



DATE: October 11, 2024
TO: Ross Geller, Applied Planning, Inc.
FROM: Charlene So, Urban Crossroads, Inc.
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JOB NO: 15495-01 VMT

BARKER BUSINESS PARK (DPR23-00022, SPA23-05321, TTM23-05322) VEHICLE MILES TRAVELED (VMT) ASSESSMENT

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Assessment for the Barker Business Park Project (**Project**). The Project site totals approximately 25.6 gross acres (24.9 net acres) within the City of Perris, located northeast of the Interstate 215 (I-215)/Placentia Avenue interchange, between Walnut Avenue to the north and Placentia Avenue to the south. The Project site comprises two parcels (APNs 305-050-055 and 305-050-051) bisected by [I-215] East Frontage Road.

PROJECT OVERVIEW

The Project would develop a currently vacant site with two separate but complementary uses providing rental, lease, sale, and maintenance of trailers and heavy equipment. The Project Development Concept apportions the site into 3 lots, to be developed as summarized below.

- **Lot 1**, approximately 5.0 acres, is located in the northwest portion of the Project site, and south of East Frontage Road. Lot 1 would be developed with a 25,750-square-foot (sf) building, employee parking areas (80 stalls), and landscaping (approximately 15 percent or 32,680 sf). The proposed building would accommodate vehicle/heavy equipment maintenance activities and supporting office/administrative functions. Access to Lot 1 would be provided by three driveways onto adjacent [I-15] East Frontage Road.
- **Lot 2**, approximately 10.3 acres, is located in the southeast portion of the Project site and south of East Frontage Road. Lot 2 would be developed with a 14,139 sf building, heavy equipment and trailer holding/display lot, employee parking area (15 stalls) and landscaping (approximately 15.5 percent or 69,947 sf). The proposed building would accommodate vehicle/heavy equipment maintenance activities and supporting administrative functions. Access to Lot 2 would be provided by one driveway onto adjacent East Frontage Road.

- **Lot 3**, approximately 9.6 acres, is located in the northern portion of the Project site, and north of East Frontage Road. Lot 3 would be developed as a heavy equipment/trailer display lot that would support operations of the Lot 2 tenant. Access to Lot 3 would be provided by one driveway onto adjacent East Frontage Road.

A site plan for the Project is provided in Attachment A.

BACKGROUND

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the City adopted analytical procedures, screening tools, and impact thresholds for VMT, which are documented in the Transportation Impact Analysis Guidelines for CEQA (May 12, 2020) (City Guidelines). (1). This VMT screening evaluation has been developed based on the adopted City Guidelines.

VMT SCREENING

The City's Guidelines list standardized VMT screening criteria that can be used to identify when a proposed land use development project is anticipated to result in a less than significant impact thereby eliminating the need to conduct additional VMT analysis. The City of Perris VMT screening criteria are listed below. A land use project need only meet one of the screening criteria to result in a less than significant impact.

- Affordable Housing
- High Quality Transit Areas (HQTAs)
- Local-Serving Land Use
- Low VMT Area
- Net Daily Trips Less than 500 ADT

AFFORDABLE HOUSING

This screening criteria is not applicable to the Project as no residential land use is proposed.

Affordable Housing screening criteria is not met.

HIGH QUALITY TRANSIT AREAS (HQTAs) SCREENING

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"¹ or an existing stop along a "high-quality transit corridor"²) may be presumed to have a less than significant impact absent

¹ Pub. Resources Code, § 21064.3 ("Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.')

² Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.').

substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate or high-income residential units.

The Project does not intend to develop a FAR of greater than 0.75 to meet the secondary criteria. Therefore, irrespective of the Project's location to any HQTAs, the Project would not qualify for this screening criteria.

HQTA screening criteria is not met.

LOCAL-SERVING LAND USE

As identified in the City Guidelines, local serving land uses provide more opportunities for residents and employees to shop, dine, and obtain services closer to home and work.

Tenant 1 functions as a local-serving business due to the operational needs of industries such as transportation and logistics. Proximity to clients allows for the easy access to trailers, which are frequently needed on short notice for freight transport or to meet operational demands. Being local reduces transportation costs associated with moving trailers and allows for quicker turnaround times. Tenant 1 can provide on-site repairs and replacements with minimal delay, ensuring that client operations are not disrupted. In addition, a local trailer leasing company typically has a thorough understanding of regional road regulations and weight limits, ensuring that the trailers they lease comply with all necessary standards. This operational structure allows trailer leasing companies to serve the needs of businesses within their local markets effectively. Because logistics operation's efficiency is heavily reliant on reducing trip length and limiting empty dead load truck trips, the site's proximity to the existing logistics business base will serve to reduce traffic.

Tenant 1's primary business is renting and leasing semi-trailers to a diverse clientele. Importantly, Tenant 1 does not participate in trucking operations, general vehicle storage, or industrial activities such as freight storage, hauling, or breaking. Heavy duty trucks are not housed on-site; only those needing a trailer will visit the location. This usage is anticipated to reduce VMT, as customers would otherwise drive longer distances to rent a commercial trailer. It is understood that there are no other significant commercial trailer rental services within the City of Perris. Any truck visiting the site would already be on a pre-planned route, thereby reducing the distance customers need to travel to access a rental trailer. The major customer base is the Perris and Moreno Valley area, with customers unlikely to travel further to rent an empty trailer. The operations are comparable to those of a U-Haul or small box truck rental facility, where

customers typically opt for the closest available location when seeking to rent vehicles or small box trucks.

Tenant 2 is a construction equipment leasing company operates as a local-serving entity due to the specific logistical demands of the construction industry. Proximity to clients allows for timely delivery of heavy machinery, which is often required on short notice to meet project deadlines and ensure work can continue without interruption. By being located near construction sites, the company minimizes downtime and provides quick access to essential equipment. The transportation of large construction machinery is logistically complex and costly, so operating locally reduces transportation expenses and streamlines the leasing process. Additionally, local companies can provide on-site maintenance and repairs with minimal delays, ensuring that any equipment breakdowns do not cause prolonged project disruptions. Furthermore, these companies are knowledgeable about regional regulations and zoning laws, ensuring that the machinery complies with local requirements.

As both tenant's unique operational characteristics are considered locally serving the area, the Project meets the Local-Serving Land Use screening criteria.

Local-Serving Land Use screening criteria is met.

LOW VMT AREA SCREENING

The City Guidelines state, "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." It is our understanding that the City of Perris utilizes its own VMT scoping form to identify areas of low VMT. The City of Perris' Scoping Form uses the sub-regional Riverside County Transportation Analysis Model (RIVTAM) to measure VMT performance in individual traffic analysis zones (TAZs) within the Western Riverside Council of Governments (WRCOG) region. Since the development and adaptation of Perris' Scoping Form, WRCOG has released an updated transportation demand model RIVCOM, which supersedes the RIVTAM data contained in the City's Scoping Form. Based on consultation with City Staff, it was recommended that the latest WRCOG web-based VMT screening tool (**Screening Tool**) be utilized in lieu of the City's Scoping Form.

The Project's location and traffic analysis zone (**TAZ**) were determined using the Screening Tool, which identified the Project's TAZ as TAZ 1829. TAZ 1829 has a VMT per employee of 17.3, while the citywide baseline average VMT per employee is 16.8. Therefore, the Project is not located in a low VMT generating area (see Attachment B).

Low VMT Area screening criteria is not met.

NET DAILY TRIPS LESS THAN 500 ADT

The City Guidelines note that 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. The Project is forecast to generate 642 two-way daily trips and exceed the City's 500 ADT threshold (see Attachment C).

Net Daily Trips Less Than 500 ADT screening criteria is not met.

SUMMARY

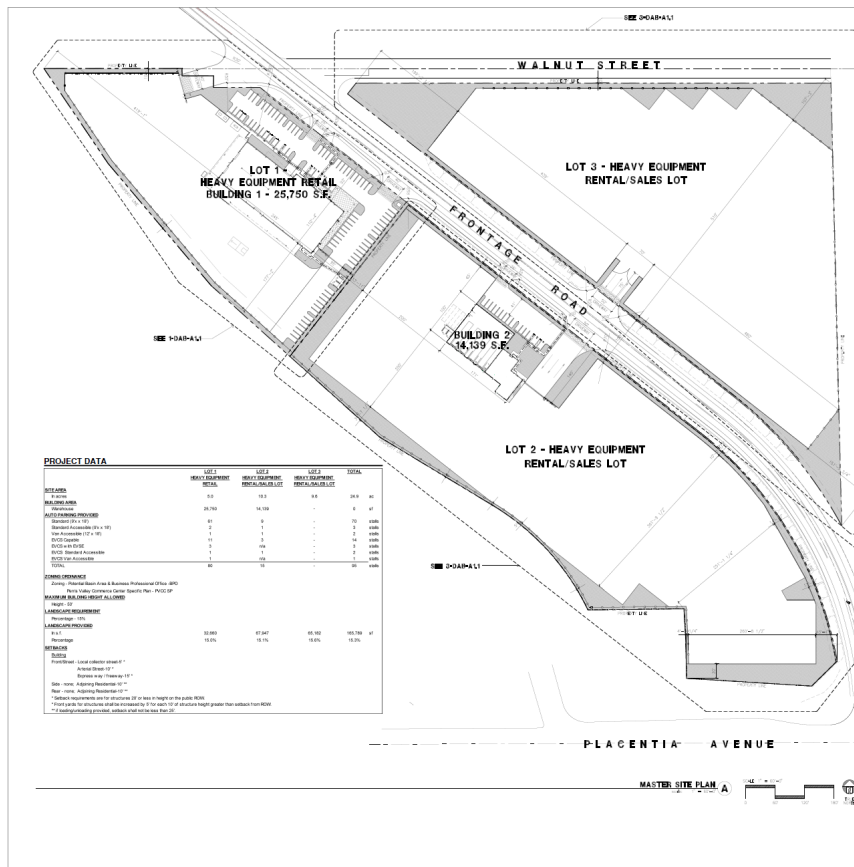
The Project was found to meet the Local-Serving Land Use screening criteria based on the Project's operational characteristics. The Project is presumed to have a less than significant impact on VMT and no further VMT analysis is required.

If you have any questions, please contact me directly at aso@urbanxroads.com.

REFERENCES

1. **City of Perris.** *Transportation Analysis Guidelines for CEQA.* City of Perris : s.n., May 2020.

ATTACHMENT A
PRELIMINARY SITE PLAN



PROJECT DATA

USE	S.F.		TOTAL
	EXIST.	NEW	
LOT AREA	10.0	10.0	20.0 AC
EXISTING	25,750	0	25,750 SF
USE			
Heavy Equipment Retail	0	0	0
Heavy Equipment Rental/Sales Lot	0	14,139	14,139 SF
LANDSCAPE			
Plantings	0	0	0
PERMITS			
Construction	0	1	1
Use Change	0	1	1
TOTAL	0	1	1

LANDSCAPE REQUIREMENTS

USE	S.F.	PLANTINGS	TOTAL
Heavy Equipment Retail	0	0	0
Heavy Equipment Rental/Sales Lot	14,139	0	0
TOTAL	14,139	0	0

NOTES

1. All dimensions are in feet and inches.
2. All dimensions are to the center of the lot.
3. All dimensions are to the center of the building.
4. All dimensions are to the center of the lot.
5. All dimensions are to the center of the building.

PROPERTY OWNER/APPLICANT
APPLICANT'S REPRESENTATIVE
ADDRESS OF THE PROPERTY
ASSESSOR'S PARCEL NUMBER
ZONING
LEGAL DESCRIPTION

VICINITY MAP

PROJECT NOTES



HPA
 1627 S. GARDEN
 ANAHEIM, CA 92805
 (714) 634-1177
 www.hpa.com

OWNER



Orbis Real Partners
 200 Newpark Center Dr., Suite 200
 Newport Beach, CA 92660
 (949) 850-7668

Project:
 BARKER PLACENTIA

Peris, CA

Consultants:



Title: MASTER SITE PLAN

Project Number: 22144
 Sheet: AC
 Date: 09/20/2024
 Revision:

Sheet:
 0-DAB-A1.0

ATTACHMENT B
WRCOG SCREENING TOOL RESULTS

WRCOG VMT Tool Powered by Fehr & Peers User's Guide

Find address or place

Complete #1-4, Then Click "Run"

Input Output

#1. Zoom in on the map to your project location so parcels appear on map. Next, select 'Parcels' from the drop-down. Then click the black square next to the drop-down so you can select the parcel(s) for your project by drawing a simple rectangle over the parcel(s) you need.*

Parcels (Zoom in to view) [Black Square] [Red Square]

#2. Select the VMT Metric. Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

PA VMT Per Worker

#3. Select the Baseline Year. The year available for analysis are from 2018 to 2045.*

2024

#4. Select the Threshold (% reduction from baseline year). Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

Below City Baseline (0%)

Help Run

Layer List

Layers

- Output_Parcels
- Selected Project Area
- Low VMT Generating TAZs
- TAZ Boundaries (Zoom in to view)
- Parcels (Zoom in to view)
- Transit Priority Area
- WRCOG Cities
- WRCOG Boundary

(2 of 4)

OBJECTID	2
Assessor Parcel Number (APN)	305050055
Traffic Analysis Zone (TAZ)	1829
Community Region	PERRIS
Inside a Transit Priority Area (TPA)	No
TAZ VMT	17.3
Jurisdiction VMT	16.8
% Difference	2.93%
VMT Metric	PA VMT Per Worker
Threshold	16.8
Community Zoom to	0

600ft

Community Maps Contributors, Loma Linda

ATTACHMENT C
TRIP GENERATION DATA

C-1 PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
Proposed Project: Tenant 1 + Tenant 2	24.9 AC							
Passenger Cars:		34	13	47	6	33	39	436
2-axle Trucks:		8	2	10	3	9	12	84
3-axle Trucks:		4	3	7	0	0	0	46
4+-axle Trucks:		3	5	8	0	0	0	76
Total Truck Trips (Actual Vehicles):		15	10	25	3	9	12	206
Total Trips (Actual Vehicles)²		49	23	72	9	42	51	642

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.