memorandum

DATE: June 18, 2024

TO: Monica Tobias, Associate Environmental Analyst, Albert A. Webb Associates

FROM: Sandipan Bhattacharjee, PE, TE, AICP, ENV-SP

SUBJECT: DPR 22-00016 First Industrial Logistics at Harley Knox and Indian – VMT Analysis

Translutions, Inc. (Translutions) is pleased to provide this memorandum discussing the vehicle miles traveled (VMT) evaluation for the proposed First Industrial Logistics at Harley Knox and Indian project (the Project). This memorandum is intended to satisfy the requirements for a VMT analysis established by the City of Perris *Transportation Impact Analysis Guidelines for CEQA* (May 2020), as well as the requirements for the disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA). The proposed Project includes approximately 549,786 square feet of warehousing uses located on the northwest corner of Harley Knox Boulevard and Indian Avenue in the City of Perris. Project access is proposed via two driveways on Indian Avenue and one driveway on Harley Knox Boulevard. The Harley Knox Boulevard driveway and the southerly Indian Avenue driveway are proposed for passenger car use only, restricted to right turns only. The northerly driveway on Indian Avenue is proposed for truck access only. Figure 1 shows the regional location of the Project and Figure 2 shows the Site Plan.

BACKGROUND AND GUIDANCE

Senate Bill 743 (SB-743), which was codified in Public Resources Code section 21099 (hereinafter referred to as Section 21099), was signed by the Governor in 2013 and directed the Governor's Office of Planning and Research (OPR) to identify alternative metrics for evaluating transportation impacts under CEQA. Pursuant to Section 21099(b)(1), the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." Recently adopted changes to the State CEQA Guidelines (California Code of Regulations sections 15000 et seq.) in response to Section 21099 include a new section in the State CEQA Guidelines, section 15064.3 that indicates vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts. A separate Technical Advisory issued by OPR provides additional technical details on calculating VMT and assessing transportation impacts for various types of projects.

The OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018[1], provides technical assistance and recommendations for the analysis of VMT. The methodology recommendations for VMT analysis include a discussion on vehicle types. An excerpt from Page 4 of the OPR Technical Advisory regarding vehicle types is below:

> ***Vehicle Types.*** *Proposed Section 15064.3, subdivision (a), states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT). For an apples-to-apples comparison, vehicle types considered should be consistent across project assessment, significance thresholds, and mitigation.*

The City of Perris prepared *Transportation Impact Analysis Guidelines for CEQA*, in May 2020 to address changes to CEQA pursuant to Section 21099 to include VMT analysis methodology and thresholds. The City guidelines establish thresholds and screening criteria.

PROJECT SCREENING FOR VMT ANALYSIS

[1] https://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf

Based on the City's guidelines, screening criteria can be used to determine where a project would be expected to cause a less than significant impact without having to conduct a detailed study. The screening criteria adopted by the City of Perris are based on recommendations from OPR and WRCOG for setting screening thresholds for land use projects. The following threshold is applicable to the project:

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.
The Project is an industrial development and does not qualify.

B. Is the project within one half (½) mile of qualifying transit? CEQA Guideline 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.
The Project is not located within half mile of qualifying transit and does not qualify.

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. By improving destination proximity, local serving uses lead to shortened trip lengths and reduced VMT. Therefore, local serving uses may be presumed to have a less than significant impact on VMT.
The Project is an industrial project and does not qualify as a local serving use.

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.
Based on the City's Screening Tool, the Project TAZ has a VMT per employee of 12.19 whereas the Citywide VMT per employee is 11.62. Therefore, the project does not qualify as for this criterion. Further, the RIVCOM does not include industrial uses in this TAZ, and therefore, screening the Project under this criterion was not considered.

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.
The Project generates more than 500 daily trips and therefore, does not qualify.

VMT THRESHOLDS OF SIGNIFICANCE

For projects eligible for assessing VMT impacts through the VMT Scoping Form, a project would result in a significant project-generated impact to VMT if either of the following conditions are satisfied:

- Residential Projects: A significant transportation impact occurs if the base year project TAZ[2] home-based VMT per capita exceeds the Citywide average VMT per capita.
- Non-residential Projects: A significant transportation impact occurs if the project's homebased work VMT per employee exceeds the Citywide average VMT per employee.

The Traffic Analysis Zone (TAZ) in which the proposed Project is located does not include industrial uses. As a result, it would not be appropriate to use the VMT spreadsheet used by the City. Therefore, RIVCOM based VMT modeling was conducted for the Project. For projects that require RIVTAM/RIVCOM VMT modeling, a project would result in a significant project generated VMT impact if either of the following conditions are satisfied:

- The base model year project generated VMT per service population exceeds the City of Perris baseline VMT per service population, or

[2] TAZ refers to the Traffic Analysis Zone in which a given project is located.

- The future model year project generated VMT per service population exceeds the City of Perris base year VMT per service population.

ANALYSIS METHODOLOGY

The analysis methodology is consistent with the City VMT guidelines. The analysis is based on RIVCOM. Further, since the City's guidelines were based on RIVTAM, the baseline City VMT was also calculated using the RIVCOM. Based on the intent and direction from OPR, Automobile VMT has been reported in this analysis. To provide an apples-to-apples comparison, the Citywide VMT reported is also automobile VMT.

Socio-Economic Data. The project socio-economic data was based on median factors from the Riverside County Transportation Commission (RCTC) *RCTC Truck Study and Regional Logistics Mitigation Fee Technical Memorandum 1: Existing and Future Conditions*. This study recommends a factor of 0.730117 employees per 1,000 square feet for warehousing uses, which results in 401 employees for the Project. Income groups were kept consistent with the transportation employment factors included in RIVCOM. Other than the Project TAZ, no other SED changes were made.

Other Edits. No network edits were made in the model beyond using a spare zone from the RIVCOM for the Project, which isolated the Project in a separate zone (TAZ 1878). Figure 3 shows the SED and centroid connectors for the Project TAZ.

Model Runs. Each model was run for 5 loops, and the convergence criteria was set at 0.01. Final assignment runs were completed. The RIVCOM has a base year of 2018 and a future year of 2045.

Model Outputs. The model outputs were compared to trip generation of similar facilities included in the RIVCOM. The results were found to be consistent. VMT data was extracted using the time-of-day Origin-Destination (OD) matrices multiplied by the time-of-day skims. Detailed VMT Outputs are included in Attachment A.

PROJECT GENERATED VMT

Table A shows the Project VMT per service population for the model Base Year (2018) and Future Year (2045) conditions. As shown in Table A, the Project generated VMT is 27.8 VMT/SP in the base year and 26.7 miles under year 2045. Based on the City's guidelines, the threshold for impacts is 31.0 miles.

Table A: Project Generated VMT

	2018		2045	
	Project	**City of Perris**	**Project**	**City of Perris**
Population	-	72,886	-	130,959
Employment	401	17,465	401	34,275
Service Population	401	90,351	401	165,234
OD VMT (Automobile)	11,138	2,799,768	10,724	4,997,839
OD VMT /Service Population (Automobile)	27.8	31.0	26.7	30.2

CONCLUSION

The baseline Project VMT per service population is 27.8 and the future year Project VMT per service population is 26.7, which are both lower than the base year Citywide VMT of 31.0.

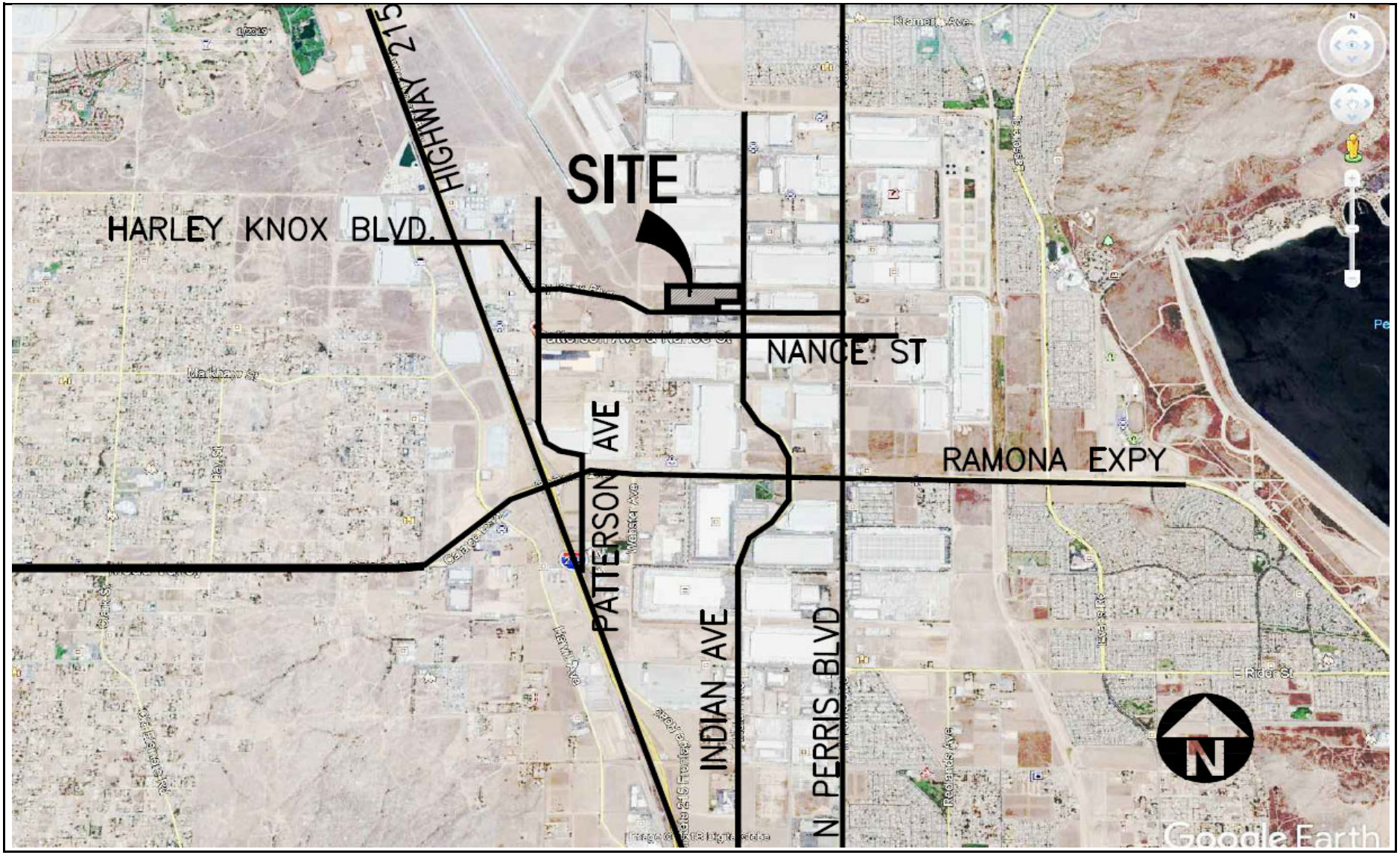

FIGURE 1

First Industrial Logistics at Harley Knox and Indian
Regional Location

translutions
the transportation solutions company...

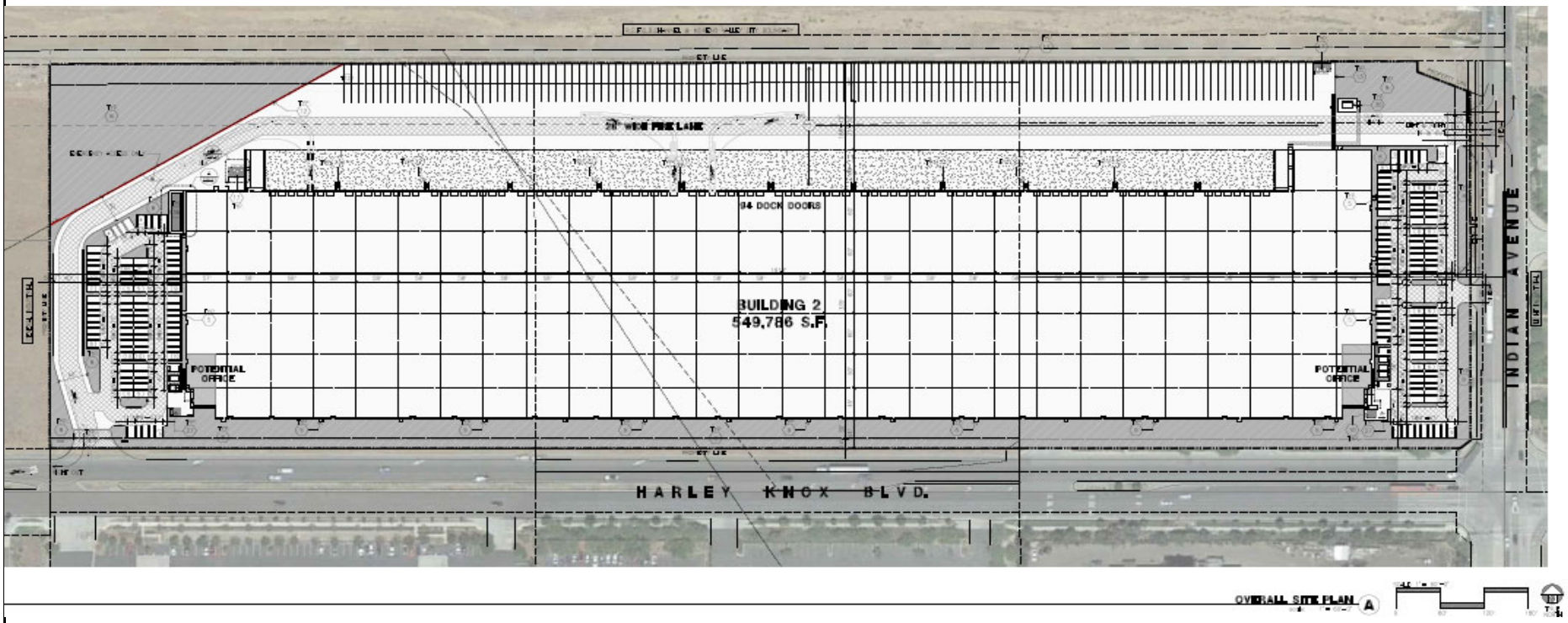

FIGURE 2

First Industrial Logistics at Harley Knox and Indian
Site Plan

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the transportation solutions company...

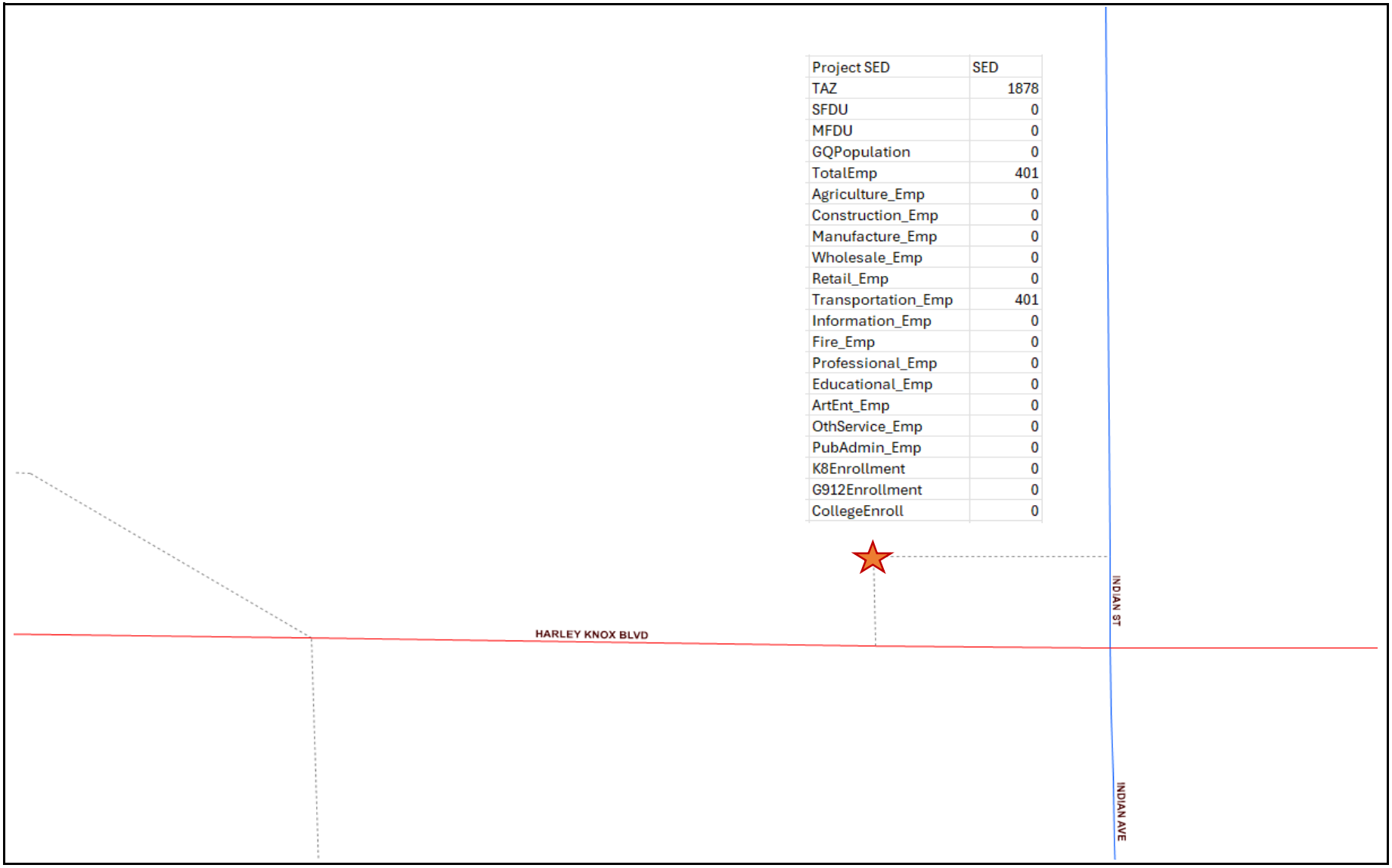

FIGURE 3

First Industrial Logistics at Harley Knox and Indian
Project TAZ - SED & Centroid Connectors

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Attachment A: VMT Outputs

Base Year (2018)

TAZ	Daily_Home-Based (incl. IEHB) Prod VMT	Daily_HBW (incl. EIHBW) Attr VMT	Daily_Total Auto OD From VMT	Daily_Total Auto OD To VMT	Daily_Total Auto OD Intra VMT	Daily_Total Truck OD From VMT	Daily_Total Truck OD To VMT	Daily_Total Truck OD Intra VMT	Daily_Total OD From VMT	Daily_Total OD To VMT	Daily_Total OD Intra VMT	Daily_Total_TripLen	Population	Employment	Enrollment
Project	0	9754	5364.420898	5773.632813	0.103103	4673.767578	4683.772949	4.15579	10038.18848	10457.40625	4.258893	17.34021	0	401	0
PERRIS	1367130.565	420424.7932	1407084.969	1387364.402	5318.72	76358.60777	76635.2274	92.092027	1483443.592	1463999.627	5410.812078	974.4427	72886	17465	15192

Future Year (2045)

TAZ	Daily_Home-Based (incl. IEHB) Prod VMT	Daily_HBW (incl. EIHBW) Attr VMT	Daily_Total Auto OD From VMT	Daily_Total Auto OD To VMT	Daily_Total Auto OD Intra VMT	Daily_Total Truck OD From VMT	Daily_Total Truck OD To VMT	Daily_Total Truck OD Intra VMT	Daily_Total OD From VMT	Daily_Total OD To VMT	Daily_Total OD Intra VMT	Daily_Total_TripLen	Population	Employment	Enrollment
Project	0	9367.851563	5158.404297	5565.541504	0.073436	4404.556641	4394.690918	3.195451	9562.960938	9960.232422	3.268887	16.01602	0	401	0
PERRIS	2427946.027	765409.6919	2510130.502	2479050.591	8657.9649	142402.9246	142202.9481	160.665264	2652533.405	2621253.53	8818.630023	980.4236	130959	34275	17653

Appendix A

Approved Traffic Scoping Agreement

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 22-00026

Project Name: First Industrial Harley Knox

Project Location: 657 Harley Knox Boulevard, Perris, CA, at the northwest corner of the intersection of Harley Knox Blvd @ Indian Avenue

Project Description: 544,786 sf of high-cube transload/short-term storage warehouse with 5,000 sf mezzanine space
(Please attach a copy of the project Site Plan)

Current GP Land Use: General Industrial **Proposed GP Land Use:** General Industrial

Current Zoning: General Industrial **Proposed Zoning:** General 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**		**NO**	**X**	Attachments:	
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	
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: ITE 10th Edition Trip Generation

Project Trip Generation: **763** **Average Daily Trips (ADT)**

Internal Trip Credit:	YES		NO	**X**	% Trip Credit:	**0%**
Pass-By Trip Credit:	YES		NO	**X**	% Trip Credit:	**0%**
Affordable Housing Credit:	YES		NO	**X**	% Trip Credit:	**0%**
Existing Land Use Trip Credit:	YES		NO	**X**	Trip Credit:	**0**

Net Project Daily Trips: **763** **Average Daily Trips (ADT)** Attachments: **A**

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.

Potentially 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.

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:	**11.62**	**VMT/Employee**
B. Unmitigated Project TAZ VMT Rate:	**12.19**	**VMT/Employee**
C. Percentage Reduction Required to Achieve the Citywide Average VMT:	**4.68%**	

D. VMT Reduction Mitigation Measures:

Source of VMT Reduction Estimates:	**CAPCOA Fact Sheets (City of Perris VMT Guidelines)**

Project Location Setting	**Suburban**

	VMT Reduction Mitigation Measure:	Estimated VMT Reduction (%)
1.	TRT-1 Implement Voluntary CTR Programs	5.20%
2.	TRT-5 Provide End-Of-Trip Facilities	0.02%
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		
Total VMT Reduction (%)		**5.22%**

(Attach additional pages, if necessary, and a copy of all mitigation calculations.)

E. Mitigated Project TAZ VMT Rate:	**11.55**	**VMT/Employee**

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

Impact Adequately Mitigated

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 Trust
Contact:	Kawai Mang	**Contact:**	Paul Loubet
Address:	3788 Mccray St, Riverside, CA, 92506	**Address:**	898 Pacific Coast Hwy #175, El Segundo, CA 9024
Phone:	951-320-6081	**Phone:**	310-321-3805
Email:	kawai.mang@webbassociates.com	**Email:**	PLOUBET@FIRSTINDUSTRIAL.COM
Date:	06/20/23	**Date:**	06/20/23

Approved by:

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

SCOPING AGREEMENT FOR TRAFFIC STUDY

This letter acknowledges the City of Perris requirements for traffic analysis of the following project, per the latest traffic study Guidelines.

Case DPR 22-00016
(TR, PM, CUP, PP, etc.)

Related Cases
(GPA, SP, EIR, CZ, etc. For SPs also list other projects within the SP.)

Project Name First Industrial Harley Knox

Project Address 657 Harley Knox Boulevard, Perris, CA

Project Description 544,786 sf high-cube transload/short-term storage warehouse with 5,000 sf mezzanine space
(site plan attached)

	Consultant	Applicant / Developer
Name	Albert A. Webb Associates	First Industrial Realty Trust
Address	3788 McCray St Riverside, CA 92506	898 N. Pacific Coast Highway Suite 175 El Segundo, CA 90245
Phone	(951) 320-6081	(310) 321-3805

A. Trip Generation Source: ITE 11th Edition (2021) – Land Use #154

Current Land Use	General Industrial	Proposed Land Use	General Industrial
Current Zoning	General Industrial	Proposed Zoning	General Industrial

	Current Trip Generation			**Proposed Trip Generation** (PCE)		
Passenger Cars	*In*	*Out*	***Total***	*In*	*Out*	***Total***
AM Peak Hour	0	0	0	28	4	**32**
PM Peak Hour	0	0	**0**	13	36	**49**
Trucks						
AM Peak Hour	0	0	**0**	13	13	**26**
PM Peak Hour	0	0	**0**	8	8	**16**

☐ Internal Trip Allowance (0 % trip discount)
☐ Pass-By Trip Allowance (0 % trip discount)

B. Trip Geographic Distribution (see attached):

Passenger Cars	**N**	0 %	**S**	10 %	**E**	40 %	**W**	50 %
Trucks	**N**	0 %	**S**	0 %	**E**	0 %	**W**	100 %

C. Background Traffic

Annual Ambient Growth Rate: 3 %
Project Opening Year/s (by phase): 2025
Other Area Projects For Analysis: (provided by agency)
Model/Forecast Method: build-up method
Future Peak-Hour Factor (PHF): existing PHF; where new traffic volumes, 0.95
(existing conditions use existing PHF)

D. Traffic Study Requirements

☒ Traffic study required ☐ Exempt from further analysis

☐ Focused study required: _____

E. Analysis Scenarios

☒ Existing ☐ Existing + Ambient + Project ☒ Existing + Ambient + Cumulative + Project

☐ General Plan Buildout ☐ General Plan Buildout + Project Buildout Analysis Year: _____

☒ Other: Existing + Project, Existing + Ambient + Cumulative

F. Study Intersections (see attached):

(subject to revision per review of project site plan, project traffic, other projects, or other agency comments)

1. Harley Knox Blvd @ Webster Rd
2. Harley Knox Blvd @ Amazon Dwy / project dwy
3. Harley Knox Blvd @ Indian Ave
4. Indian Ave @ N project dwy
5. Indian Ave @ S project dwy

G. Study Roadway Segments:

(subject to revision per review of project site plan, project traffic, other projects, or other agency comments)

1. Harley Knox Blvd between Webster Rd & Indian Ave
2. Indian Ave north of Harley Knox Blvd
3.
4.

H. Existing Conditions Traffic Volumes

Traffic Volume Data: ☐ New ☒ Recent, counts date: 09-08-2022

I. Other Jurisdictional Impacts:

☒ Project is within another City's sphere of influence, one mile of city boundaries, or adjacent to a State Highway

If so, agency/ies: Moreno Valley

J. Specific issues to be addressed (in addition to standard analysis described in the Guidelines)**:**

- Truck turning templates at project driveways
- Driveway spacing requirements per PVCCSP
- Queuing analysis at gated driveways
- Traffic signal warrants at unsignalized study intersections

Recommended by:

Albert A. Webb Associates — 6-21-2023 *Date*

Revised: 12-20-2023 *Date* _____ *Date*

Approved Scoping Agreement:

_____ _____

Agency Representative *Date*

Table 1: Trip Generation Rates

High-Cube Transload and Short-Term Storage Warehouse

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	1.18	0.052	0.008	**0.06**	0.023	0.067	**0.09**
2-axle Trucks	-	16.7%		0.037	0.0016	0.0017	**0.003**	0.0008	0.0009	**0.002**
3-axle Trucks	-	20.7%		0.046	0.0020	0.0021	**0.004**	0.0010	0.0011	**0.002**
4-axle Trucks	-	62.5%		0.138	0.0061	0.0064	**0.013**	0.0029	0.0033	**0.006**
Total		**100%**		**1.40**	**0.062**	**0.018**	**0.08**	**0.028**	**0.072**	**0.10**
Calculated Trip Generation Rates (PCE)										
Passenger Cars [5]	1	-	KSF	1.18	0.052	0.008	**0.06**	0.023	0.067	**0.09**
2-axle Trucks	1.5	16.7%		0.055	0.0025	0.0026	**0.005**	0.0012	0.0013	**0.003**
3-axle Trucks	2	20.7%		0.091	0.0041	0.0042	**0.008**	0.0019	0.0022	**0.004**
4-axle Trucks	3	62.5%		0.41	0.0184	0.0191	**0.038**	0.0088	0.0099	**0.019**
Total		**100%**		**1.74**	**0.077**	**0.034**	**0.11**	**0.035**	**0.080**	**0.12**

[1] PCE factors per Riverside County 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 154, High-Cube Transload and Short-Term Storage Warehouse
[5] Passenger car rates per ITE vehicle trip generation rates less ITE truck trip generation rates.

Table 2: Project Trip Generation

FIR Harley Knox Indian

Vehicle Type	PCE Factor[1]	Units[2]	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Project Trip Generation (classification, non-PCE)[3]									
Passenger Cars	-	545 KSF	643	28	4	**32**	13	36	**49**
2-axle Trucks	-		20	1	1	**2**	0	0	**0**
3-axle Trucks	-		25	1	1	**2**	1	1	**2**
4-axle Trucks	-		75	3	3	**6**	2	2	**4**
Total			**763**	**33**	**9**	**42**	**16**	**39**	**55**
Passenger Car Equivalent (PCE) Project Trip Generation									
Passenger Cars	1	545 KSF	643	28	4	**32**	13	36	**49**
2-axle Trucks	1.5		30	2	2	**4**	0	0	**0**
3-axle Trucks	2		50	2	2	**4**	2	2	**4**
4-axle Trucks	3		225	9	9	**18**	6	6	**12**
Total			**948**	**41**	**17**	**58**	**21**	**44**	**65**

[1] PCE factors per Riverside County guidelines
[2] KSF = 1,000 square feet gross floor area
[3] Trip generation per ITE Trip Generation Manual 11th Ed, 2021- Land Use 154, High-Cube Transload and Short-Term Storage Warehouse

Figure 1: Study Area

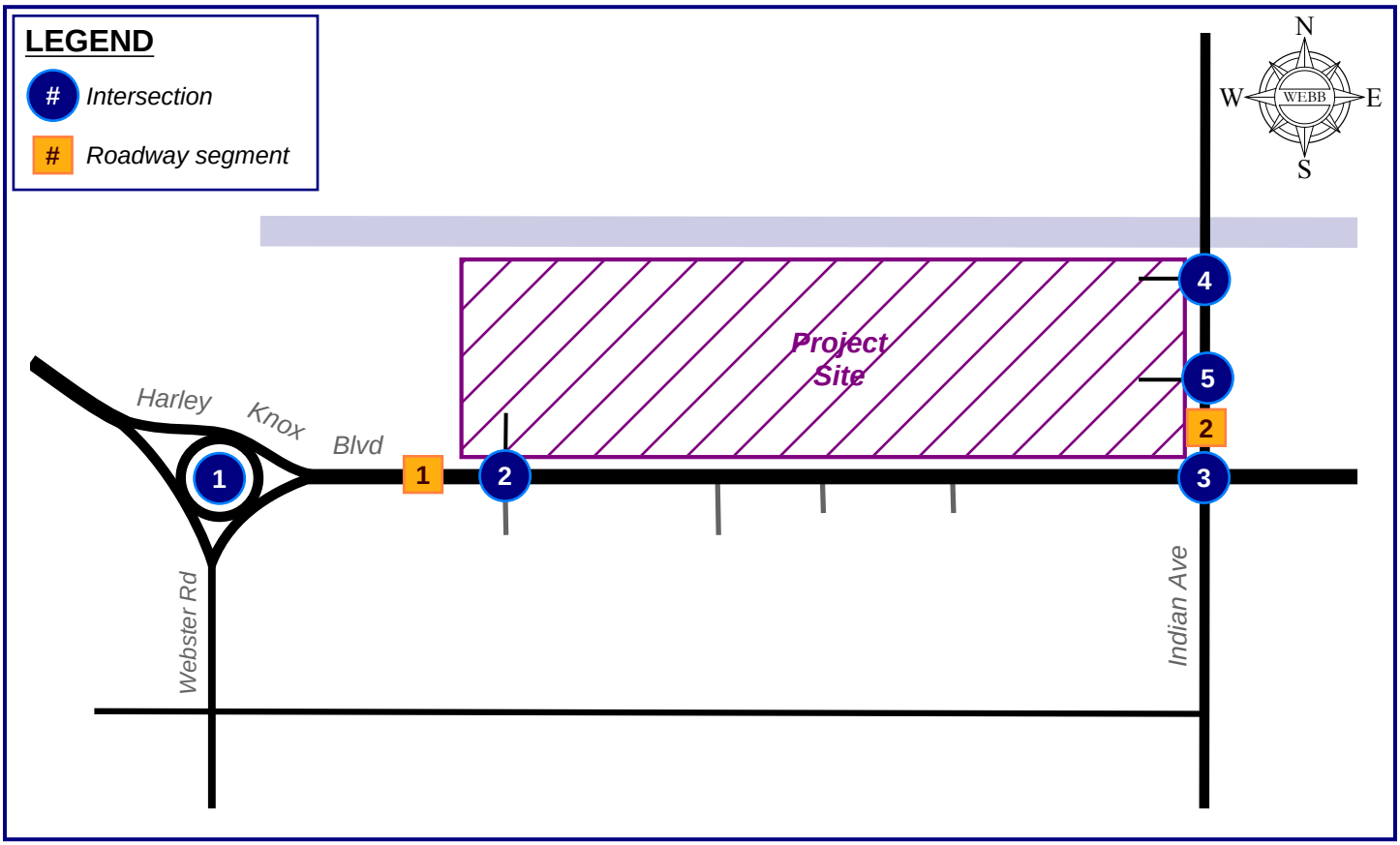


Figure 2: Project Trip Distribution - Passenger Cars

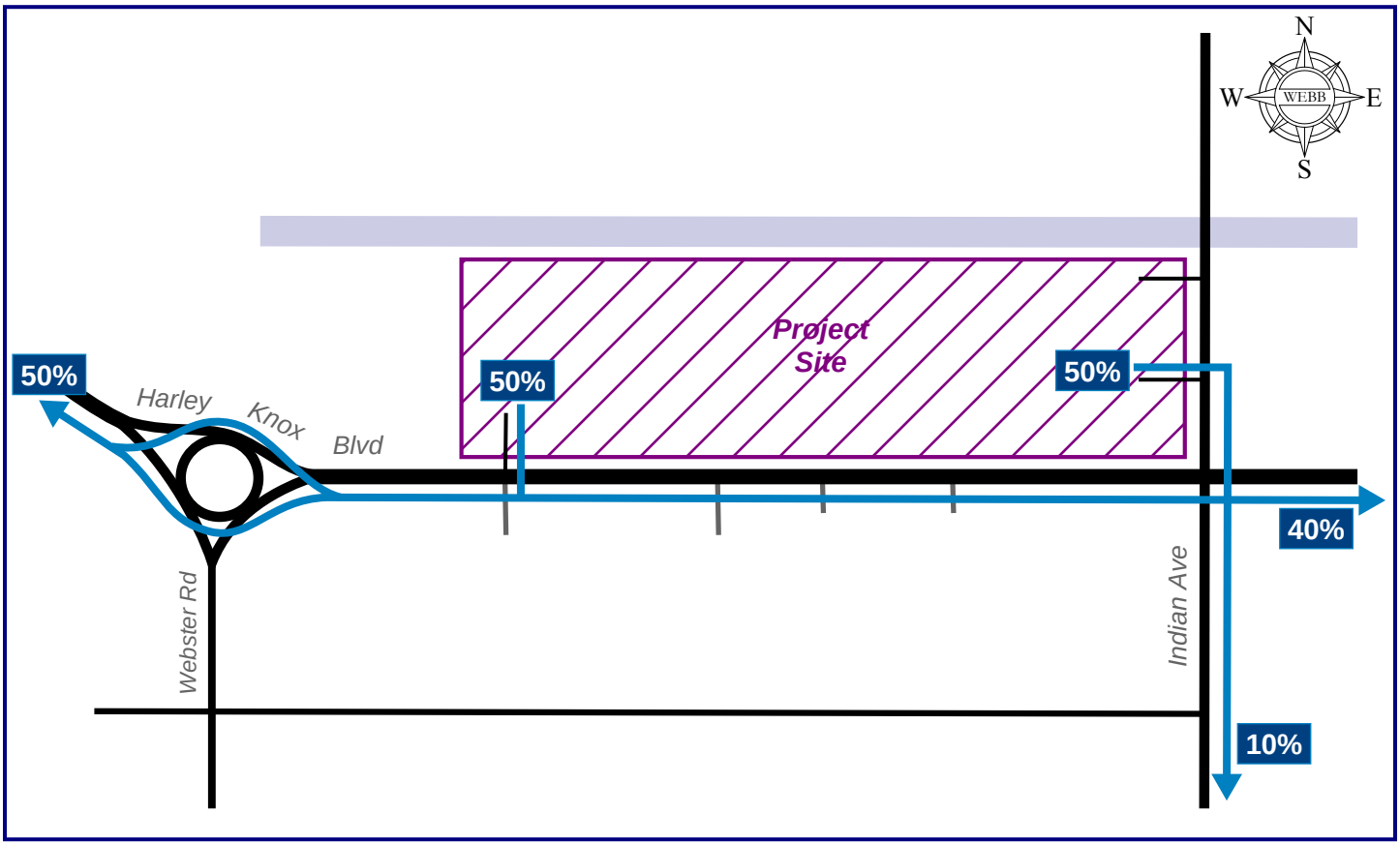
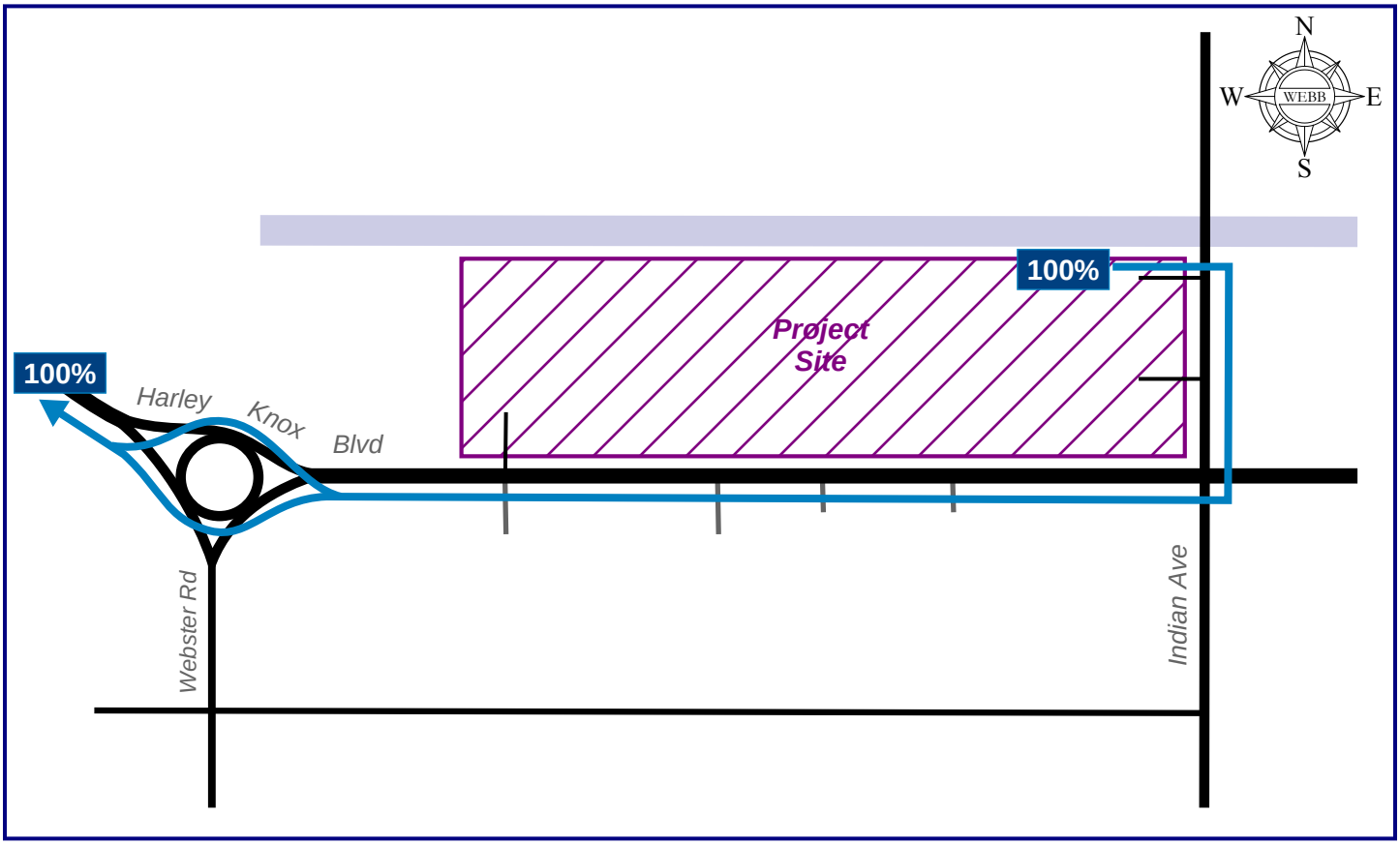
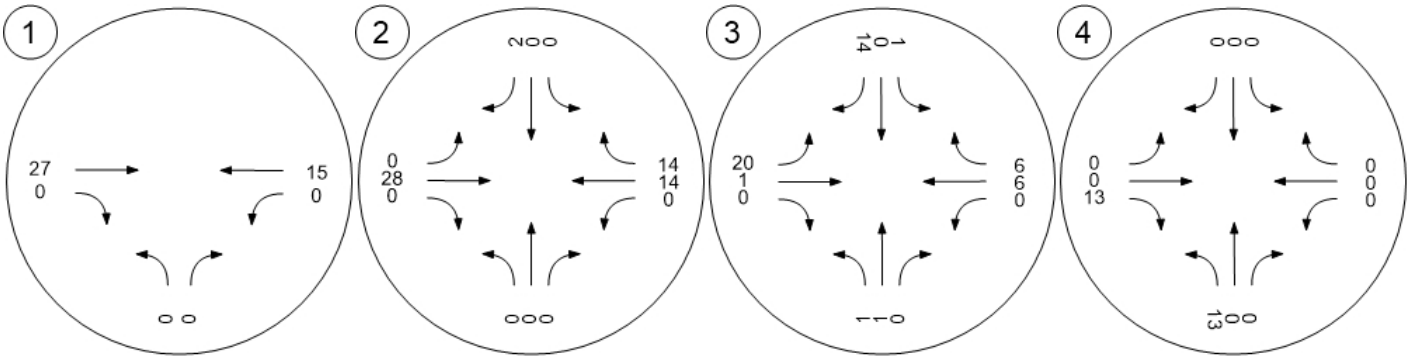


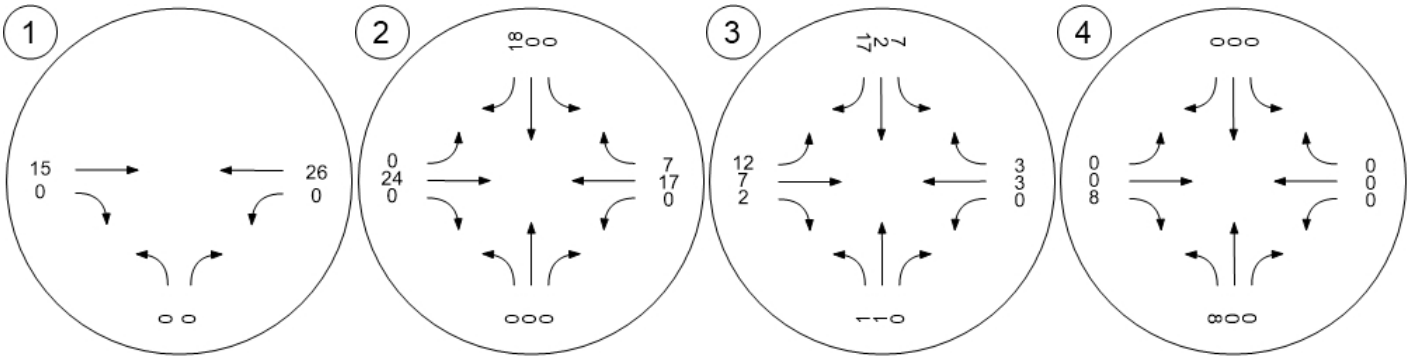
Figure 3: Project Trip Distribution - Trucks

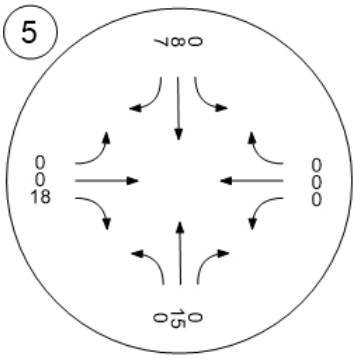


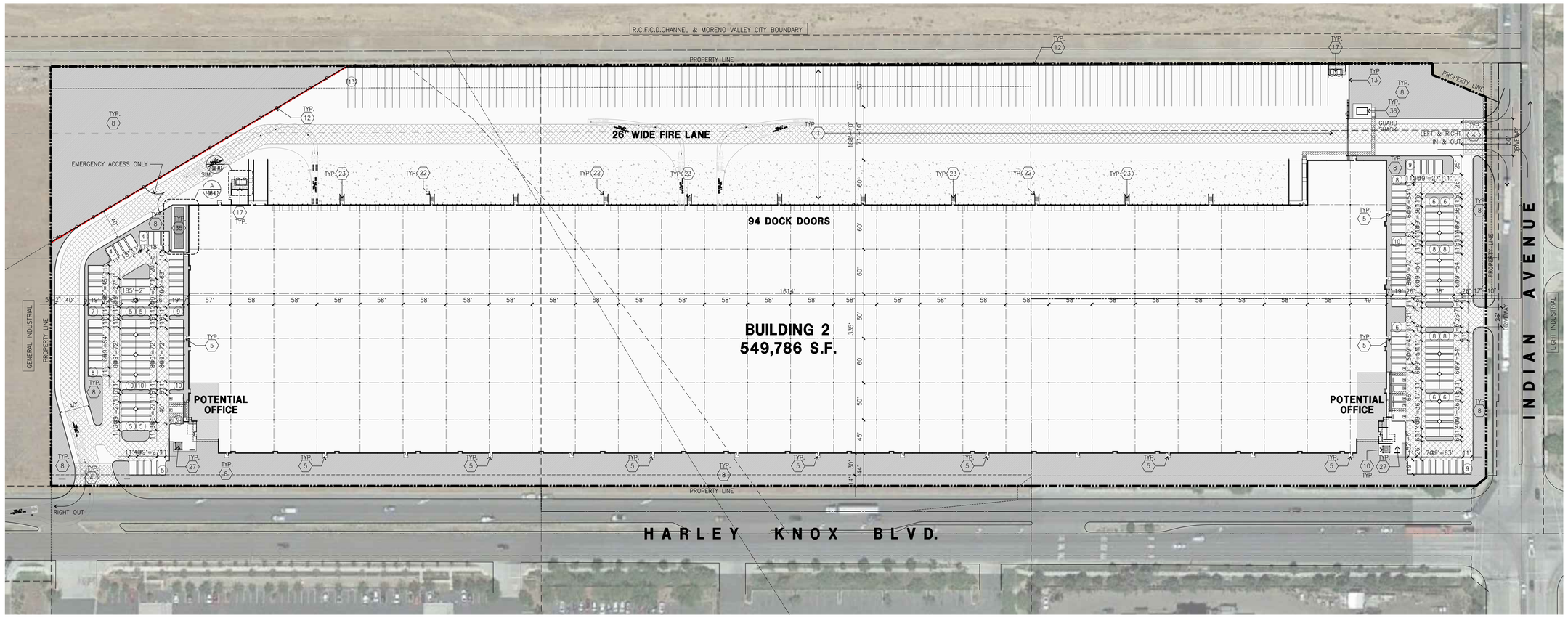
Traffic Volume - Net New Site Trips



Traffic Volume - Net New Site Trips







OVERALL SITE PLAN

scale: 1" = 60'-0" (A)

SCALE: 1" = 60'-0"

0 60' 120' 180' TRUE NORTH

PROPERTY OWNER

FIRST INDUSTRIAL REALTY TRUST
898 N. PACIFIC COAST HIGHWAY SUITE 175
EL SEGUNDO, CA 90245
TEL: (310) 414-5400
CONTACT: MICHAEL GOODWIN
MGOODWIN@FIRSTINDUSTRIAL.COM

APPLICANT

FIRST INDUSTRIAL REALTY TRUST
898 N. PACIFIC COAST HIGHWAY SUITE 175
EL SEGUNDO, CA 90245
TEL: (310) 414-5400
CONTACT: MICHAEL GOODWIN
MGOODWIN@FIRSTINDUSTRIAL.COM

APPLICANT'S REPRESENTATIVE

HPA, INC.
18831 BARDEEN AVE SUITE 100
IRVINE CA 92612
TEL: 949-862-2116
ATTN: RUBEN CHOI

ADDRESS OF THE PROPERTY

657 HARLEY KNOX BOULEVARD PERRIS, CA

ASSESSOR'S PARCEL NUMBER

302-020-043, 302-020-048,
302-020-013, 302-020-028, 302-020-038
302-020-040, 302-020-032

ZONING

ZONING DESIGNATION - PERRIS VALLEY COMMERCE CENTER
GENERAL INDUSTRIAL

LEGAL DESCRIPTION

REFER TO CIVIL

REFERENCE FOR THE FULL LEGAL DESCRIPTION FOR CONCEPTUAL GRADING PLAN SHEET 1 OF 9

TR 1 : THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT3 IN BLOCK 3 OF RIVERSIDE TRACT, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 668 OF MAPS, RECORD OF SAN DIEGO COUNTY.

TR 2 : THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL A: THE NORTH OF ONE HALF OF LOT 1 IN BLOCK 3 OF RIVERSIDE TRACT, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE 668 OF MAPS, RECORDS OF SAN DIEGO COUNTY, CALIFORNIA.

PARCEL B: LOT 2 OF BLOCK 3 OF RIVERSIDE TRACT, AS SHOWN BY MAP ON FILE IN BOOK 14 PAGE 668 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

TR 3 : REAL PROPERTY IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOT 1 IN BLOCK 3 OF RIVERSIDE TRACT, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE(S) 668, OF MAPS, RECORDS OF SAN DIEGO COUNTY, CALIFORNIA, EXCEPTING THAT PORTION LYING SOUTH OF THE FOLLOWING DESCRIBED LINE :

BEGINNING AT THE INTERSECTION OF THE SOUTH LINE OF SAID SECTION 31 AND THE EAST LINE OF WEBSTER AVENUE AS SHOWN BY RECORD OF SURVEY ON FILE IN BOOK 64, PAGE 54, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

TR 4 : LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE SOUTH ½ OF LOT 1 IN BLOCK 3 OF RIVERSIDE TRACT, AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE 668 OF MAPS, RECORDS OF SAN DIEGO COUNTY, EXCEPT THAT PORTION DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 1, SAID SOUTHEAST CORNER BEING A POINT ON THE WEST LINE OF INDIAN AVENUE, 60.00 FEET WIDE;

SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONC. PAVEMENT.
2. PUMP HOUSE
3. CONCRETE WALKWAY
4. ENHANCED DRIVEWAY APRONS TO BE CONSTRUCTED PER "L" DRAWINGS.
5. 5'-6"X5'-6"X4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" - 12" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
6. PROVIDE METAL, MANUAL OPERATED SLIDING GATES W/ PERFORATED SCREEN MESH & KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
7. PROVIDE METAL, MANUAL OPERATED SWING GATES W/ PERFORATED SCREEN MESH & KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
8. LANDSCAPE. SEE "L" DWGS.
9. CONCRETE TILT-UP SCREEN WALL
10. BIKE RACK. PLEASE SEE DETAIL D/DAB-A4.1
11. APPROXIMATE LOCATION OF TRANSFORMER.
12. 8'H WROUGHT IRON FENCE
13. 14' H SCREEN WALL WITH ANTI GRAFFITI COATING
14. ELECTRICAL ROOM
15. PROPOSED SITE LIGHT POLE.
16. PROPOSED STREET LIGHT
17. TRASH ENCLOSURE PER CITY STANDARD.
18. PROPOSED FIRE HYDRANT
19. HANDICAPPED PARKING STALL SIGN
20. HANDICAPPED ENTRY SIGN
21. PRE-CAST CONC. WHEEL STOP
22. CONC. FILLED GUARD POST "6 DIA. U.N.O. 42" H,
23. EXTERIOR CONC. STAIR.
24. CLEAR ZONE, THIS AREA TO BE SECURED FROM ANY OUTDOOR STORAGE AND PARKING. THIS AREA WILL BE UTILIZED FOR ON - SITE DRAINAGE
25. COLOR CONCRETE WITH SCORING LINES AT TRUCK DRIVEWAY
26. EMPLOYEE BREAK AREA WITH PICKLE BALL
27. EMPLOYEE BREAK AREA WITH CANOPY AND TABLE
28. FUTURE INDOOR EMPLOYEE BREAK AREA
29. AUTOMATIC BOOM BARRIER DOUBLE GATE
30. PROPOSED 8' CLASS I MULTIPURPOSE PATH
31. 3' WIDE WI SWING GATE W/LOCKSET
32. RAISED PLANTER
33. KNOX BOXES & KNOX DEVICES SHALL BE PROVIDED
34. PROPOSED FIRE DEPT CONNECTION(FDC) LOCATION
35. EMPLOYEE BREAK AREA WITH BOCCE BALL COURT
36. GUARD SHACK

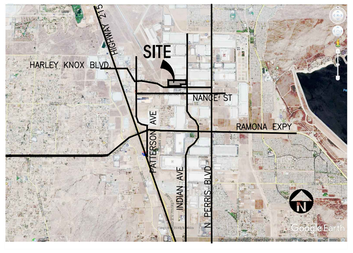
SITE PLAN GENERAL NOTES

1. THE SOILS REPORT PREPARED BY _____ SHOULD BE A PART OF THESE CONTRACT DOCUMENTS.
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM, PRIOR TO INSTALLATION & AT LEAST 60 DAYS BEFORE BLDG. COMPLETION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". SEE "L" DRAWINGS FOR FINISH.
11. PROVIDE TWO FIRE HYDRANT ON THE SITE. FINAL LOCATION WILL DETERMINATE IN DURING SUBMITTAL.
12. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
13. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
14. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
15. NOT USED
16. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
17. NOT USED.
18. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
19. APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT

SITE LEGEND

- LANDSCAPED AREA
- SITE PAVING – SEE "C" DRWGS. FOR THICKNESS
- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 19')
- HANDICAP PARKING STALL (9' X 19')
- 26' FIRE LANE.
- FIRE LANE RED CURBS
- LIGHT STANDARD
- EXISTING PUBLIC FIRE HYDRANT
- PRIVATE FIRE HYDRANT– APPROXIMATE LOCATION
- PROPERTY LINE
- PATH OF TRAVEL
- TRUCK IN & OUT
- FIRE LANE

VICINITY MAP



PROJECT DATA

	BLDG. 2
SITE AREA	
In s.f.	1,094,727 s.f.
In acres	25.13 ac
BUILDING AREA	
Office - 1st floor	5,000 s.f.
Office - 2nd floor	5,000 s.f.
Warehouse	539,786 s.f.
TOTAL	549,786 s.f.
COVERAGE	49.8%
F.A.R. -	0.502
AUTO PARKING REQUIRED	
Office: (office area is less than 10%)	
Whse: 1st 20K @ 1/1,000 s.f.	20 stalls
2nd 20K @ 1/2,000 s.f.	10 stalls
above 40K @ 1/5,000 s.f.	102 stalls
TOTAL	132 stalls
AUTO PARKING PROVIDED	
Standard (9' x 19')	105 stalls
Standard (11' x 19')	42 stalls
Accessible Parking (Standard)(9'x18')	5 stalls
Accessible Parking (Van) (12'x18')	1 stalls
Standard EV Spaces (9' x 19')	32 stalls
Standard EVCS (9' x 19')	9 stalls
Accessible EVCS Parking (Standard) (9'x18')	1 stalls
Accessible EVCS Parking (Van) (12'x18')	1 stalls
Accessible EVCS Parking (Ambulatory) (12'x18')	1 stalls
TOTAL	188 stalls
TRAILER PARKING REQUIRED	
Trailer: 1/5,000 SF	110 stalls
TRAILER PARKING PROVIDED	
Trailer (10' x 55')	132 stalls
ZONING ORDINANCE FOR CITY	
Zoning Designation - Perris Valley Commerce Center - General Industrial	
MAXIMUM BUILDING HEIGHT ALLOWED	
Height - 50'	
MAXIMUM FLOOR AREA RATIO	
FAR - .75	
MAXIMUM LOT COVERAGE	
Coverage - 50%	
LANDSCAPE REQUIREMENT	
Percentage - 10%	109,473 s.f.
LANDSCAPE PROVIDED	
In s.f.	183,438 s.f.
Percentage	16.8%
SETBACKS	
Harley Knox - 15'	
Side/ Rear - none, adjoining R zone- 20'	

OFFICIAL USE ONLY

HPA architecture
hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

LICENSED ARCHITECT — LONG NAM — C-29451 — 3-31-23 RENEWAL DATE — STATE OF CALIFORNIA

Owner:

FIRST INDUSTRIAL REALTY TRUST

898 N. Pacific Coast Highway
El Segundo, CA 90245

tel: 310-414-5400

Project:

FIRST INDUSTRIAL HARLEY KNOX

657 HARLEY KNOX BOULEVARD
PERRIS, CA

Consultants:

CIVIL	THIENES
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	RLA
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: OVERALL SITE PLAN

Project Number: 21300
Drawn by: RC
Date: 03/10/2023
Revision:

Sheet:

2-DAB-A1.1