit-down restaurants. A total of 482 parking spaces will be provided on-site (241 spaces for the industrial use and 241 spaces for the hotel/retail uses). A preliminary site plan has been prepared and included as an attachment.

## Trip Generation

The trip generation rate for the Project was based on the rates for the various land uses contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.* **Table 1** summarizes the proposed trip generation for the Project. It should be noted that the trips associated with the industrial use have been separated into passenger cars and trucks and converted to passenger car equivalents (PCE). Additionally, the truck percentage was based on the warehouse truck trip rate as a conservative estimate. A passby reduction factor was applied to the sit-down restaurant uses only.

As shown in the table, the Project is estimated to generate 2,817 daily trips (ADT) with 310 trips (239 inbound, 71 outbound) during the AM peak-hour and 296 trips (92 inbound, 204 outbound) in the PM peak-hour. After applying the passby trip reductions and the conversion of trucks to PCE's, the Project is estimated to generate a net of 3,386 ADT with 333 trips (263 inbound, 70 outbound) during the AM peak-hour and 318 trips (84 inbound, 234 outbound) during the PM peak-hour.

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## Table 1: Project Trip Generation

| TRIP GENERATION RATES[1] | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Land Use | ITE Code | Weekday Daily | AM PEAK Rate | AM PEAK In:Out Ratio | | PM PEAK Rate | PM PEAK In:Out Ratio | |
| General Light Industrial | 110 | 4.87 trips / ksf | 0.74 | 0.88 | : 0.12 | 0.65 | 0.14 | : 0.86 |
| Hotel | 310 | 7.99 trips / rm | 0.46 | 0.56 | : 0.44 | 0.59 | 0.51 | : 0.49 |
| High-Turnover (Sit-Down) Restaurant | 932 | 107.20 trips / ksf | 9.57 | 0.55 | : 0.45 | 9.05 | 0.61 | : 0.39 |

| TRIP GENERATION CALCULATIONS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Land Use | Amount | ADT | AM PEAK In | AM PEAK Out | AM PEAK Total | PM PEAK In | PM PEAK Out | PM PEAK Total |
| Hotel | 85 rm | 680 | 23 | 17 | 40 | 27 | 24 | 51 |
| High-Turnover (Sit-Down) Restaurant | 5.800 ksf | 622 | 31 | 25 | 56 | 33 | 20 | 53 |
| *Less Passby (25%-Daily & AM, 43%-PM)[2]* | | *-268* | *-14* | *-156* | *-8* | *-6* | *-14* | *-15* |
| General Light Industrial/Warehouse | 275.098 ksf | 1,340 | 180 | 24 | 204 | 26 | 153 | 179 |
| Passenger Cars (64.9% Daily, 88.2% AM, 83.3% PM): | | 870 | 159 | 21 | 180 | 22 | 128 | 150 |
| Trucks (35.1% Daily, 11.8% AM, 16.7% PM)[3]: | | 470 | 21 | 3 | 24 | 4 | 25 | 29 |
| 2-axle (16.7%, PCE = 1.5)[4, 5]: | | 118 | 5 | 1 | 6 | 1 | 6 | 7 |
| 3-axle (20.7%, PCE = 2)[4, 5]: | | 195 | 9 | 1 | 10 | 2 | 10 | 12 |
| 4+ axle (62.6%, PCE = 3)[4, 5]: | | 882 | 39 | 6 | 45 | 8 | 47 | 55 |
| *Subtotal (Trucks with PCE):* | | *1,195* | *53* | *8* | *61* | *11* | *63* | *74* |
| **Total Vehicle Trip Generated (Passenger Cars and Trucks)** | | **2,817** | **239** | **71** | **310** | **92** | **204** | **296** |
| **Total Trip Generation (Passenger Cars and Trucks with PCE)** | | **3,542** | **271** | **76** | **347** | **99** | **242** | **341** |
| *Less Passby Trips* | | *-156* | *-8* | *-6* | *-14* | *-15* | *-8* | *-23* |
| **Net New Trips** | | **3,386** | **263** | **70** | **333** | **84** | **234** | **318** |

Notes:
ksf: 1,000 square feet

1. The trip and passby rates for the project's land uses are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.*
2. The PM passby trip rate is based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.* A conservative passby rate of 25% was assumed for the daily and AM peak-hour since there are no published rates for those time periods.
3. The truck trip rates for the project's land uses are based on the Warehousing land use contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.*
4. The recommended truck mix percentages are based on the *South Coast Air Quality Management District's (SCAQMD) Warehouse Truck Trip Study Data Results and Usage.*
5. The PCE factors are based on the *County of Riverside Transportation Analysis Guidelines, December 2020.*

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## VMT Assessment

According to the *City's TIA Guidelines*, there are five screening criteria that can be applied to effectively screen projects from VMT project-level assessments. The purpose is to screen out projects that are presumed to have a non-significant transportation impact based on facts of a project and to avoid unnecessary analysis and findings that would be inconsistent with the intent of SB 743. The following lists the various screening criteria:

1. Is the project 100% affordable housing?
2. Is the project within one half (1/2) mile of qualifying transit?
3. Is the project a local serving land use?
4. Is the project in a low VMT area?
5. Are the project's net daily trips less than 500 ADT?

If the project meets any of the screening criteria above, they are presumed to not have a significant impact and are screened out from completing additional VMT analysis.

## VMT Screening Analysis

Upon reviewing the screening criteria, the most appropriate and applicable criteria for the project was the project located within ½ mile of qualifying transit criteria. According to *City's TIA Guidelines*, projects located within ½ mile of an existing or major transit stop or an existing stop along a high-quality transit corridor may be presumed to have a less than significant impact absent substantial evidence to the contrary.

The City's Transit Priority Area (TPA) exhibit was referenced and it was determined that the Project is located within the TPA. Additionally, WRCOG VMT Screening Tool was used for the screening. The Project is located in TAZ 1819 and this is located inside a TPA.

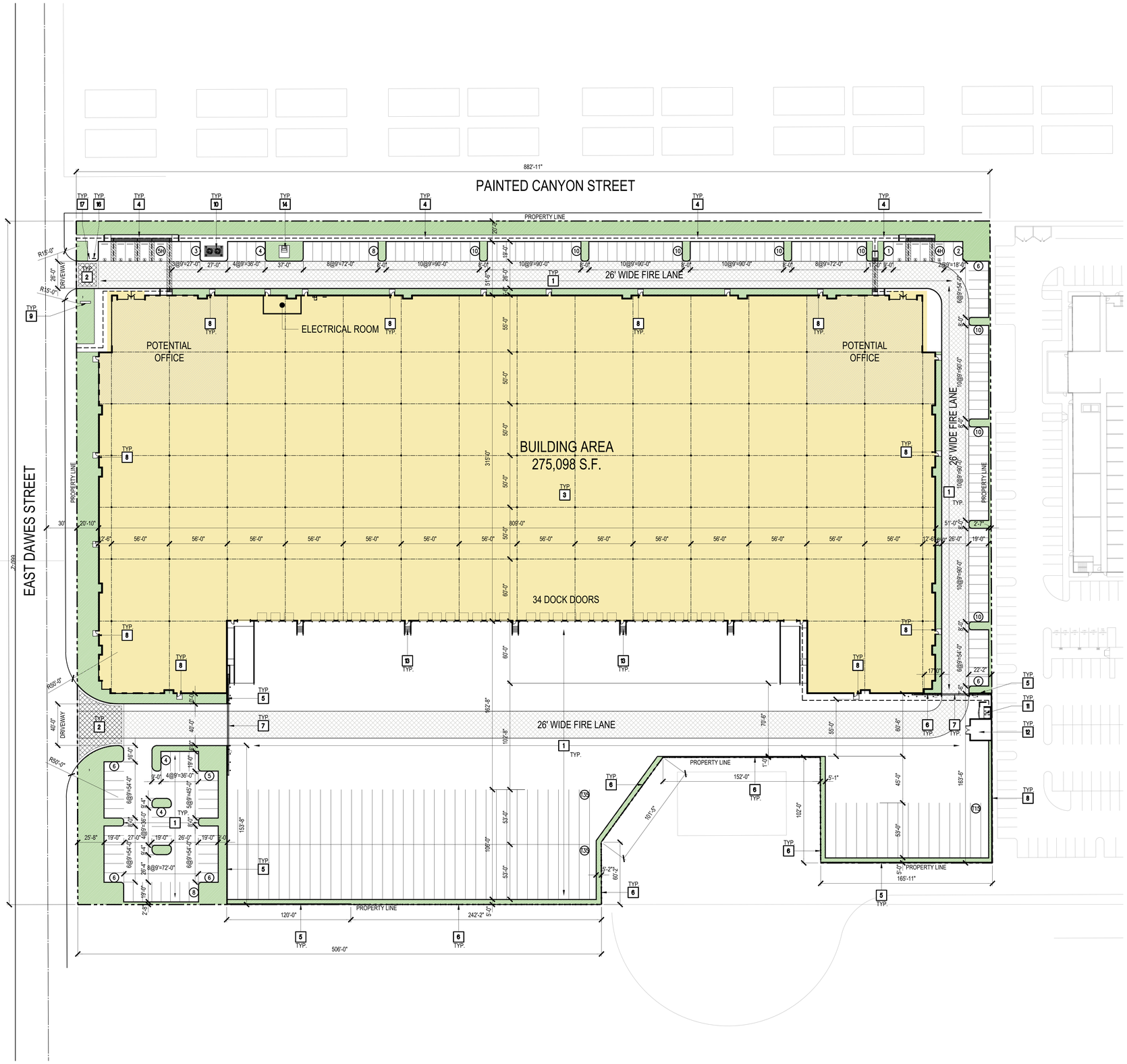
**As a result, the TPA screening threshold is met.**

## Conclusion

Based on the review of the applicable VMT screening thresholds, the Project satisfies the TPA screening and is presumed to result in a less than a significant VMT impact. As such, no additional VMT analysis is required or recommended.

# ATTACHMENTS

- Site Plan
- TPA Map
- WRGOG Screening Tool Results
- VMT Scoping Form



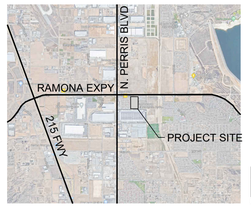

## APPLICANT/OWNER

ALABBASI CONSTRUCTION & ENGINEERING
764 RAMONA EXPRESSWAY SUITE C, PERRIS, CA. 92571
ATTN: CORINNE MOSTAD
951-436-5155 / CORINNE@ALABBASI.BIZ

## PROJECT ADDRESS / APN

ADDRESS: TBD, PERRIS CA 92751
APN: 303-100-012, 303-100-014

## VICINITY MAP




## PROJECT DESCRIPTION

NEW CONSTRUCTION FOR (1) SPECULATIVE 275,098 SF TYPE III-B, S-1/B OCCUPANCY WAREHOUSE WITH ESFR FIRE SPRINKLER SYSTEM. PROPOSED SITE IMPROVEMENTS CONSIST OF 14'H CONCRETE TILT SCREEN WALL, TRASH ENCLOSURE, PUMP HOUSE, SITE LIGHTING STANDARDS, 8'H WROUGHT IRON FENCE AND HARDSCAPE/LANDSCAPE IMPROVEMENTS PER CITY STANDARDS.

## PROJECT DATA

**Perris**

| | | | |
|---|---|---|---|
| **SITE AREA** | | 548,875 | SF |
| | | 12.60 | Acres |
| **BUILDING AREA** | | | |
| 1ST FLOOR | WAREHOUSE | 267,098 | SF |
| | OFFICE | 4,000 | SF |
| 1ST TOTAL | | 271,098 | SF |
| 2ND FLOOR | | 4,000 | SF |
| TOTAL | | 275,098 | SF |
| **PROJECT FACT** | | | |
| | FAR MAX | | 0.50 |
| | FAR PROVIDED | | 0.50 |
| | MAX COVERAGE | | 0.75 |
| | CLEAR HEIGHT | | 36' |
| **ZONING** | | | |
| ZONING ORDINANCE | | | PVCC COMMERICAL |
| PROPOSED ZONING | | | PVCC LI |
| MAX BUILDING HEIGHT | | | 50' |
| SET BACK | | | |
| | FRONT | 20' | |
| | RESIDENTIAL | 20' | |
| | SIDE | 0' | |
| | REAR | 0' | |
| **PARKING REQ.** | | | |
| | AUTO PARKING | | |
| | SIZE | | 9' X 19' |
| | WAREHOUSE 1/1000 1ST 20K | | 20 |
| | WAREHOUSE 1/2000 ABV. 20K | | 128 |
| | *OFFICE INCLUDED WITHIN 10% GFA* | | |
| | **TOTAL** | | **148** |
| **PROJECT PROVIDED** | | | |
| PARKING PROVIDED | | | |
| | AUTO | 9'X19' | 115 |
| | ADA | 9' & 12' X 19' | 9 |
| | CLEAN AIR/EV | 20% | 32 |
| | **TOTAL** | | **156** |
| | TRAILER | 10'X53' | 85 |

## GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINES UNLESS NOTED OTHERWISE.
2. ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH A SMART AUTOMATIC IRRIGATION SYSTEM.
3. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION REGARDING SITE DRAINAGE, TOPOGRAPHY AND UTILITIES.
4. FOR PAVING SECTIONS, CONCRETE CURBS, SWALES AND GUTTERS SEE CIVIL DRAWINGS.
5. PROPERTY LINE ARE REFERENCE ONLY. REFER TO CIVIL DRAWINGS FOR HORIZONTAL CONTROL.
6. LANDSCAPE AREAS SHALL BE DELINEATED WITH A MIN. 6" CONCRETE CURB.

## KEYNOTES

1. SITE PAVING AND SECTION PER CIVIL ENGINEERING
2. DECORATIVE PAVEMENT AT ENTRY - COLORED CONCRETE W/ SAW CUT PATTERN
3. PRIMARY BUILDING
4. PEDESTRIAN CONCRETE WALKWAY WITH MEDIUM BROOM FINISH
5. 14'H DECORATIVE CONCRETE TILT SCREEN WALL.
6. WROUGHT IRON FENCE 8 FT
7. 8'H BLACK PAINTED VEHICULAR ROLLING GATE WITH KNOX PAD LOCK. MANUALLY OPERATED. PROVIDE CONDUITS FOR FUTURE OPERATOR
8. 5'-6" X 6' X 4" THICK CONCRETE LANDING PAD AT ALL EXTERIOR MANDOORS WITH MEDIUM BROOM FINISH.
9. FUTURE MONUMENT SIGN WITH ELEC. CONDUITS
10. EMPLOYEE BREAK AREA, TENANT FURNISHED UNLESS NOTED OTHERWISE
11. TRASH ENCLOSURE
12. PUMP HOUSE
13. EXTERIOR CONCRETE STAIR
14. APPROXIMATE LOCATION OF ELEC. TRANSFORMER WITH BOLLARD PROTECTION AND LANDSCAPE SCREENING
15. NOT USED.
16. SHORT TERM - BICYCLE RACK 8% OF PARKING STALL
17. DESIGNATED SMOKING AREA - 25' AWAY FROM ANY ENTRY

## LEGEND

- STANDARD PARKING STALL 9' X 19'
- CLEAN AIR, VANPOOL / EV 9' X19'
- ADA PARKING VAN 12' X 19' OR STANDARD 9' X 19' WITH 5' CLR AISLE
- PROPERTY LINE
- ACCESSIBLE PATH OF TRAVEL. MAX 5% SLOPE AND MAX 2% CROSS SLOPE WITH 48" MIN. CLEAR, UNLESS NOTED OTHERWISE WITH ADA ACCESSIBLE RAMP
- LANDSCAPE, SEE LANDSCAPE DRAWINGS


S.K.H ARCHITECT
STEVE K HONG ARCHITECT
4590 MACARTHUR BLVD. SUITE 500
IRVINE CALIFORNIA 92660
PROJECT MANAGER: STEVE HONG
714 - 822 - 1171, STEVE@SKHARCHITECT.COM


LICENSED ARCHITECT STEVE K. HONG NO. C-33677 REN. 12-31-22 STATE OF CALIFORNIA



CONSULTANTS


CIVIL ENGINEER
RASMITH
8911 RESEARCH DRIVE
IRVINE CA 92618
949-242-8044
ERIC.ROBLES@RASMITH.COM
ATTN: ERIC ROBLES

LANDSCAPE ARCHITECT
HUNTER LANDSCAPE INC.
711 S. FEE ANA ST.
PLACENTIA CA 92870
WILL@HUNTERLANDSCAPE.NET
ATTN: WILL COCHRAN


275K SPEC DEVELOPMENT

T B D
PERRIS CA 92571

alabbasi CONSTRUCTION and ENGINEERING


ALABBASI CONSTRUCTION & ENGINEERING
764 RAMONA EXPY SUITE C
PERRIS CA 92571


| No. | ISSUANCE | DATE |
|---|---|---|

JOB No.
22-340

DRAWN STEVE HONG
CHECKED STEVE HONG

SHEET TITLE
ARCHITECTURAL
OVERALL SITE PLAN

SHEET NUMBER
DRC-A1.01

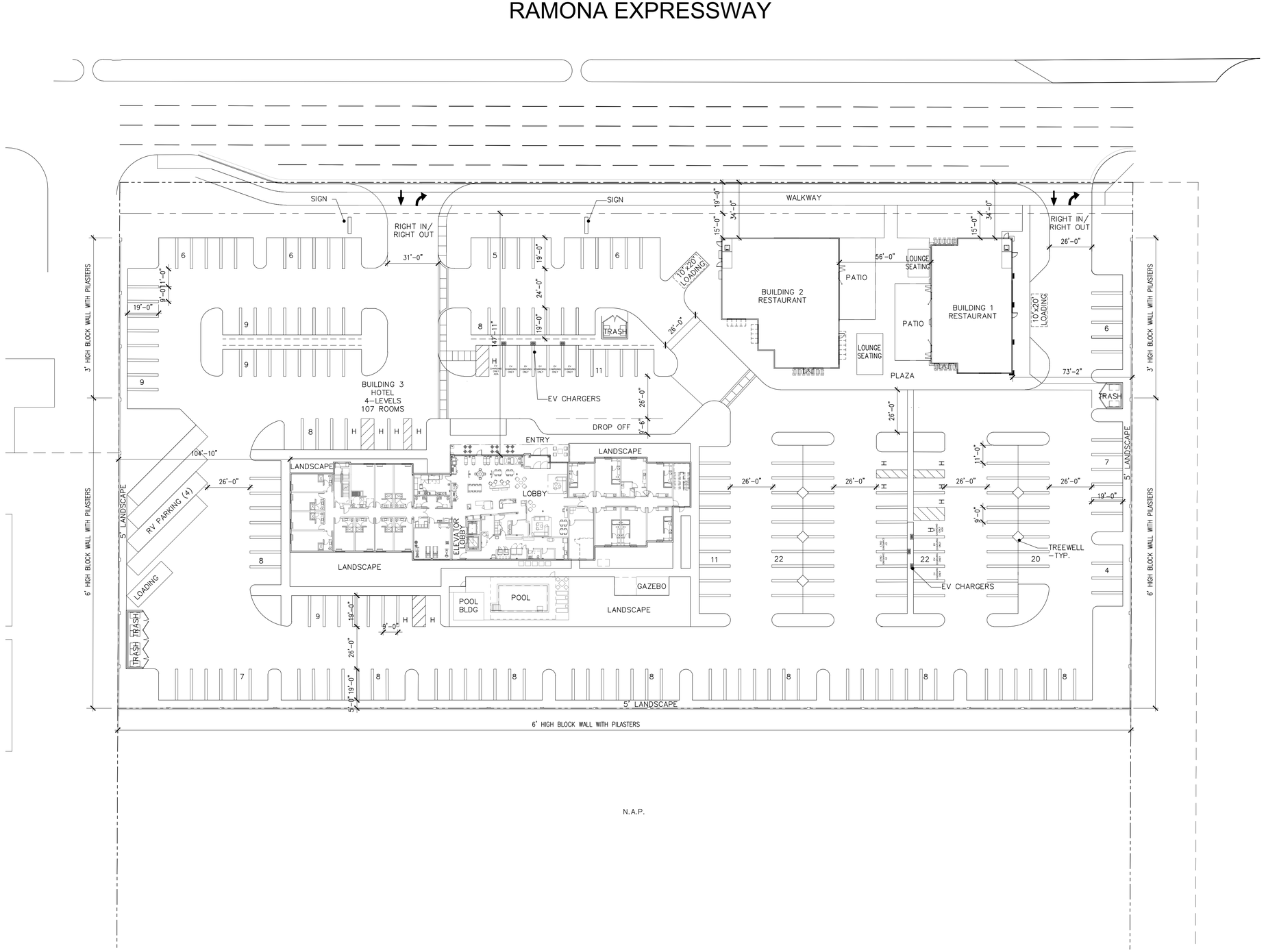
OVERALL SITE PLAN

TRUE NORTH

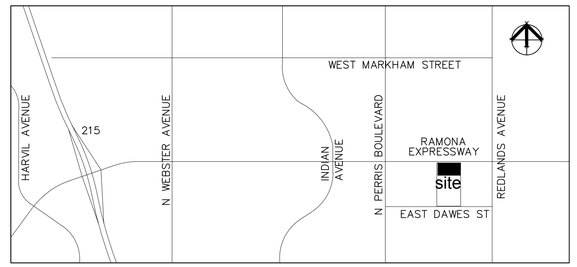
SCALE 1" = 40'-0"

1


Plot Date: 10/14/2022 7:34:00 AM Last Save By: steve Login: Steve Hong L:\Projects\Alabbasi Construction And Engineering\22-340 Alabbasi Perris Dawes Rd And Painted Canyon Street\03 - Design\04 - Entitlements And CD\DRC-A1.01.dwg




## Vicinity Map




## Project Summary

### Site Area

Zone - Commercial _____ 4.58 Acres

Perris Valley Commerce Center Specific Plan
Planning Area 3
Flight Corridor Buffer - Zone D

## Building Summary

| | |
|---|---|
| Building 1 | 4,000 sf |
| Building 2 | 5,000 sf |
| Building 3 | 52,008 sf |
| Total | 61,008 sf |

## Parking Summary

Requirements:

| | | |
|---|---|---|
| Restaurant | 1 space per 50 SF of dining area | |
| Hotel | 1.1 space per guest room | |
| | Building 1 (restaurant / 2,400 SF indoor dining) | 48 spaces |
| | Building 2 (restaurant / 3,400 SF indoor dining) | 60 spaces |
| | Hotel (107 rooms, 4-levels) | 118 spaces |
| | Required | 226 spaces required |
| | Provided | 241 spaces provided |

## Owner

Alabbasi Construction & Engineering
764 Ramona Expressway, Suite C
Perris, CA 92751

## Architect

SMS Architects
100 Progress, Suite 250
Irvine. CA 92618

**DISTRIBUTION PARK**
Ramona Expressway, Perris, California

July 10, 2023

**SITE PLAN**

SCALE: 1"=30'
0 10 20 30 60'

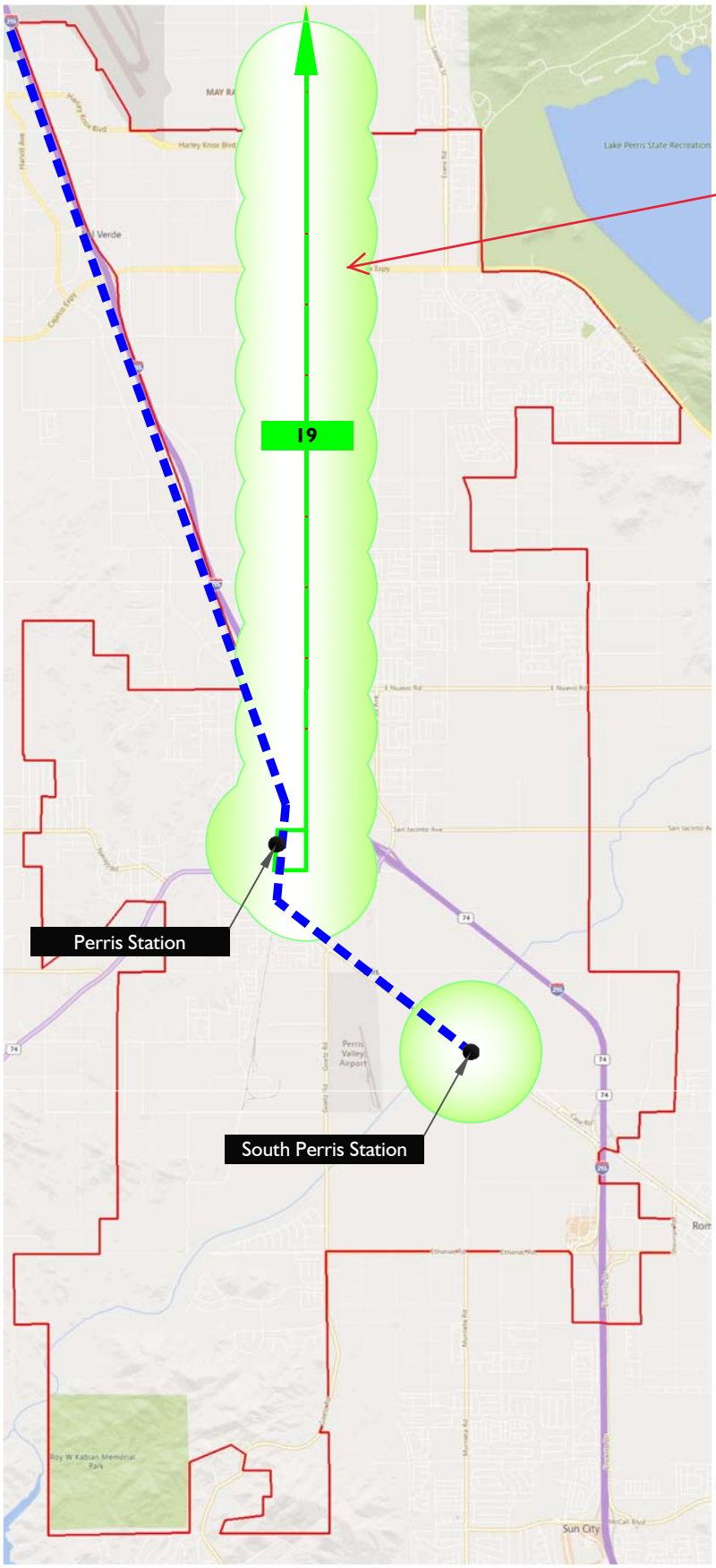
N

alabbasi

SMS ARCHITECTS

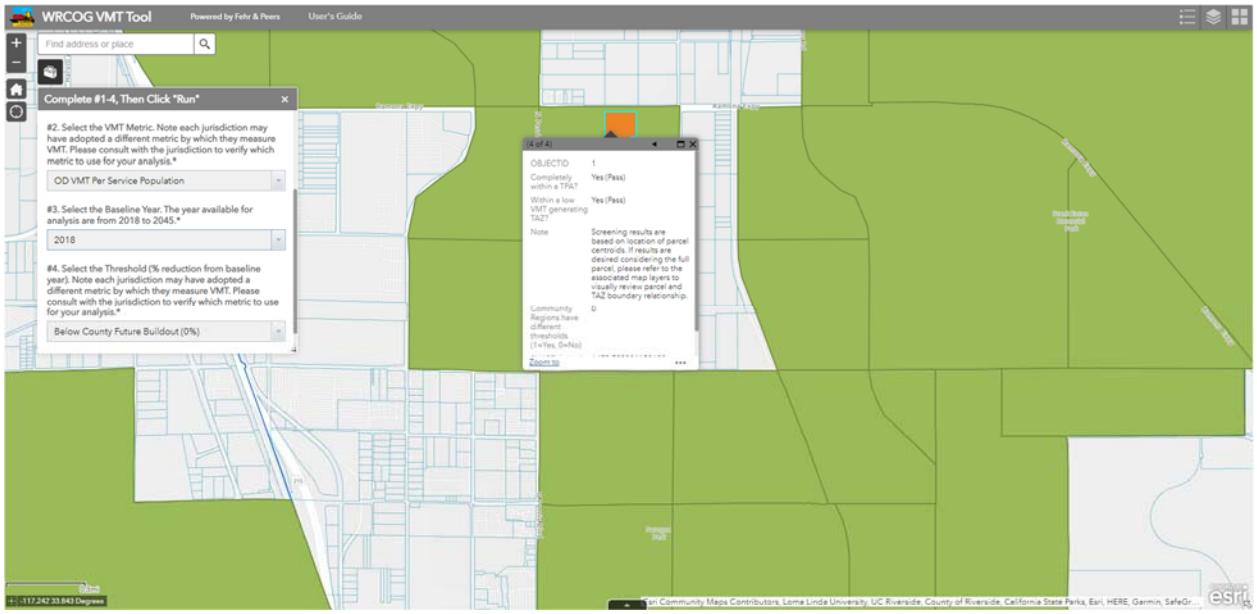
Exhibit B

# Perris Transit Priority Areas






RK engineering group, inc.

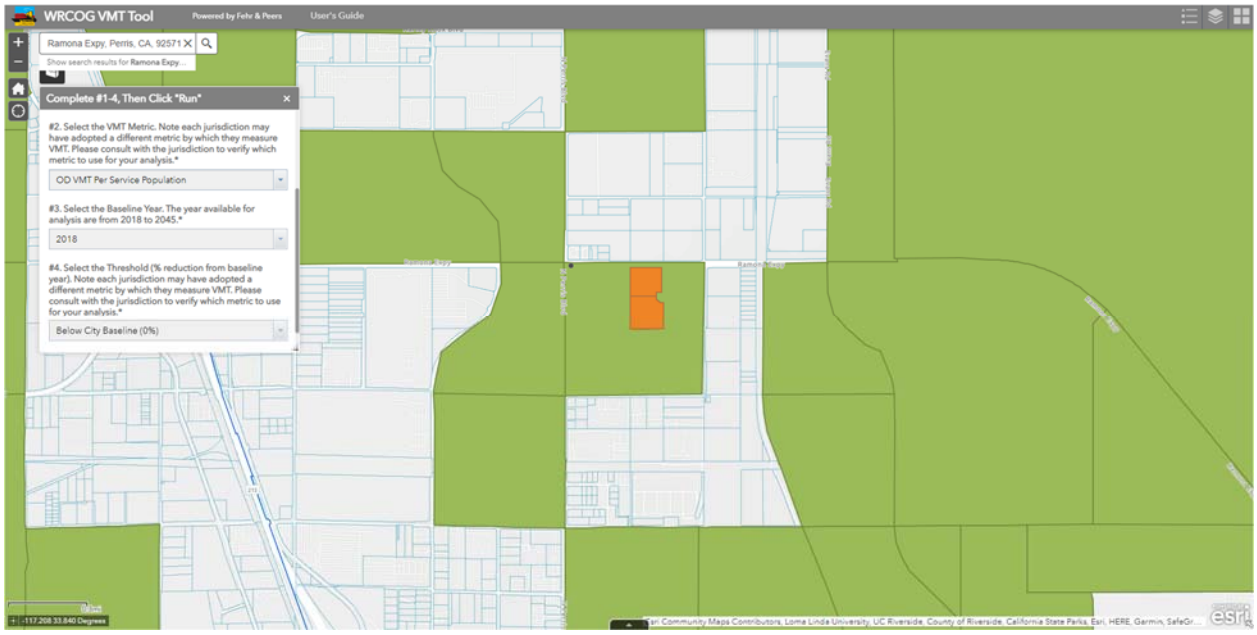



| | |
|---|---|
| OBJECTID | 1 |
| Assessor Parcel Number (APN) | 303100012 |
| Traffic Analysis Zone (TAZ) | 1819 |
| Community Region | PERRIS |
| Inside a Transit Priority Area (TPA) | Yes |
| TAZ VMT | 29.5 |
| Jurisdiction VMT | 33.6 |
| % Difference | -12.18% |
| VMT Metric | OD VMT Per Service Population |
| Threshold | 33.6 |
| Community Regions have different thresholds (1=Yes, 0=No) | 0 |
| Note | Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship. |
| SHAPE_Length | 876.6443815122328 |
| SHAPE_Area | 46792.316633625655 |

| | |
|---|---|
| OBJECTID | 686 |
| TAZ | 1819 |
| VMT Metric | OD VMT Per Service Population |
| TAZ VMT | 29.5089489 |

| | |
|---|---|
| Community Region VMT | 33.600665 |
| Threshold | 33.6 |
| % Difference | -12.18% |
| Results | Yes (Pass) |
| Shape_Length | 10863.110821473381 |
| Shape_Area | 7326017.406272597 |

| | |
|---|---|
| OBJECTID | 1 |
| Completely within a TPA? | Yes (Pass) |
| Within a low VMT generating TAZ? | Yes (Pass) |
| Note | Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship. |
| Community Regions have different thresholds (1=Yes, 0=No) | 0 |
| SHAPE_Length | 1452.792881153188 |
| SHAPE_Area | 103636.60588184946 |




| | |
|---|---|
| OBJECTID | 1 |
| Completely within a TPA? | Yes (Pass) |
| Within a low VMT generating TAZ? | Yes (Pass) |
| Note | Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship. |
| Community Regions have different thresholds (1=Yes, 0=No) | 0 |
| SHAPE_Length | 1453.4447644222014 |
| SHAPE_Area | 103673.38977313267 |

| | |
|---|---|
| OBJECTID | 2 |
| Assessor Parcel Number (APN) | 303100014 |
| Traffic Analysis Zone (TAZ) | 1819 |
| Community Region | PERRIS |
| Inside a Transit Priority Area (TPA) | Yes |
| TAZ VMT | 29.5 |
| Jurisdiction VMT | 32.4 |
| % Difference | -8.88% |
| VMT Metric | OD VMT Per Service Population |
| Threshold | 32.4 |
| Community Regions have different thresholds (1=Yes, 0=No) | 0 |

| | |
|---|---|
| Note | Screening results are based on location of parcel centroids. If results are desired considering the full parcel, please refer to the associated map layers to visually review parcel and TAZ boundary relationship. |
| SHAPE_Length | 957.2008671900535 |
| SHAPE_Area | 56966.71257485853 |

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 22-05170

**Project Name:** Perris Commercial

**Project Location:** APN: 303100012 & 14

**Project Description:** 275,098 sf general light industrial, 85-room hotel, and 5,800 sf high-turnover sit-down restaurants (COMMERCIAL/RETAIL SUMMARY)

(Please attach a copy of the project Site Plan)

**Current GP Land Use:** PVCC SP **Proposed GP Land Use:** PVCC SP

**Current Zoning:** Commercial **Proposed Zoning:** Light Industrial

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: | Figure 1 |
| **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 | |
|---|---|---|---|---|
| 1819 | 29.5 | VMT/Capita | Residential: | |
| | 17.1 | VMT/Employee | Non-Residential: | x |

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

**Trip Generation Evaluation:**

**Source of Trip Generation:** ITE Trip Generation Manual, 11th Edition

**Project Trip Generation:** 1,477 **Average Daily Trips (ADT)**

| | | | | | | |
|---|---|---|---|---|---|---|
| Internal Trip Credit: | YES | | NO | x | % Trip Credit: | |
| Pass-By Trip Credit: | YES | x | NO | | % Trip Credit: | 25/43 |
| Affordable Housing Credit: | YES | | NO | x | % Trip Credit: | |
| Existing Land Use Trip Credit: | YES | | NO | x | Trip Credit: | |

**Net Project Daily Trips:** 1,321 **Average Daily Trips (ADT)** Attachments: Table 1

**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.

Less Than Signficant

**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:** | Mizuta Traffic Consulting | **Company:** | Alabbasi Construction & Engineering |
| **Contact:** | Marc Mizuta | **Contact:** | Corinne Mostad |
| **Address:** | 5694 Mission Center Rd #602-121, San Diego, CA 92108 | **Address:** | 764 Ramony Expy, Suite C, Perris, CA 92571 |
| **Phone:** | 858-752-8212 | **Phone:** | 951-436-5155 |
| **Email:** | mizutatrafficconsulting@gmail.com | **Email:** | corinne@alabbasi.biz |
| **Date:** | 8/24/23 | **Date:** | 8/24/23 |

**Approved by:**

| | |
|---|---|
| **Perris Development Serivces Dept. Date** | **Perris Public Works Dept. Date** |

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 22-05170

**Project Name:** Perris Commercial

**Project Location:** APN: 303100012 & 14

**Project Description:** 291,098 sf general light industrial, 85-room hotel, and 10,000 sf high-turnover sit-down restaurants (INDUSTRIAL SUMMARY)

(Please attach a copy of the project Site Plan)

**Current GP Land Use:** PVCC SP **Proposed GP Land Use:** PVCC SP

**Current Zoning:** Commercial **Proposed Zoning:** Light Industrial

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: | Figure 1 |
| **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 | |
|---|---|---|---|---|
| 1819 | 29.5 | VMT/Capita | Residential: | |
| | 17.1 | VMT/Employee | Non-Residential: | x |

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

**Trip Generation Evaluation:**

**Source of Trip Generation:** ITE Trip Generation Manual, 11th Edition

**Project Trip Generation:** 1,340 **Average Daily Trips (ADT)**

| | | | | | | |
|---|---|---|---|---|---|---|
| Internal Trip Credit: | YES | | NO | x | % Trip Credit: | |
| Pass-By Trip Credit: | YES | x | NO | | % Trip Credit: | |
| Affordable Housing Credit: | YES | | NO | x | % Trip Credit: | |
| Existing Land Use Trip Credit: | YES | | NO | x | Trip Credit: | |

**Net Project Daily Trips:** 1,340 **Average Daily Trips (ADT)** Attachments: Table 1

**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.

Less Than Signficant

**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:** | Mizuta Traffic Consulting | **Company:** | Alabbasi Construction & Engineering |
| **Contact:** | Marc Mizuta | **Contact:** | Corinne Mostad |
| **Address:** | 5694 Mission Center Rd #602-121, San Diego, CA 92108 | **Address:** | 764 Ramony Expy, Suite C, Perris, CA 92571 |
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