

DATE: January 15, 2024
TO: Mike Naggar, Mike Naggar & Associates
FROM: Charlene So, Urban Crossroads, Inc.
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JOB NO: 15495-01 VMT

PERRIS GATEWAY VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Screening Evaluation for the Perris Gateway (**Project**), which is located on the northbound side of the 215 Freeway and Ramona Expressway in the City of Perris.

PROJECT OVERVIEW

The proposed Project consists of 12,000 square feet of sit-down restaurant use, 18,400 square feet of fast-food restaurant with drive-through window use, two gas stations totaling 32-vehicle fueling positions, an automated car wash with 1 tunnel, and 80,478 square feet of storage building use. A preliminary site plan for the proposed Project is found 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 of Perris adopted their Transportation Impact Analysis Guidelines for CEQA (May 2020) (**City Guidelines**) (1). This VMT screening evaluation has been developed based on the adopted City Guidelines.

VMT SCREENING

Consistent with City Guidelines, a land use project's VMT impact is to perform an initial screening evaluation utilizing the City of Perris VMT Scoping Form for Land Use Projects (**Scoping Form**). The Scoping Form provides an easy-to-use tool for streamlining the VMT analysis process.

The City's Guidelines list standardized screening methods for project level VMT analysis 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

methods are listed below, and a land use project need only to meet one of the screening criteria to result in a less than significant impact.:

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

AFFORDABLE HOUSING

The City Guidelines state, 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. The Project does not intend to develop any residential uses.

Affordable Housing screening criteria 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 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 City Guidelines provide a map of Transit Priority Areas (TPAs) within the City of Perris. The Project site was located on the map, and it was determined that the Project is not located within a TPA (see Attachment B).

HQTA screening criteria is not met.

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.”).

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. The proposed Project of sit-down restaurant use, 18,400 square feet of fast-food restaurant with drive-through window use, two gas stations totaling 32-vehicle fueling positions, an automated car wash with 1 tunnel, and 80,478 square feet of storage building use. All components of the Project are local serving in nature as they provide greater dining, fueling, and storage opportunities to the local community thereby improving destination proximity and leading to shortened vehicle trips.

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 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. First, the Project's physical location based on the WRCOG web-based screening tool is used to determine the TAZ in which the Project resides. The TAZ identification number is then selected within the scoping form and the VMT generated by the existing TAZ is compared to the City's impact threshold of VMT per employee as all components of the Project are non-residential. The proposed Project is located in two TAZs. The self-storage facility and the two fast-food restaurants sit on the northern and western portion of the site respectively and are located in TAZ 3736. TAZ 3736 is not part of the Perris Scoping form and does not have any existing VMT information, therefore a determination of low VMT area cannot be made for this TAZ. The remainder of the Project is located on the southeastern portion of the Project site in TAZ 3754 and the VMT per employee is 12.19. Since the Project's TAZ VMT exceeds the City of Perris citywide VMT average of 11.62, the Project does not reside within a low VMT generating area.

Low VMT Area screening criteria is not met.

NET DAILY TRIPS LESS THAN 500 ADT

The City Guidelines indicates 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 self-storage component is expected to generate 118 two-way daily trips; however, the remaining components are expected to exceed the 500 ADT threshold (see Attachment D).

Net Daily Trips Less Than 500 ADT screening criteria is met for only the self-storage component.

CONCLUSION

As the Project's self-storage component meets the Net trips Less than 500 ADT screening criteria and the entire Project was found to meet the Local Serving Land Use screening criteria. The Project in its entirety is presumed to have a **less than significant VMT impact**.

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

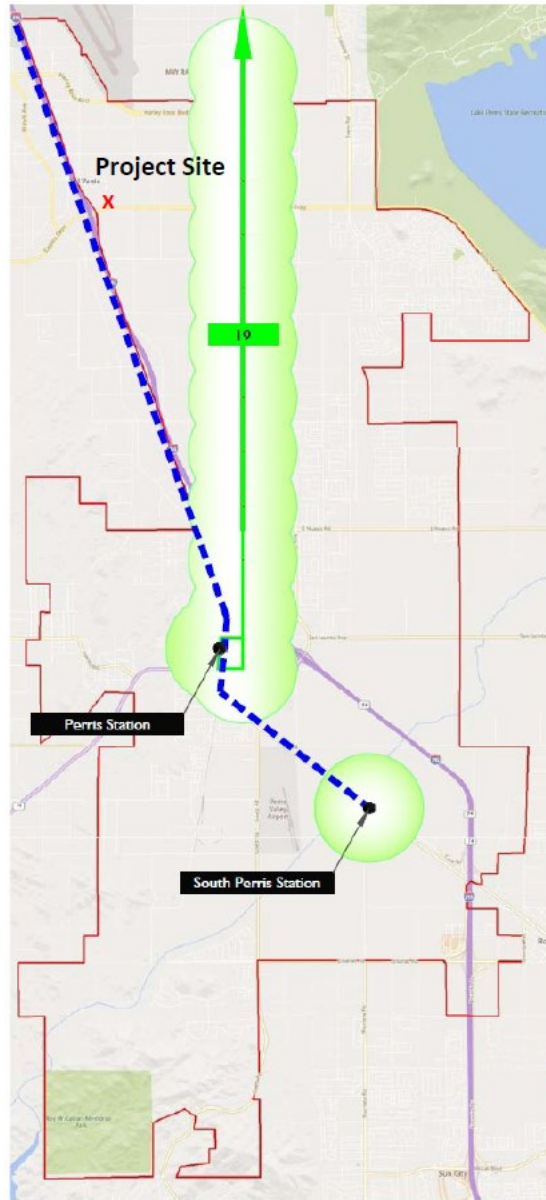
REFERENCES




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

ATTACHMENT A
PRELIMINARY SITE PLAN



ATTACHMENT B
HQTA SCREENING



- Legend:**
-  = Transit Priority Area (1/2 Mile Radius)
 -  = RTA Bus Route 19
 -  = Metrolink 91/Perris Valley Line

ATTACHMENT C
CITY OF PERRIS SCOPING FORMS



**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	X
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 Attachments:
- B. Is the Project within 1/2 mile of qualifying transit?

YES		NO	X
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 Attachments:
- C. Is the Project a local serving land use?

YES	X	NO	
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 Attachments:
- D. Is the Project in a low VMT area?

YES		NO	X
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 Attachments:
- E. Are the Project's Net Daily Trips less than 500 ADT?

YES		NO	X
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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	
3754	13.42 VMT/Capita	Residential:	
	12.19 VMT/Employee	Non-Residential:	X

¹ Base year (2012) projections from RIVTAM.

Trip Generation Evaluation:

Source of Trip Generation:

Project Trip Generation:

5,350	Average Daily Trips (ADT)
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Internal Trip Credit:	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>	% Trip Credit:	<input type="text"/>
Pass-By Trip Credit:	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>	% Trip Credit:	<input type="text"/>
Affordable Housing Credit:	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>	% Trip Credit:	<input type="text"/>
Existing Land Use Trip Credit:	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>	Trip Credit:	<input type="text"/>

Net Project Daily Trips:

5,350	Average Daily Trips (ADT)
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 Attachments:

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

YES	X	NO	
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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.

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
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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
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B. Unmitigated Project TAZ VMT Rate:

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

N/A

D. VMT Reduction Mitigation Measures:

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

N/A	N/A
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F. Is the project presumed 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	
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Date:	3/1/2021	Date:	7/6/2023

Approved by:			
Perris Planning Division	Date	Perris City Engineer	Date

ATTACHMENT D
TRIP GENERATION DATA

D-1 PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Self-Storage	80,478	TSF	4	3	7	6	6	12	118
High Turnover (Sit-Down) Restaurant	12,000	TSF	63	52	115	66	42	108	1,286
Internal Capture:			0	0	0	-1	-3	-4	-80
Pass-by Trip Reduction (PM = 43%; Daily = 25%):			0	0	0	-17	-17	-34	-302
Fast-Food Restaurant With Drive-Thru	18,400	TSF	419	402	821	316	292	608	8,602
Internal Capture:			0	0	0	-10	-17	-27	-514
Pass-by Trip Reduction (AM = 50%; PM = 55%; Daily = 25%):			-201	-201	-402	-151	-151	-302	-2,022
Gas Station (Market >4,000 SF)	12	VFP	162	162	324	137	137	274	3,086
Internal Capture (10%):			-16	-16	-32	-14	-14	-27	-309
Pass-by Trip Reduction (AM = 76%; PM = 75%; Daily = 25%):			-111	-111	-222	-92	-92	-184	-694
Gas Station (Market >5,500 SF)	20	VFP	316	316	632	269	269	538	6,916
Internal Capture (10%):			-32	-32	-63	-27	-27	-54	-692
Pass-by Trip Reduction (AM = 76%; PM = 75%; Daily = 25%):			-216	-216	-432	-182	-182	-364	-1,556
Automated Car Wash	1	TUN	0	0	0	39	39	78	776
Internal Capture:			0	0	0	-20	-11	-31	-222
Total Gross Trips (No Reductions)			964	935	1,899	833	785	1,618	20,784
Total Internal Capture Trips			-48	-48	-96	-72	-72	-143	-1,816
Total Pass-By Reduction Trips			-528	-528	-1,056	-442	-442	-884	-4,574
Total Gross Trips minus Internal Capture Reduction			916	887	1,803	761	713	1,474	18,968
Total Net Project Trips			388	359	747	319	271	590	14,394

¹ TSF = thousand square feet; VFP = Vehicle Fueling Positions; TUN = Tunnels