

4.13 Transportation

This section evaluates the potential transportation impacts that would result from implementation of the proposed Perris Airport Logistics Center Project (Proposed Project). The focus of the following discussion is related to the potential impacts associated with conflicts with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, conflict with or inconsistency with Section 15064.3 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) regarding Vehicle Miles Traveled (VMT), substantially increasing hazards due to geometric design, and inadequate emergency access. Information presented in this section is primarily based on the following documents:

- Perris Airport Logistics Center Project (DPR22-00005; CUP 23-05107) Traffic Analysis and VMT Analysis prepared by Urban Crossroads (2024) and included in Appendix J of this Draft EIR.
- City of Perris, Transportation Impact Analysis Guidelines for CEQA, May 2020. (Available at <https://www.cityofperris.org/Home/ShowDocument?id=13227>.)

In accordance with Senate Bill (SB) 743, further discussed under 4.13.1.1 Regulatory Setting, below, the California Natural Resources Agency adopted changes to the CEQA Guidelines in December 2018, which identify that VMT is the appropriate metric to evaluate a project's transportation impacts. As of December 2018, when the revised CEQA Guidelines were adopted, automobile delay, as measured by "level of service" (LOS) and other similar metrics, no longer constitutes a significant environmental effect under the California Environmental Quality Act (CEQA). Lead agencies in California must begin using VMT to evaluate project transportation impacts no later than starting on July 1, 2020. The City of Perris adopted its local Transportation Impact Analysis Guidelines for CEQA, which includes guidance for conducting the required VMT analysis, on June 9, 2020.

At the Draft EIR public scoping meeting on November 1, 2023, the City of Perris Planning Commissioners, organizations' representatives, and members of the public requested that the following issues relating to transportation be addressed: traffic impacts on local roads due to an increase in trucks and employees; impact of street improvements to nearby properties; additional information regarding Americans with Disabilities Act (ADA) requirements and disabled parking spaces provided for the Proposed Project; and queuing information in connection with the Proposed Project.

4.13.1 Environmental Setting

4.13.1.1 Regulatory Setting

Federal

No federal regulations are applicable to the Proposed Project with respect to transportation/traffic.

State

Assembly Bill 32 and Senate Bill 375

With the passage of Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, the State of California committed itself to reducing statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB) is coordinating the response to comply with AB 32.

On December 11, 2008, CARB adopted the Climate Change Scoping Plan (2008 Scoping Plan) pursuant to AB 32. The 2008 Scoping Plan included the approval of Senate Bill (SB) 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32. The 2008 Scoping Plan was updated in 2013 and 2017, and in 2022 CARB adopted a Scoping Plan for Achieving Carbon neutrality.

There are five major components to SB 375. First, regional GHG emissions targets: CARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each Metropolitan Planning Organization in the State. These targets, which Metropolitan Planning Organizations may propose themselves, are updated every 8 years in conjunction with the revision schedule of housing and transportation elements.

Second, Metropolitan Planning Organizations are required to prepare a Sustainable Communities Strategy that provides a plan for meeting regional targets. The Sustainable Communities Strategy and the Regional Transportation Plan must be consistent with each other, including action items and financing decisions. If the Sustainable Communities Strategy does not meet the regional target, the Metropolitan Planning Organization must produce an Alternative Planning Strategy that details an alternative plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on eight-year schedules. In addition, Regional Housing Needs Assessment allocation numbers must conform to the Sustainable Communities Strategy. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within 3 years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the Sustainable Communities Strategy.

Transit-oriented developments also qualify if they: (1) are at least 50 percent residential; (2) meet density requirements; and (3) are within 0.5 mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, Metropolitan Planning Organizations must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission. Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the California Transportation Commission guidelines.

Senate Bill 743

Senate Bill 743, which was codified in Public Resources Code Section 21099, requires changes to the CEQA Guidelines regarding the analysis of transportation impacts. Pursuant to Public Resources Code Section 21099, 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.” To that end, in developing the criteria, the Governor’s Office of Planning and Research (OPR) proposed, and the California Natural Resources Agency certified and adopted changes to the CEQA Guidelines in December 2018, which entailed changes to the thresholds of significance for the evaluation of impacts to transportation.

The updated CEQA Guidelines include the addition of Section 15064.3, of which Subdivision (b) establishes criteria for evaluating a project’s transportation impacts based on project type and using automobile VMT as the metric. As identified in Section 15064.3(b)(4) of the CEQA Guidelines, a lead agency has the discretion to choose the most appropriate methodology to evaluate a project’s VMT. As previously identified, the City of Perris adopted its guidelines for conducting VMT analysis in June 2020. Beginning July 1, 2020, the provisions of CEQA Guidelines Section 15064.3 apply statewide. Pursuant to SB 743 and Public Resources Code Section 21099, the requirement for analyzing congestion impacts for CEQA purposes was eliminated in December 2018. Therefore, an analysis of congestion impacts, including analysis of impacts related to the LOS of the circulation system is not provided in this EIR..

CEQA Guidelines Section 15064.3

As discussed above, recent changes to the CEQA Guidelines include the adoption of Section 15064.3, Determining the Significance of Transportation Impacts, of which Subdivision (b) establishes criteria for evaluating a project’s transportation impacts based on project type and using automobile VMT as the appropriate metric.

Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The OPR Technical Advisory on Evaluating Transportation Impacts in CEQA (State of California, December 2018) [OPR Technical Advisory]

provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

A lead agency has discretion to choose the most appropriate methodology to evaluate VMT, including whether to express the change in absolute terms, per capita, per household, or in any other measure. A lead agency may also use models to estimate VMT and may revise those estimates to reflect professional judgment based on substantial evidence.

Regional

Connect SoCal

As further discussed in Section 4.10, Land Use and Planning, of this Draft EIR, the Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code Section 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments, a Regional Transportation Planning Agency, and a Metropolitan Planning Organization. The Project Site is within SCAG’s regional authority.

In compliance with SB 375, on September 3, 2020, SCAG’s Regional Council adopted Connect SoCal – the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. Connect SoCal builds on the continued efforts of the previous Regional Transportation Plan/Sustainable Communities Strategy plans to integrate transportation and land uses strategies to increase mobility options and achieve more sustainable growth patterns for development in the SCAG region through horizon year 2045, while meeting GHG reduction targets set by CARB. Connect SoCal contains socioeconomic projections that are used as the basis for SCAG’s transportation planning and various County services.

The Connect SoCal “Core Vision” prioritizes the maintenance and management of the region’s transportation network; expanding mobility choices by co-locating housing, jobs, and transit; and increasing investment in transit and complete streets. Strategies to achieve the “Core Vision” include but are not limited to: Smart Cities and Job Centers, Housing Supportive Infrastructure, Go Zones, and Shared Mobility. Connect SoCal is intended to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions’ overall quality of life. These benefits include, but are not limited to, a five-percent reduction in VMT per capita, a nine-percent reduction in vehicle hours traveled, and a two-percent increase in work-related transit trips.

In April 2018, SCAG published Industrial Warehousing in the SCAG Region. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region’s freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local

streets, state highways and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet of existing warehouse building space, and undeveloped land that could accommodate an additional 338 million square feet of new warehouse building space. These regions attract robust logistics activities and are a major reason why the region is a critical mode in the global supply chain. (SCAG, 2018).

County of Riverside Congestion Management Program

Within the SCAG region, there are five Congestion Management Agencies that have the responsibility of preparing the Congestion Management Program (CMP) for their respective county. In its role as Riverside County's Congestion Management Agency, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the County's CMP to focus on meeting federal Congestion Management System guidelines.

The intent of the CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation. RCTC adopted the current CMP in December 2011. None of the study area intersections are identified as CMP facilities in the County of Riverside CMP. However, RCTC monitors the CMP roadway network system to minimize LOS deficiencies. RCTC no longer requires traffic impact analyses for development proposals and the General Plan is utilized as the guiding document for acceptable LOS against which impacts are measured. The City of Perris thus continues to require traffic impact analyses on development projects for this purpose. As previously indicated, the Traffic Analysis and VMT Analysis is included in Appendix J and includes an LOS analysis for informational purposes only.

Local

City of Perris General Plan

The purpose of the Circulation Element of the General Plan is to provide for a safe, convenient and efficient transportation system for the City. In order to meet this objective, the Circulation Element has been designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region. The Circulation, Conservation, and Open Space elements of the City's General Plan identify goals and policies related to vehicular and non-vehicular transportation and circulation. The goals and policies applicable to the Proposed Project and a discussion of the Proposed Project's consistency is provided in Table 4.13-4, City of Perris General Plan Consistency Analysis, and the analysis of Threshold TR-1, below. Table 4.10-3, City of Perris General Plan Consistency Analysis, in Section 4.10, Land Use and Planning, further analyzes the Proposed Project's consistency with the current General Plan policies that

have been adopted for the purpose of avoiding or mitigating an environmental effect and that are applicable to the Proposed Project.

Local and Regional Funding Mechanisms

Transportation improvements throughout Riverside County, including the City of Perris, are funded through a combination of direct project mitigation, fair share contributions, or through local and regional transportation mitigation fee programs. The Proposed Project is subject to two major sources of off-site roadway improvement fees: the Transportation Uniform Mitigation Fee (TUMF) and the City of Perris Development Impact Fee (DIF). The Proposed Project would be required to pay into DIF and TUMF which will offset the Proposed Project's contribution to area-wide traffic impacts.

Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors. Applicable programs are summarized below based on information presented in the Project-specific Traffic Analysis and VMT Analysis.

Transportation Uniform Mitigation Fee (TUMF) Program

The Western Riverside Council of Governments (WRCOG) is responsible for establishing and updating TUMF rates. The County may grant developers a credit against the specific components of fees for the dedication of land or the construction of facilities identified in the list of improvements funded by each of these fee programs. Fees are based upon projected land uses and a related transportation need to address growth based upon a 2016 Nexus study.

TUMF is an ambitious regional program created to address cumulative impacts of growth throughout western Riverside County. Program guidelines are being handled on an iterative basis. Exemptions, credits, reimbursements, and local administration are being deferred to primary agencies. The County of Riverside serves this function for projects within the City of Perris. Fees submitted to the County are passed on to WRCOG as the ultimate program administrator.

TUMF guidelines empower a local zone committee to prioritize and arbitrate certain projects. The Proposed Project is located in the Central Zone. The zone has developed a 5-year capital improvement program to prioritize public construction of certain roads. TUMF is focused on improvements necessitated by regional growth.

City of Perris Development Impact Fee (DIF) Program

In 1991 the City of Perris created a Development Impact Fee (DIF) program to provide a funding source to construct the police, fire, community amenities, government facilities and roadway infrastructure necessary to mitigate the impacts of the growth expected in the City of Perris from new residential, commercial and industrial development. This DIF program has been successfully implemented by the City since 1991 and was updated in 2014. The City updated the DIF program to

add new roadway segments and intersections necessary to accommodate future growth and to ensure that the identified street improvements would operate at or above the City's LOS performance threshold. The City's DIF program includes facilities that are not part of, or which may exceed improvements identified and covered by the TUMF program. As a result, the pairing of the regional and local fee programs provides a more comprehensive funding and implementation plan to ensure an adequate and interconnected transportation system. Under the City's DIF program, the City may grant developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

Similar to the TUMF Program, after the City's DIF fees are collected through the North Perris Road and Bridge Benefit District (NPRBBD), they are placed in a separate interest-bearing account pursuant to the requirements of Government Code sections 66000 et seq. The timing to use the DIF fees is established through periodic capital improvement programs, which are overseen by the City's Public Works Department. Periodic traffic counts, review of traffic accidents, and a review of traffic trends throughout the City are also periodically performed by City staff and consultants. The City uses this data to determine the timing of the improvements listed in its facilities list. The City also uses this data to ensure that the improvements listed on the facilities list are constructed before the LOS falls below the LOS performance standards adopted by the City. In this way, the improvements are constructed before the LOS falls below the City's LOS performance thresholds. The City's DIF program establishes a timeline to fund, design, and build the improvements.

The City has an established, proven track record with respect to implementing the City's DIF Program. Many of the intersections included in the Proposed Project-specific Traffic Impact Analysis are at various stages of widening and improvement based on the City's collection of DIF fees. Under the DIF program, as a result of the City's continual monitoring of the local circulation system, the City insures that DIF improvements are constructed prior to when the LOS would otherwise fall below the City's established performance criteria.

Fair Share Contribution

Project improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City's discretion). When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities were adopted in September 2022. The purpose of the Perris Good Neighbor Guidelines is to protect residential areas in the City while allowing for the planned development of new or modified industrial facilities. The Perris Good Neighbor Guidelines apply to all new warehouse, logistics, and distribution facilities with applications submitted after September 2022. The Perris Good Neighbor Guidelines contain the following policies related to transportation that are applicable to the Proposed Project:

- Goal 1** Protect the neighborhood characteristics of the urban, rural, and suburban communities.
- Policy 1.3** When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.
- Policy 1.7** It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved nonresidential property in the city.
- Policy 1.9** It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street or road which is adjacent to a parcel upon which there exists a public facility.
- Policy 1.10** It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street, road, alley, or private property within any residential district in the City, in accordance with the Perris Municipal Code.
- Policy 1.11** It is unlawful to park or leave standing any vehicle on any highway, street, road, or alley within the city for the purpose of servicing or repairing such vehicle except when necessitated by an emergency.
- Policy 1.12** Warehouse/ distribution facilities shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on site queuing for trucks away from sensitive receptors. Commercial trucks shall not be parked in the public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.
- Policy 1.14** Provide signage or flyers identifying where the closest restaurant, lodging, fueling stations, truck repair facilities, and entertainment can be found.
- Policy 1.15** Facility operators shall post signs in prominent locations indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited.
- Policy 1.16** Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the City approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.

- Policy 1.18** Signs should be posted in the appropriate locations indicating that parking and maintenance of all trucks shall be conducted within designated areas and not within the surrounding community or on public streets.
- Policy 1.19** Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.
- Goal 3** Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.
- Policy 3.1** The facility operator shall abide by the truck routing plans, consistent with the City of Perris Truck Route Plan.
- Policy 3.2** Adequate turning movements at entrance and exit driveways shall be provided, subject to City approval.
- Policy 3.3** Truck traffic shall be routed to impact the least number of sensitive receptors.
- Policy 3.4** To the extent possible, establish separate entry and exit points within a warehouse/distribution facility for trucks and vehicles to minimize vehicle/truck conflicts.
- Policy 3.5** Check in gates and/or guard booths are required to be positioned with a minimum of 150 feet inside the property line for on-site truck queuing. An additional 75 feet of on-site queuing shall be added for every 20 loading docks beyond 40 up to 300 feet. Multiple lanes (minimum lane width 12 feet) are permitted to achieve the required queuing. The general queuing and spillover of trucks onto the surrounding public streets are prohibited. Commercial trucks and/or trailers shall not be parked on the public right of way or adjacent to sensitive receptors.
- Policy 3.6** Establish overnight parking within the warehouse/distribution center where not visible from the public right-of-way.
- Goal 5** Establish an education program to inform truckers of health effects of diesel particulate and conduct community outreach to address residents' concerns
- Policy 5.2** Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Policy 5.3** Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on site areas and not within the surrounding community or on public streets.
- Policy 5.4** Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.

- Policy 5.10** Applicant and City staff should look beyond the immediate development footprint and look for opportunities to enhance the surrounding community through upgrades such as street paving, walls, bicycle lanes, bus turnouts, landscaping and other types of infrastructure improvements.
- Policy 6.8** Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.
- Policy 7.5** Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.

4.13.1.2 Existing Conditions

Existing Roadway System

The Project Site is located approximately 4,200 feet from the Interstate 215 freeway and would be located outside of the contours of the freeway. Other major roadways in the Proposed Project area include Goetz Road, Ellis Road, and Case Road.

Figure 4.13-1, Existing Number of Through Lanes and Intersection Controls, identifies the study area intersections located near the proposed Project Site and identifies the number of through traffic lanes for existing roadways and intersection traffic controls. Regional access to the Project Site is provided by Interstate 215 (I-215) via Redlands Avenue and SR-74 interchanges.

Figure 4.13-2, City of Perris General Plan Circulation Element, shows the City of Perris General Plan Circulation Element roadway classifications map. Figure 4.13-2 shows the nature and extent of arterial and collector highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. The City of Perris standard roadway cross-sections are illustrated in Figure 4.13-3, City of Perris General Plan Roadway Cross-Sections.

Truck Routes

The City of Perris' designated truck routes are shown in Figure 4.13-4, City of Perris Truck Routes. Trucks are prohibited on certain City roadways through the Municipal Code on the basis of weight restrictions. Truck routes for the Proposed Project have been determined based on discussions with City staff, consistent with the adopted City of Perris Truck Routes.¹ These truck routes will serve both the Proposed Project and future cumulative development projects throughout the study area. Sensitive land uses have also been taken into consideration as part of determining the best routes for future trucks.

¹ Map of City of Perris Truck Routes: <https://www.cityofperris.org/home/showpublisheddocument/15001/638592421886800000>

Bicycle and Pedestrian Facilities

In an effort to promote alternative modes of transportation, the City of Perris General Plan Circulation Element identifies certain designated trails and bicycle facilities. The City of Perris Active Transportation Plan bikeways are illustrated in Figure 4.13-5, City of Perris General Plan Bikeway Systems.

Field observations indicate nominal pedestrian and bicycle activity within the study area. As shown in Figure 4.13-6, Existing Pedestrian Facilities, pedestrian facilities are built out along portions of Goetz Road. The City of Perris bike networks are shown in Figure 4.13-7, City of Perris Bike Network. This figure shows that there is a Class II bike lane along Goetz Road and Redlands Avenue, a Class II bike lane along Ellis Avenue, and a Class I path along Case Road. Class II bikeways are on-street, striped and signed bike routes while Class I bikeways/paths are off-street facilities.

4.13.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, the Proposed Project would have a significant impact on transportation if it would:

- **Threshold TR-1:** Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- **Threshold TR-2:** Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- **Threshold TR-3:** Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- **Threshold TR-4:** Result in inadequate emergency access.

4.13.3 Regulatory Implementation

RI TR-1 A construction work site traffic control plan shall comply with State standards set forth in the California Manual of Uniform Traffic Control Devices and shall be submitted to the City for review and approval prior to the issuance of a grading permit or start of construction. The plan shall identify any roadway, sidewalk, bike route, or bus stop closures and detours as well as haul routes and hours of operation. All construction related trips shall be restricted to off-peak hours to the extent possible.

RI TR-2 All on-site and off-site roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project shall be constructed in accordance with applicable State/Federal engineering standards to the satisfaction of the City of Perris.

- RI TR-3** Site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Perris.
- RI TR-4** Adequate emergency vehicle access shall be provided to the satisfaction of the Riverside County Fire Authority.
- RI TR-5** The final grading, landscaping, and street improvement plans shall demonstrate that sight distance requirements are met in accordance with applicable City of Perris/California Department of Transportation sight distance standards.

4.13.4 Environmental Impacts

Project Design Features

Recommendations for driveways providing access to the Project Site are detailed in the Traffic Impact Analysis and have been fully incorporated into the Proposed Project. These improvements are identified below.

Site Access Improvements

The following improvements are proposed to accommodate site access:

- Goetz Road & Ellis Avenue:
 - Project to construct dual westbound left turn lanes with a minimum of 100-feet of storage.
 - Project to construct two westbound through lanes and a shared through-right turn lane.
- Goetz Road & Driveway 1:
 - Project to install a stop control on the westbound approach and a right turn lane. The driveway should serve Building 1 and should be restricted to right-in/right-out access for passenger cars only. Access is to be controlled by the existing raised median on Goetz Road.
- Goetz Road & Driveway 2:
 - Project to install traffic signal. The private driveway should align with the existing alignment of Mountain Avenue to the west and will allow full-access turning movement (no access restrictions). This driveway will only serve truck for both Building 1 and Building 2.
 - Project to construct a westbound shared left-through-right turn lane.
- Goetz Road & Driveway 3:
 - Project to install a stop control on the westbound approach and a right turn lane. The driveway should serve Building 2 and should be restricted to right-in/right-out access for

passenger cars only. Access is to be controlled by the existing raised median on Goetz Road.

- Driveway 4 & Ellis Avenue:
 - Project to install a stop control on the northbound approach and a right turn lane. The driveway should serve Building 1 and should be restricted to right-in/right-out access for trucks only.
 - Project to construct an eastbound shared through-right turn lane.
 - Project to construct three westbound through lanes.
- Case Road & Ellis Avenue:
 - Project to construct an eastbound left turn lane and right turn lane.
 - Project to retain the existing eastbound through lane.

The analysis in this section is based on the Traffic Impact Analysis. The methodology used within this study to quantify trip generation and Project-generated VMT is consistent with the requirements of SB 743 and the City of Perris TIA Guidelines.

Trip Generation

Trip generation represents the amount of traffic that is attracted to and produced by a development and is based upon the specific land uses planned for a given project. Trip generation rates for the Proposed Project are shown in Table 4.13-1, Project Trip Generation, which shows the Proposed Project trip generation based upon rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021).

For Site 1, Building 1 (795,109 square feet, which would include 28,500 square feet of office area, approximately 766,409 square feet of warehouse area, and 200 square feet used as a fire pump room), High-Cube Fulfillment Center Warehouse has been used. The Proposed Project is speculative and if a non-sort or sort facility end-user would occupy the buildings is not known at this time. ITE Trip Generation Manual for Land Use Code 154 has been utilized.

For Site 1, Building 2 (71,961 square feet, which would include 6,500 square feet of office area and the remaining 65,461 square feet would be warehouse area), General Light Industrial (ITE Land Use Code 110) has been used. A light industrial facility is a free-standing facility devoted to a single use that has an emphasis on activities other than manufacturing. Typically, there is minimal office space. The vehicle mix has been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the South Coast Air Quality Management District recommended truck mix.

For Site 2, the ITE Trip Generation Manual (11th Edition, 2021) does not currently have any trip generation rates for a truck trailer storage yard (323 spaces). As such, trip generation estimates for

the trailer storage yard component of the Proposed Project have been developed using data collected at other facilities with operations similar to those proposed.

For the purposes of this analysis, the storage yard proposed on Site 2 has been evaluated assuming it is an independent use in an effort to evaluate the most conservative trip generation for the Proposed Project (for Site 2). Trip generation rates for the proposed uses are summarized in Table 4.13-1, Project Trip Generation Rates. A summary of the proposed Project trip generation, in actual vehicles, is shown in Table 4.13-2, Project Trip Generation Summary (Actual Vehicles). As shown in Table 4.13-2, the Proposed Project is anticipated to generate 2,728 two-way trips per day with 195 AM peak hour trips and 227 PM peak hour trips (actual vehicles).

A summary of the Proposed Project trip generation, in Passenger Car Equivalent (PCE), is shown in Table 4.13-3, Project Trip Generation Summary (PCE). As shown in Table 4.13-3, the Proposed Project is anticipated to generate a total of 3,800 PCE two-way trips per day with 262 AM PCE peak hour trips and 292 PM PCE peak hour trips.

Table 4.13-1. Project Trip Generation Rates

Actual Vehicle Trips Generation Rates									
Land Use	ITE Land Use Code	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
High-Cube Fulfillment Center Warehouse ²	--	TSF	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars (AM-84.4%, PM-87.3%, Daily-82.2%):			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (AM-6.6%, PM-6.7%, Daily-7.6%):			0.006	0.002	0.008	0.003	0.008	0.011	0.162
5+Axle Trucks (AM-9.0%, PM-6.0%, Daily-10.2%):			0.008	0.003	0.011	0.003	0.007	0.010	0.217
General Light Industrial ³	110	TSF	0.651	0.089	0.740	0.091	0.559	0.650	4.870
Passenger Cars (AM-98.6%, PM-98.5%, Daily-94.9%):			0.645	0.085	0.730	0.086	0.554	0.640	4.620
2-Axle Trucks (AM-0.2%, PM-0.1%, Daily-0.8%):			0.001	0.001	0.002	0.001	0.001	0.002	0.042
3-Axle Trucks (AM-0.3%, PM-0.1%, Daily-1.1%):			0.001	0.001	0.002	0.001	0.001	0.002	0.052
4+-Axle Trucks (AM-0.9%, PM-0.4%, Daily-3.2%):			0.004	0.002	0.006	0.003	0.003	0.006	0.157
Truck/Trailer Lot ⁴	--	Spaces	0.077	0.065	0.142	0.072	0.086	0.157	2.107
Passenger Cars (AM-30.2%, PM-44.4%, Daily-39.6%):			0.026	0.017	0.043	0.021	0.049	0.070	0.834
2-Axle Trucks (AM-10.5%, PM-3.3%, Daily-5.1%):			0.007	0.008	0.015	0.005	0.000	0.005	0.108
3-Axle Trucks (AM-27.8%, PM-33.9%, Daily-29.4%):			0.014	0.025	0.039	0.033	0.020	0.053	0.620

Table 4.13-1. Project Trip Generation Rates

Actual Vehicle Trips Generation Rates									
Land Use	ITE Land Use Code	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
4+Axle Trucks (AM-31.5%, PM-18.4%, Daily-25.9%):			0.030	0.015	0.045	0.012	0.017	0.029	0.545
Passenger Car Equivalent (PCE) Trips Generation Rates ³									
Land Use	ITE Land Use Code	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
High-Cube Fulfillment Center Warehouse ²		TSF	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (PCE = 2.0)			0.012	0.004	0.016	0.006	0.016	0.022	0.324
5+Axle Trucks (PCE = 3.0)			0.025	0.008	0.033	0.008	0.022	0.030	0.651
General Light Industrial ³	110	TSF	0.651	0.089	0.740	0.091	0.559	0.650	4.870
Passenger Cars			0.645	0.085	0.730	0.086	0.554	0.640	4.620
2-Axle Trucks (PCE = 1.5)			0.002	0.001	0.003	0.002	0.001	0.003	0.063
3-Axle Trucks (PCE = 2.0)			0.002	0.002	0.004	0.002	0.002	0.004	0.104
4+-Axle Trucks (PCE = 3.0)			0.102	0.007	0.019	0.009	0.010	0.019	0.470
Truck/Trailer Lot ⁴		Spaces	0.077	0.065	0.142	0.072	0.086	0.157	2.107
Passenger Cars			0.026	0.017	0.043	0.021	0.049	0.070	0.834
2-Axle Trucks (PCE = 1.5)			0.010	0.012	0.022	0.008	0.000	0.008	0.163
3-Axle Trucks (PCE = 2.0)			0.028	0.051	0.079	0.066	0.040	0.107	1.240
4+-Axle Trucks (PCE = 3.0)			0.089	0.045	0.134	0.037	0.050	0.087	1.634

Source: Urban Crossroads 2024.

Notes:

¹ TSF = thousand square feet

² Trip Generation Rates and Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019. Inbound and outbound split source: ITE Trip Generation Manual, Eleventh Edition (2021) for ITE Land Use Code 154.

³ PCE = Passenger Car Equivalent

⁴ Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

Truck Mix: South Coast Air Quality Management District's recommended truck mix, by axle type.

Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

⁴ See Attachment A for Trip Generation Rates based on empirical data.

Table 4.13-2. Project Trip Generation Summary (Actual Vehicles)

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles:									
High-Cube Fulfillment Center Warehouse	795.109	TSF							
Passenger Cars:			63	19	82	32	82	114	1,392
2-4 Axle Trucks:			5	1	6	2	6	9	130
5+Axle Trucks:			7	2	9	2	6	8	174
Total Truck Trips (Actual Vehicles):			12	3	15	4	12	16	304
Total Trips (Actual Vehicles)²			75	22	97	36	94	130	1,696
General Light Industrial	71.961	TSF							
Passenger Cars:			46	6	52	6	40	46	332
2-Axle Trucks:			0	0	0	0	0	0	4
3-Axle Trucks:			0	0	0	0	0	0	4
4+-Axle Trucks:			0	0	0	0	0	0	12
Total Truck Trips (Actual Vehicles):			0	0	0	0	0	0	20
Total Trips (Actual Vehicles)²			46	6	52	6	40	46	352
Truck/Trailer Lot ⁴		Spaces							
Passenger Cars:			8	5	13	7	16	23	270
2-Axle Trucks:			2	3	5	2	0	2	36
3-Axle Trucks:			5	8	13	11	6	17	200
4+-Axle Trucks:			10	5	15	4	5	9	176
Total Truck Trips (Actual Vehicles):			17	16	33	17	11	28	412
Total Trips (Actual Vehicles)²			25	21	46	24	27	51	682
Project Total (Actual Vehicles)			146	49	195	66	161	227	2,730

Source: Urban Crossroads 2024.

Notes:

¹ TSF = thousand square feet

² Total Trips= Passenger Cars + Truck Trips.

Table 4.13-3. Project Trip Generation Summary (PCE)

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Passenger Car Equivalent (PCE):									
High-Cube Fulfillment Center Warehouse	795.109	TSF							
Passenger Cars:			63	19	82	32	82	114	1,392
2-4 Axle Trucks:			10	3	13	5	13	17	258
5+Axle Trucks:			20	6	26	7	17	24	518
Total Truck Trips (PCE):			30	9	39	12	30	42	776
Total Trips (PCE)²			93	28	121	44	112	156	2,168
General Light Industrial	71.961	TSF							
Passenger Cars:			46	6	52	6	40	46	332
2-Axle Trucks:			0	0	0	0	0	0	6
3-Axle Trucks:			0	0	0	0	0	0	8
4+-Axle Trucks:			1	0	1	1	1	2	34
Total Truck Trips (PCE):			1	0	1	1	1	2	48
Total Trips (PCE)²			47	6	53	7	41	48	380
Truck/Trailer Lot	323	Spaces							
Passenger Cars:			8	5	13	7	16	23	270
2-Axle Trucks:			3	4	7	3	0	3	54
3-Axle Trucks:			9	16	25	21	13	34	400
4+-Axle Trucks:			29	14	43	12	16	28	528
Total Truck Trips (Actual Vehicles):			41	34	75	36	29	65	982
Total Trips (PCE)²			49	39	88	43	45	88	1,252
Project Total (PCE)			189	73	262	94	198	292	3,800

Source: Urban Crossroads 2024.

Notes:

¹ TSF = thousand square feet

² Total Trips= Passenger Cars + Truck Trips.

Trip Distribution and Assignment

The Proposed Project trip distribution represents the directional orientation of traffic to and from the Project Site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that would be utilized by Proposed Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the Proposed Project traffic would distribute. The Proposed Project trip distribution for both passenger cars and trucks was developed based on anticipated travel patterns to and from the Project Site and are consistent with other similar projects that have been reviewed and approved by City of Perris staff. Passenger car distribution patterns were based on existing and planned land uses and roadway infrastructure in the area. Truck distribution patterns were based on City truck routes, proximity to the freeway system, and the Project

Proponent/Developer’s input on percentage of traffic oriented to the Port of Long Beach or other destinations. The passenger car trip distributions for the warehouse and truck/trailer lot are shown in Figure 4.13-8a, Project (Passenger Car) Trip Distribution Outbound – Warehouse; Figure 4.13-8b, Project (Passenger Car) Trip Distribution Inbound – Warehouse; Figure 4.13-9a, Project (Passenger Car) Trip Distribution Outbound– Truck/Trailer Lot; and Figure 4.13-9b, Project (Passenger Car) Trip Distribution Inbound– Truck/Trailer Lot.

The truck trip distributions are illustrated in Figure 4.13-10a, Project (Truck) Trip Distribution Outbound – Warehouse, and Figure 4.13-10b, Project (Truck) Trip Distribution Inbound – Warehouse, and Figure 4.13-11, Project (Truck) Trip Distribution – Truck/Trailer Lot. Distribution patterns for each vehicle type have been provided for the warehouse building and truck/trailer lot components.

The following sections address various potential impacts relating to transportation that could result from implementation of the Proposed Project.

4.13.4.1 Threshold TR-1: Circulation System Performance

Impact Analysis

Regional

Connect SoCal

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Table 4.10-2, SCAG Policy Consistency Analysis, in Section 4.10, Land Use and Planning, of this EIR, addresses the Proposed Project’s consistency with Connect SoCal. As demonstrated through this analysis, implementation of the Proposed Project would be consistent with the goals and policies of Connect SoCal, including the goals related to vehicular and non-vehicular circulation, and good movement.

Riverside County CMP

RCTC monitors the CMP roadway network system to minimize LOS deficiencies. Pursuant to SB 743, LOS is no longer the basis for determining whether a project has a significant impact pursuant to CEQA. However, for informational purposes only, the Proposed Project’s consistency with the CMP is being discussed. The intent of a CMP is to link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The County of Riverside CMP became effective with the passage of Proposition 111 in 1990 and was most recently updated in 2019 as part of the Riverside County Long Range Transportation

Study. RCTC adopted the 2019 CMP for the County of Riverside in December 2019. There are no study area intersections identified as a Riverside County CMP intersection. Therefore, the Proposed Project would not conflict with the Riverside County CMP.

Fair Share Contribution

Project mitigation may include a combination of fee payments to established programs (e.g., TUMF, and/or DIF), construction of specific improvements, payment of a fair share contribution toward future improvements, or a combination of these approaches. Improvements constructed in connection with a proposed development may be eligible for a fee credit or reimbursement through the program, where appropriate (to be determined at the City's discretion). When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution in lieu of requiring the development to construct improvements. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and the arterial expansions keep pace with the projected population increases.

The Proposed Project is not anticipated to require the construction of any off-site improvements. However, the Project Proponent/Developer's responsibility for the Proposed Project's contributions toward deficient intersections is fulfilled through the payment of fair share or payment of fees (if applicable) that would be assigned to construction of the identified recommended improvements. The Project Proponent/Developer would be required to pay fair share fees and participate in pre-existing fee programs consistent with the City's requirements.

City of Perris

City of Perris General Plan

As presented in Section 4.10, Land Use and Planning, of this EIR, the Proposed Project does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project adopted for the purpose of avoiding or mitigating an environmental effect, including policies outlined in the City of Perris General Plan. Table 4.13-4, City of Perris General Plan Consistency Analysis, restates the consistency analysis for the General Plan goals and policies that address the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Table 4.10-3, City of Perris General Plan Consistency Analysis, also provides a consistency analysis for elements not included in this section (i.e., the Land Use Element and the Safety Element).

Table 4.13-4. City of Perris General Plan Consistency Analysis

General Plan Goal	Consistency Analysis
Circulation Element	
<p>Goal I. A comprehensive transportation system that will serve projected future travel demand, minimize congestion, achieve the shortest feasible travel times and distances, and address future growth and development in the City.</p>	<p>No Conflict. The Proposed Project would include street improvements to Goetz Road, Driveway 1, Driveway 2, Driveway 3, Driveway 4, Ellis Avenue, and Case Road. Traffic-control improvements would also be implemented as part of the Proposed Project. These improvements would also provide a circulation benefit to other development in the area.</p>
<p>Policy I.A. Design and develop the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the designated Transportation System, Exhibit 4.2, Future Roadway Network (refer to City of Perris General Plan).</p>	<p>No Conflict. The Traffic Analysis and VMT Analysis prepared for the Proposed Project (included in Appendix J of this Draft EIR) was used to determine the improvements that are required to be constructed to maintain the required levels of service, consistent with the City's General Plan for the Future Roadway Network. The Proposed Project incorporates the improvements recommended by the Traffic Analysis and VMT Analysis (refer to project design feature PDF 4.13-1).</p>
<p>Goal II. A well planned, designed, constructed, and maintained street and highway system that facilitates the movement of vehicles and provides safe and convenient access to surrounding developments.</p>	<p>No Conflict. In addition to the construction of roadway improvements (refer to project design feature PDF 4.13-1), the Project Proponent/Developer would pay applicable traffic mitigation fees (e.g., TUMF and City of Perris DIF, or fair share payments) that would fund additional traffic improvements to General Plan roadways in the Proposed Project area and would go toward the maintaining roadway infrastructure in the Proposed Project area.</p>
<p>Policy II.B. Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.</p>	<p>No Conflict. The Proposed Project maintains the existing roadway network and provides roadway improvements based on the demand determined by the Traffic Impact Analysis prepared for the Proposed Project.</p>
<p>Goal III. To financially support a transportation system that is adequately maintained.</p>	<p>No Conflict. Refer to the consistency analysis for Circulation Goals I and II, and associated policies, above.</p>
<p>Policy III.A. Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.</p>	<p>No Conflict. The Proposed Project incorporates a transportation system that builds upon the existing roadways and provides roadway improvements in the area to support existing development and the Proposed Project. In addition, the Proposed Project developers would either fund or construct portions of the transportation system beyond the immediate Proposed Project area that would also serve future development.</p>
<p>Goal IV. Safe and convenient pedestrian access and non- motorized facilities between residential neighborhoods, parks, open space, and schools that service those neighborhoods.</p>	<p>No Conflict. Features to promote the use of alternative transportation modes such as sidewalks, bicycle lanes, and bicycle racks are included as part of the Proposed Project's design. There are 20 bicycle parking locations for Building 1 and 5 bicycle parking locations for Building 2. A sidewalk would be constructed as part of the Proposed Project along Case Road, Ellis Avenue, and Goetz Road. Pedestrians circulating between the parking lot for Building 2 and the office for Building 1 would be directed to the signalized pedestrian crossing at Mountain Avenue and Goetz Road.</p>

Table 4.13-4. City of Perris General Plan Consistency Analysis

General Plan Goal	Consistency Analysis
Circulation Element	
Goal V. Efficient goods movement.	No Conflict. The Proposed Project is proposed to consist of the development of a 795,109-square-foot high-cube fulfillment center warehouse building (Building 1), 71,961-square-foot warehouse building (Building 2), and a truck/trailer storage lot with approximately 323 spaces plus 2 auto parking stalls and 20 tractor stalls. The City has adopted specific truck routes throughout the City. Trucks are prohibited on certain City roadways through the Municipal Code on the basis of weight restrictions. Truck routes for the Proposed Project have been determined based on discussions with City staff. These truck routes serve both the Proposed Project and future cumulative development projects throughout the study area. Sensitive land uses have also been taken into consideration as part of determining the best routes for future trucks.
Policy V.A. Provide for safe movement of goods along the street and highway system.	No Conflict. All roadway construction and improvements would be completed according to the standards and requirements set forth by the City of Perris and in coordination with the City Engineer to ensure that roadways are safe and efficient.
Goal VII. A transportation system that maintains a high level of environmental quality.	No Conflict. The Proposed Project includes roadway improvements, and the Project Proponent/Developer would pay traffic fees and fair share fees for roadway improvements to improve the flow of traffic in the Project Site by limiting delay times at intersections and improving the overall flow of traffic.
Policy VII.A. Implement the Transportation System in a manner consistent with Federal, State, and local environmental quality standards and regulations.	No Conflict. This EIR has been prepared in accordance with the CEQA Guidelines. Further, a Traffic Analysis and VMT Analysis has been prepared for the Proposed Project in accordance with the guidance provided by the City of Perris, the County of Riverside, and Caltrans. Through the required public review of the Draft EIR, local, State, and federal agencies can comment on the Proposed Project and its consistency with the applicable standards and regulations. By considering the comments of these agencies in the Draft EIR and throughout the development process, the Proposed Project would maintain consistency.
Goal VIII. Enhanced traffic flow, reduced travel delay, reduced reliance on single-occupant vehicles, and improved safety along the City and State roadway system.	No Conflict. The Proposed Project design incorporates improvements to site-adjacent local roadways based on the projection of future traffic resulting from the Proposed Project. These improvements—as well as the required payment of fees to provide funding for any necessary improvements to local roadways—would ensure that traffic delays are minimized, and safety is increased.
Conservation Element	
Goal IX. Encourage project designs that support the use of alternative transportation facilities.	No Conflict. Features to promote the use of alternative transportation modes such as sidewalks, bicycle lanes, and bicycle racks are included as part of the Proposed Project's design. There are 20 bicycle parking locations for Building 1 and 5 bicycle parking locations for Building 2. A sidewalk would be constructed as part of the Proposed Project along Case Road, Ellis Avenue, and Goetz Road. Pedestrians circulating between the parking lot for Building 2 and the office for Building 1 would be directed to the signalized pedestrian crossing at Mountain Avenue and Goetz Road.

Table 4.13-4. City of Perris General Plan Consistency Analysis

General Plan Goal	Consistency Analysis
Circulation Element	
Policy IX.A. Encourage land uses and new development that support alternatives to the single occupant vehicle.	No Conflict. The land use is consistent with the General Plan land use and zoning designations. Additionally, there is bicycle parking available on the Project Site and associated sidewalk improvements along the Project Site.
Policy X.C. Encourage strategic shape and placement of new structures within new commercial and industrial projects.	No conflict. The Proposed Project would promote energy conservation by taking advantage of natural lighting and ventilation, sunlight, and shade, as appropriate based on Project Site conditions.

In summary, the Proposed Project would not conflict with regional or local programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. This impact is less than significant.

Significance of Impact

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

4.13.4.2 Threshold TR-2: Induction of Substantial Vehicle Miles Traveled

Impact Analysis

The Proposed Project VMT impact has been assessed in accordance with guidance from the City of Perris Transportation Impact Analysis Guidelines for CEQA (May 12, 2020) (City VMT Guidelines). The City Guidelines provide a framework for “screening thresholds” for certain projects that are expected to cause a less than significant impact without conducting a detailed VMT study.

The City VMT Guidelines include VMT thresholds that were reviewed and adopted by the City Council on May 12, 2020. All discretionary land use projects subject to CEQA must evaluate transportation impacts related to VMT as part of the environmental review process. The first step in evaluating a land use project’s VMT impact is to perform an initial screening assessment utilizing the City of Perris VMT Scoping Form for Land Use Projects (VMT Scoping Form). The VMT Scoping Form provides an easy-to-use tool for streamlining the VMT analysis process. Screening criteria can be used to determine whether 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 the recommendations from OPR and WRCOG for setting screening thresholds for land use projects and include:

- A. Is the project 100% affordable housing?

- B. Is the project within one-half mile of qualifying transit?
- C. Is the project a local serving land use?
- D. Is the project in a low VMT area?
- E. Are the project's net daily trips less than 500 ADT?

The Proposed Project requirements for evaluation of transportation impacts under CEQA was assessed using the VMT Scoping Form as appended to the City of Perris TIA Guidelines and included in Appendix B of the Traffic Analysis and VMT Analysis.

Affordable Housing

The City VMT 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 Proposed Project does not include any residential uses. Therefore, the Affordable Housing screening criteria not met.

High-Quality Transit Areas Screening

Consistent with guidance identified in the City VMT Guidelines, projects located within a Transit Priority Area (i.e., within ½ mile of an existing “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. 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.

Based on the WRCOG Screening Tool, the Project Site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. Therefore, the High-Quality Transit Areas screening criteria is not met.

Local Serving Land Use

As identified in the City VMT Guidelines, 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 land uses lead to shortened trip lengths and reduced VMT. The City VMT Guidelines provides a list of applicable local serving retail categories below 50,000 square feet. The truck/trailer lot on Site 2 was found to meet this screening criteria.

The Proposed Project is anticipated to provide overflow or excess trailer parking for the warehouse buildings. It is reasonable to assume that the future tenants of Building 1 and Building 2 will select a location, at least in part, based upon how the location affects their transportation costs. Businesses who have shipping as a significant part of their operations are sensitive to transportation costs and by extension their relative proximity to customers and suppliers. Thus, as previously indicated, the truck/trailer lot on Site 2 would be local serving. Therefore, this portion of the Proposed Project is screened from further VMT analysis.

The Proposed Project's industrial warehousing component designated for Site 1 does not meet this criteria.

Low VMT Area Screening

The City VMT Guidelines states, "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." The City of Perris utilizes the VMT Scoping Form to identify areas of low VMT. The VMT Scoping Form uses the sub-regional Riverside County Transportation Analysis Model (RIVTAM) to measure VMT performance within individual traffic analysis zones (TAZ's) within the WRCOG region. The Proposed Project's physical location based on the WRCOG web-based screening tool is used to determine the TAZ in which the Proposed Project resides. The TAZ identification number is then selected within the scoping form. Finally, the VMT generated by the existing TAZ is compared to the City's impact threshold of "VMT per employee that is less than or equal to the Citywide average." The Project Site is located within TAZ 3812, which generates 14.48 VMT per employee, which is above the City average VMT of 11.62 per employee; this criterion is not met.

Net Daily Trips Less than 500 ADT

Pursuant to the City Guidelines, 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. Trips generated by the Proposed Project's proposed land uses have been estimated based on trip generation rates collected by the ITE Trip Generation Manual, 11th Edition, 2021. As shown in Table 4.13-2 above, the Proposed Project is anticipated to generate 682 daily vehicle trip-ends per day. Therefore, the Proposed Project-generated daily vehicle trips exceeds the 500 daily vehicle trip threshold, and this criterion is not met.

Based on a more detailed review of the applicable VMT screening methods, it is determined that Site 1 for the Proposed Project is not eligible for screening and further VMT Analysis for this portion of the Proposed Project is required.

VMT Analysis

Modeling

The City VMT Guidelines identify the Riverside County Transportation Model (RIVCOM), as the appropriate tool for conducting VMT analysis for land use projects in the City of Perris. RIVCOM was released in June 2021 and is the most current sub-regional modeling tool for Western Riverside County. RIVCOM is a useful tool to estimate VMT as it considers interaction between different land uses based on socioeconomic data such as population, households, and employment.

VMT Metric and Significance Threshold

The City VMT Guidelines establish VMT per service population (i.e., population and employees) as the appropriate VMT metric for conducting VMT analyses within the City of Perris. VMT per service population is an efficiency metric that allows an individual land use project's VMT to be compared to the remainder of the City. Projects found to increase average weekday VMT per service population within the City may be deemed to have a significant impact. More specifically, the City Guidelines identify the following impact thresholds for project-level VMT analyses:

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

To date, WRCOG has not published jurisdictional averages for its member agencies utilizing the RIVCOM model. As a result, the City of Perris base year average VMT per service population should be calculated utilizing the RIVCOM base year model. All TAZs located within the City of Perris were selected and the total VMT was calculated from the RIVCOM base year traffic model. Citywide VMT for the City of Perris was then divided by the City's base year service population (i.e., population and employment) resulting in a VMT per service population for the City of Perris of 32.38.

Project Land Use Conversion

The Origin/Destination (OD) method for calculating VMT sums all weekday VMT generated by trips with at least one trip-end in the study area (i.e., TAZ or group of TAZ's). The OD method accounts for all trips (i.e., both passenger car and truck) and trip purposes (i.e., total VMT) and therefore provides a more complete estimate of VMT. Total VMT is then divided by the Proposed Project's service population to derive the efficiency metric VMT per service population, which is then compared to the remainder of the City for purposes of identifying a potential VMT impact.

The Proposed Project is estimated to generate VMT per service population of 33.35 for Base Year and 29.44 for Future Year conditions, which would exceed the City's adopted impact threshold by 3.0% for Base Year conditions, based on the City's impact threshold of 32.38 VMT per service

population. Conversely, the Proposed Project is estimated to generate VMT per service population of 9.1%, which is below the City's impact threshold for Future Year conditions. Therefore, the Proposed Project's VMT impact is potentially significant.

As discussed below in Section 4.13.7, the Proposed Project would incorporate mitigation measure MM TR-1, the implementation of which could result in a 4.1 percent reduction in Project VMT where a 2.9 percent reduction is required for a less than significant finding. This would occur as a result of the implementation of Transportation Demand Management (TDM) strategies including a ridesharing project and end-of-trip bicycle facilities.

Significance of Impact

Without mitigation, the Proposed Project would have a potentially significant VMT impact.

4.13.4.3 Threshold TR-3: Hazardous Design Features

Impact Analysis

Construction-related Hazards

As described in Section 2.5, Project Construction and Site Preparation, of this EIR, the Proposed Project would be constructed in two phases. Phasing will occur as appropriate levels of infrastructure are provided. Phasing sequencing is subject to change over time to respond to various market and local factors and as such, individual phases may overlap or develop concurrently. Infrastructure improvements, as required and approved by the City Engineer to support the development, would be installed by the Project Proponent/Developer. Project construction is anticipated to begin in Summer 2025. Construction is anticipated to be completed in Spring 2026. The duration of construction activity (and associated equipment) represents a reasonable approximation of the expected construction activities as required per the CEQA Guidelines.

During the Proposed Project's construction phase, traffic to and from the Project Site would be generated by activities such as construction employee trips, the use and delivery of heavy equipment, and the overlap of construction-related activities. Vehicular traffic associated with construction employees would be substantially less than daily and peak hour traffic volumes generated during Project operational activities because construction activities typically begin and end outside of the peak hours. Accordingly, most of the construction employees would not be driving to and from the Project Site during hours of peak congestion.

As described in Project Description, the Proposed Project would implement roadway improvements. Construction materials would be delivered to the Project Site throughout the construction phase – mostly outside of peak hours – based on need and would not occur on an everyday basis. Heavy equipment would be utilized within the Project Site during the construction

phase. As most heavy equipment is not authorized to be driven on public roadways, most equipment would be delivered and removed from the site via flatbed trucks (sometimes with multiple pieces of equipment delivered to the site on a single trip). As with the delivery of construction materials, the delivery of heavy equipment to the Project Site would not occur on a daily basis but would occur periodically throughout the construction phase based on need. Trucks delivering materials and equipment would follow designated truck routes and would not increase traffic-related hazards during construction.

Project-specific construction plans are finalized on a project-by-project basis by the City and are required to ensure adequate traffic flow. At the time of approval of any site-specific plans required for the construction of roadway facilities or infrastructure, the Project Proponent/Developer would be required to implement measures that would maintain traffic flow and access. The Proposed Project would also implement a construction traffic control plan as required by the City. Therefore, the Proposed Project would have a less than significant impact during construction associated with increased hazards.

Operational Hazards

The Proposed Project includes the construction of site access improvements (refer to Project design feature PDF 4.13-1). The design of roadways must provide adequate sight distance and traffic-control measures. This provision is normally realized through roadway design to facilitate roadway traffic flows. Roadway improvements in and around the Project Site would be designed and constructed to satisfy all City and Caltrans requirements for street widths, corner radii, and intersection control. They would also incorporate design standards tailored specifically to Proposed Project access requirements.

The appropriate curb radii have been determined so that trucks would have sufficient space to execute turning maneuvers. The ingress and egress of trucks at each Project driveway is consistent with the truck trip distribution assumed in the Traffic Analysis and VMT Analysis.

As shown in Figure 2-4, Site Plan, Site 1 for the Proposed Project would have right-in/right-out access for passenger cars only for Building 1. Driveway 2 along Goetz Road would have a private new driveway designed to align with Mountain Avenue and would allow for full access via a signalized intersection, only serving trucks for both Building 1 and Building 2. Driveway 3 along Goetz Road would have a right-in/right-out access driveway serving passenger cars only for Building 2. Finally, Driveway 4 along Ellis Avenue would have right-in/right-out access for trucks to the truck/trailer lot. Site 2 for the Proposed Project would have an Emergency Exit at Driveway 5 along Case Road. Driveway 6 along Case Road would have full access for trucks and passenger cars to the truck trailer lot.

Additionally, the Proposed Project would comply with Chapter 10.40, Truck Routes of the Perris Municipal Code. According to the City of Perris Truck Route map, truck access from the I-215 freeway to the Project Site would be from the Case Road interchange north to westerly Ellis Avenue, then south on Goetz Road. Truck access from the I-215 freeway to Site 2 would be from the Case Road interchange north to the driveway along Case Road. Directional signage would be provided on-site to direct drivers accordingly.

Additionally, adherence to applicable City requirements would ensure the Proposed Project would not include any sharp curves or dangerous intersections or driveways. Furthermore, the Proposed Project would incorporate mitigation measure MM TR-2 which requires the preparation of a Truck Traffic Management Plan (TTMP) which would include transportation design features.

Significance of Impact

Without mitigation, the Proposed Project would have a potentially significant impact.

4.13.4.4 Threshold TR-4: Inadequate Emergency Access

Impact Analysis

As discussed above under Threshold TR-3, construction activities that may temporarily restrict vehicular traffic flow would be required to implement adequate measures to facilitate the passage of vehicles through/around any required lane or road closures. Site-specific activities such as temporary construction activities are finalized on a project-by-project basis by the City and are required to ensure adequate emergency access.

The roadway improvements that would occur as a part of the Proposed Project would improve traffic circulation in the area. These would also improve the ability of emergency vehicles to access the Project Site and surrounding properties. Driveway 5 along Case Road would serve as an Emergency Exit. Driveway 6 along Case Road would have full access for trucks and passenger cars to the truck trailer lot on Site 2. Street improvements along Ellis Avenue as part of the Proposed Project would connect with the proposed improvements along Case Road, which are a part of the off-site street improvements associated with the IDI North Project, which is situated northeast of the Project Site. The Proposed Project driveways have been designed to accommodate large trucks with trailers that would be used for the distribution of goods to and from the site. As discussed above, adequate turn radii and sight distance would be provided. The City also requires that adequate emergency vehicle access shall be provided to the satisfaction of the Riverside County Fire Authority. Thus, the Proposed Project would provide ample vehicular access for emergency vehicles.

The Proposed Project would be required to comply with all applicable fire code and City Fire Department requirements and standards for construction, access, water mains, fire flow, and fire hydrants. Prior to any site development or future project approvals, all plans would be required to be submitted to the fire marshal for review and verification that they conform to all pertinent fire standards

and requirements. Thus, the Proposed Project would not result in inadequate emergency access. Based on the Proposed Project design and with required adherence to City requirements for emergency vehicle access, impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.13.5 Cumulative Impacts

4.13.5.1 Cumulative Threshold TR-1: Circulation System Performance

Where applicable, cumulative projects anticipated to contribute measurable traffic (i.e., 50 or more peak hour trips) to study area intersections have been manually added to the study area network to generate Opening Year Cumulative forecasts. This list of cumulative development projects has been reviewed to determine which projects would likely contribute measurable traffic through the study area intersections (e.g., those cumulative projects within proximity to the Proposed Project). For the purposes of the analysis, the cumulative projects that were determined to affect one or more of the study area intersections are shown in Figure 4.13-12, Cumulative Development Location Map, and have been considered for inclusion.

As identified in the analysis presented in Table 4.13-4 and Section 4.13.4.1 above, the Proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Cumulative development projects would be reviewed for consistency with adopted programs, plans, ordinances, or policies, including but not limited to Connect SoCal, and the City of Perris General Plan, as applicable. Even if cumulative development projects are in conflict, the Proposed Project would not contribute to a cumulative impact and thus would not be cumulatively considerable because the Proposed Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, as identified through the analysis presented in this Section of the Draft EIR.

4.13.5.2 Cumulative Threshold TR-2: Induction of Substantial Vehicle Miles Traveled

As identified in the analysis set forth in Section 4.13.4.2 above, the Proposed Project would result in a less than significant VMT impact with incorporation of mitigation. Each cumulative development would be required to follow the City's VMT Guidelines and OPR's Technical Advisory to determine if a VMT analysis is required. If a VMT analysis is required, the Proposed Project would be required to follow the City's VMT Guidelines and OPR's Technical Advisory to analyze the Proposed Project's VMT. Since the Proposed Project impacts would be less than significant, the Proposed Project would result in a less than significant cumulative VMT impact.

4.13.5.3 Cumulative Threshold TR-3: Hazardous Design Feature

Cumulative development projects would contribute to construction traffic and associated temporary lane and road closures during construction. However, the potential construction-related traffic impacts resulting from the Proposed Project would be less than significant as the Proposed Project and future developments would be required to comply with City regulations. The City requires the preparation of a traffic control plan during construction which is a standard requirement for construction projects in the City.

4.13.5.4 Cumulative Threshold TR-4: Inadequate Emergency Access

As with the Proposed Project, cumulative development in the vicinity of the Proposed Project would be required to construct roadways and Project access driveways in accordance with applicable City Standards and Guidelines ensure impacts are less than significant. Further, providing sufficient emergency access during construction and operation is also a standard requirement. The City also requires that adequate emergency vehicle access shall be provided to the satisfaction of the Riverside County Fire Authority. The Proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact associated with traffic-related hazards or emergency access.

4.13.6 Level of Significance Before Mitigation

4.13.6.1 Threshold TR-1: Circulation System Performance

The Proposed Project would not conflict with regional or local programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

4.13.6.2 Threshold TR-2: Induction of Substantial Vehicle Miles Traveled

Without mitigation, the Proposed Project would have a potentially significant VMT impact.

4.13.6.3 Threshold TR-3: Hazardous Design Feature

Without mitigation, the Proposed Project would have a potentially significant impact with regard to a hazardous design feature.

4.13.6.4 Threshold TR-4: Inadequate Emergency Access

The Proposed Project would not result in inadequate emergency access.

4.13.7 Mitigation Measures

Threshold TR-2

MM TR-1: Prior to the issuance of an occupancy permit, property owner associations and/or building occupants shall be required to develop and implement a Transportation

Demand Management (TDM) Plan to reduce single-occupancy vehicle trips for employees and encourage alternative modes of transportation such as carpooling, transit, walking, and biking. The TDM Plan shall include an ongoing monitoring program to ensure the Plan is implemented on an ongoing basis, and that the TDM Plan results in at least a 2.9% reduction in VMT.

The Proposed Project would be required to reduce its near-term VMT impact by 7,822 VMT or 2.9 percent to achieve a less than significant finding.³ TDM strategies have been evaluated for the purpose of reducing VMT. The purpose of TDM strategies is to reduce the need for single-occupancy automobile trips. The effectiveness of TDM strategies available to individual land use projects was thoroughly evaluated by the Quantifying Greenhouse Gas Mitigation Measures. The City Guidelines also provide a list of the transportation measures as identified by California Air Pollution Control Officers Association (CAPCOA). Table 4.13-5, TDM Strategies, outlines the TDM strategies applicable to the Proposed Project.

Table 4.13-5. TDM Strategies

Measure	TDM Description	Reduction
T-8 Provide Ridesharing Program	Ridesharing encourages carpoled vehicle trips in place of single occupied vehicle trips, thereby reducing the number of trips, VMT, and GHG emissions.” Implementation requirements for T-8 are as follows: <ul style="list-style-type: none"> • Designating a certain percentage of desirable parking spaces for ridesharing vehicles. • Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles. • Providing an app or website for coordinating rides. 	May provide up to a 4.0% reduction in Project VMT.
T-10 End-of-Trip Bicycle Facilities	This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions.	May provide a 0.1% reduction in Project VMT.

Threshold TR-3

MM TR-2: Prior to issuance of building permit, the Project Proponent/Developer shall prepare a Truck Traffic Management Plan (TTMP). The TTMP shall include transportation design features to physically discourage trucks from utilizing certain routes that are not designated truck routes. These design features could include pork chops, reduced

² 33.35 VMT/CapitaProject x 808 employees) - (32.38 VMT/Capita Threshold x 808 employees) = 782 VMT

³ 782 VMT / 26,945 VMT x 100 = 2.9%

curb radii, or other physical improvements to prohibit trucks from utilizing non-designated truck routes.

4.13.8 Level of Significance After Mitigation

4.13.8.1 Threshold TR-2: Induction of Substantial Vehicle Miles Traveled

As outlined above in Table 4.13-5, with implementation of the TDM Strategies included in mitigation measure MM TR-1, the Proposed Project is estimated to reduce its VMT impact by 4.1 percent, which would reduce the Proposed Project's VMT impact to a level of less than significant. For TDM measures that require ongoing operational strategies, the TDM plan shall include an ongoing monitoring program to ensure the plan is implemented on an ongoing basis. The Proposed Project would have a less than significant impact with incorporation of mitigation.

4.13.8.2 Threshold TR-3: Hazardous Design Feature

Though the Proposed Project is on a designated truck route and the necessity for physical barriers is not anticipated, the incorporation of mitigation measure MM TR-2 would ensure that physical design features be incorporated as determined through the Truck Traffic Management Plan.



1	Goetz Rd. & Case Rd.	2	Goetz Rd. & Ellis Rd.	3	Goetz Rd. & Driveway 1	4	Goetz Rd. & Cai Ct.	5	Goetz Rd. & Malbert St.
				Future Intersection					

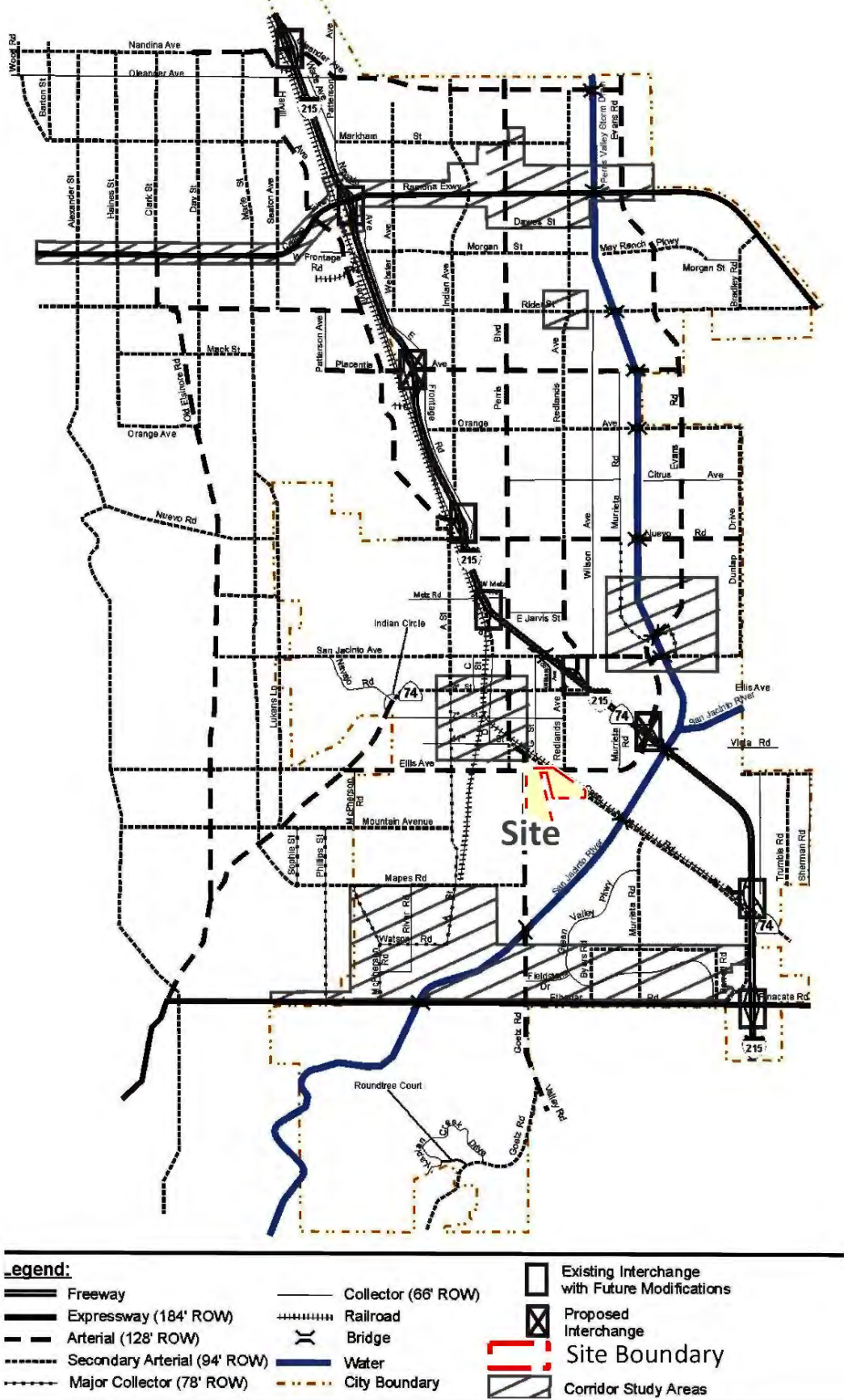
- 4** = Number of Lanes
- D** = Divided
- U** = Undivided
- = Speed Limit (MPH)
- = Traffic Signal
- = Stop Sign
- = Existing Lane

Source: Urban Crossroads Inc. 2024.



Figure 4.13-1
Existing Number of Through Lanes and Intersection Controls

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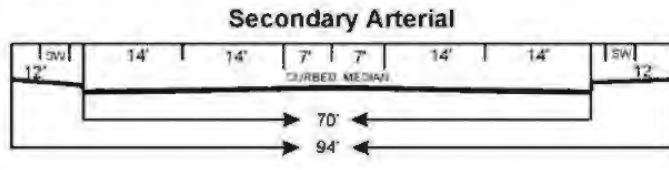
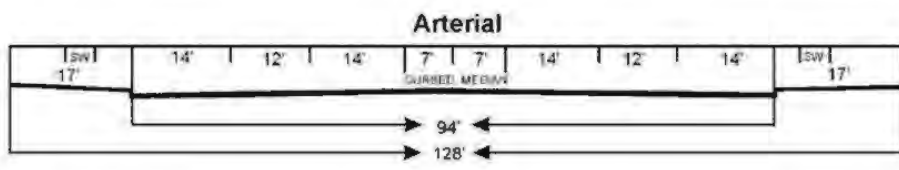
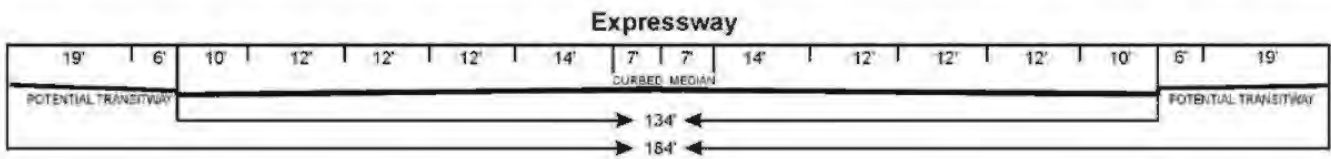
Source: Urban Crossroads Inc. 2024.



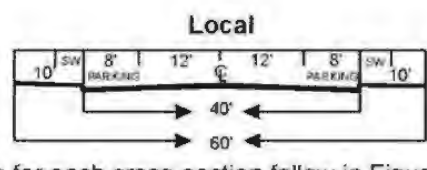
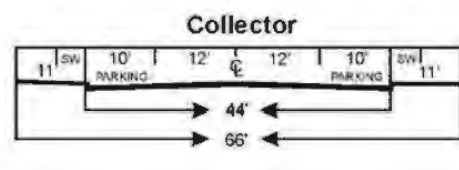
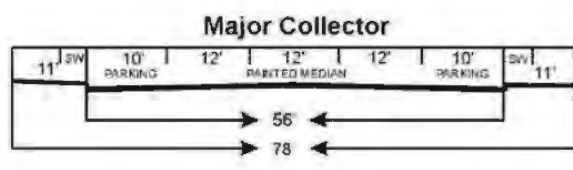
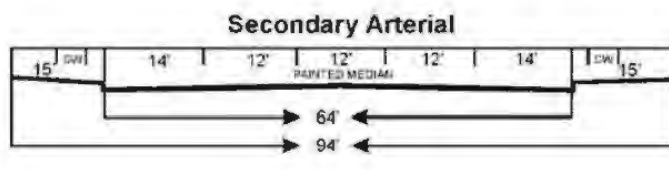
Figure 4.13-2
City of Perris General Plan Circulation Element

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or



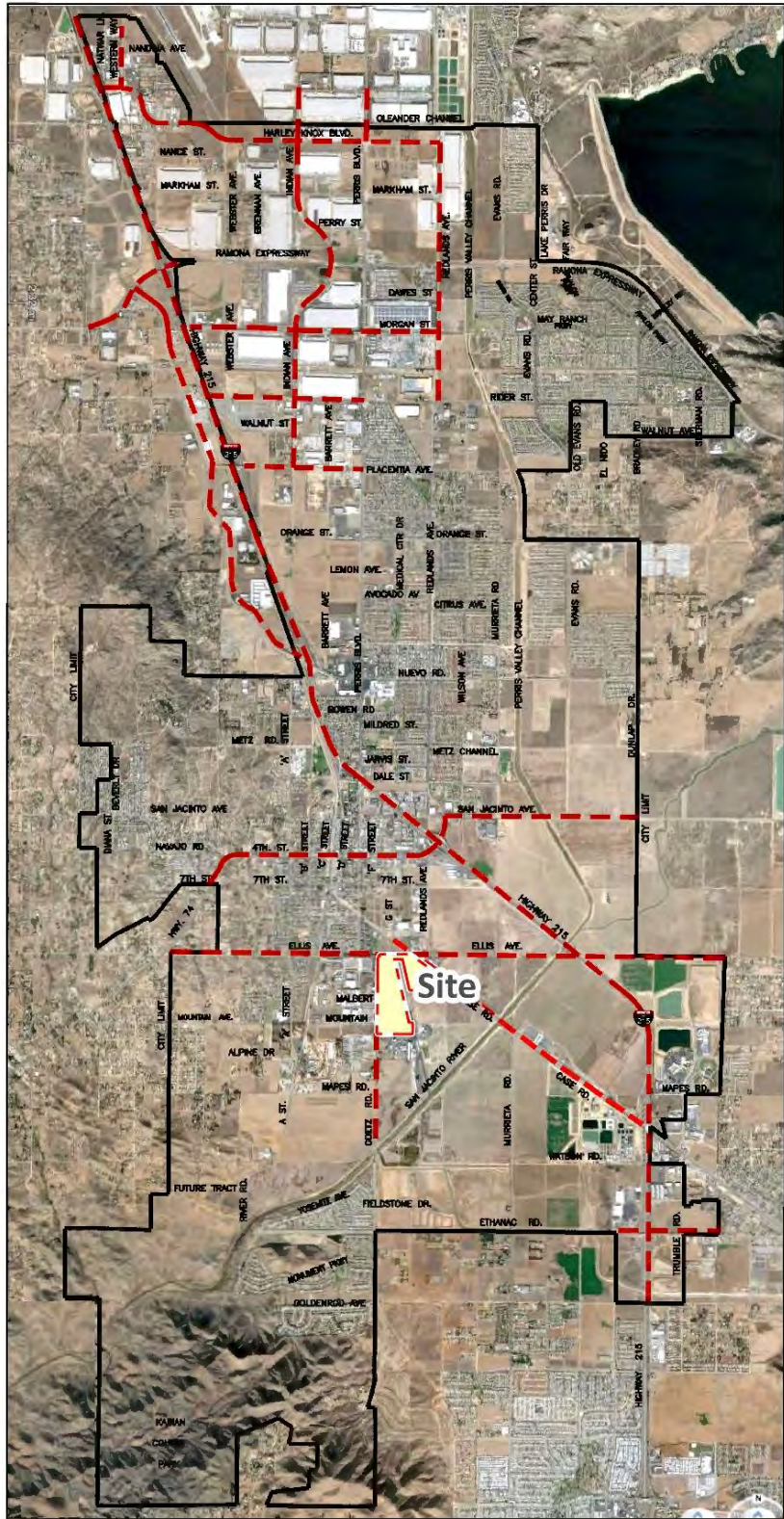
Specific details for each cross-section follow in Figures 4.1 A - 4.1 F

Legend

- SW Sidewalk or Trail (at least 4 feet)
- PARKING Parking or Bike Lane
- PAINTED MEDIAN Center Median and/or Continuous Left Turning Lane
- CURBED MEDIAN Landscaped Center Median

Source: Urban Crossroads Inc. 2024.

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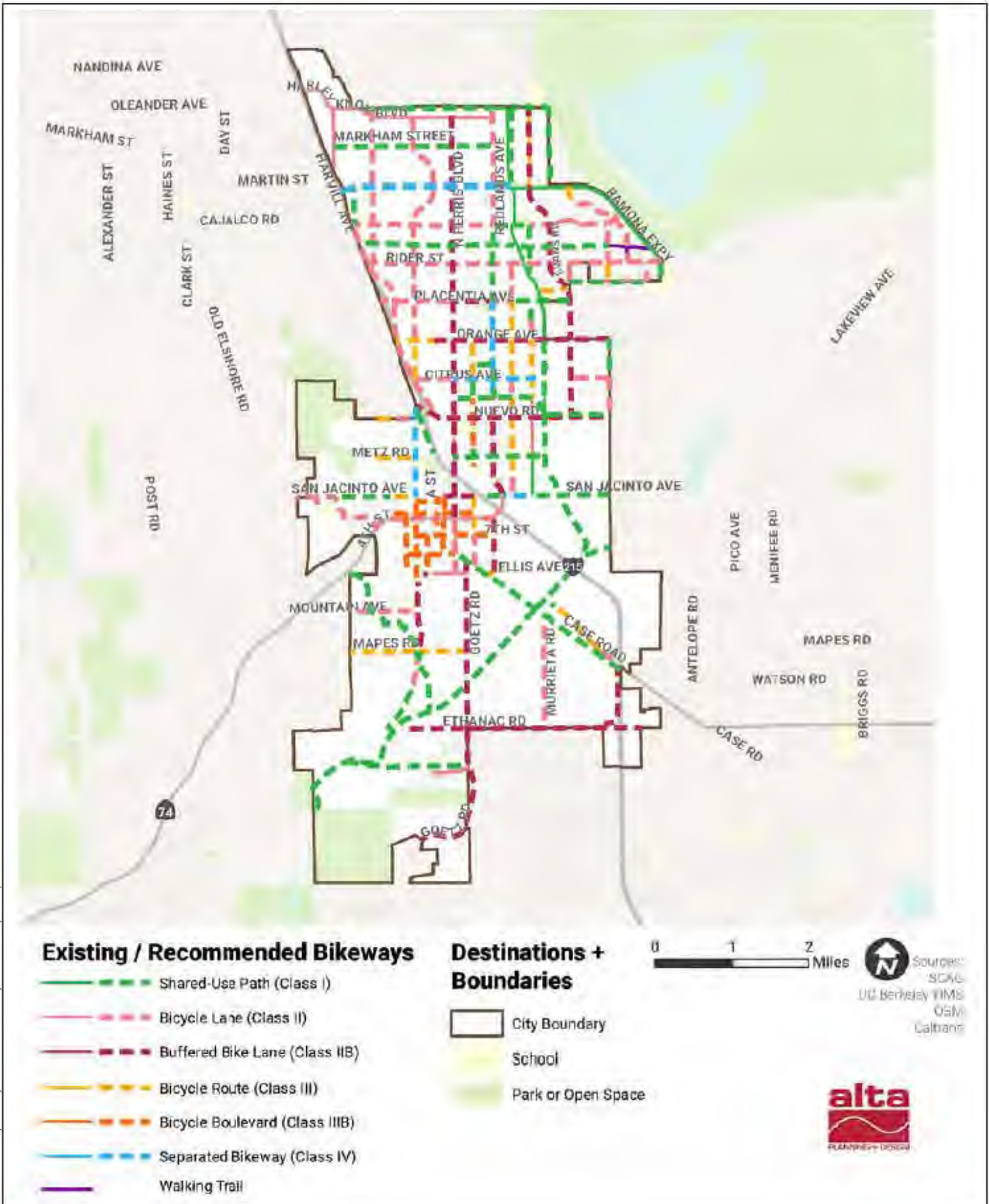
LEGEND:
 - - - - - TRUCK ROUTES
 _____ PERRIS CITY LIMITS

Site Boundary

Source: Urban Crossroads Inc. 2024.

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Source: City of Perris, 2022.

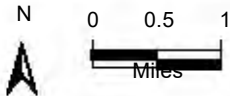
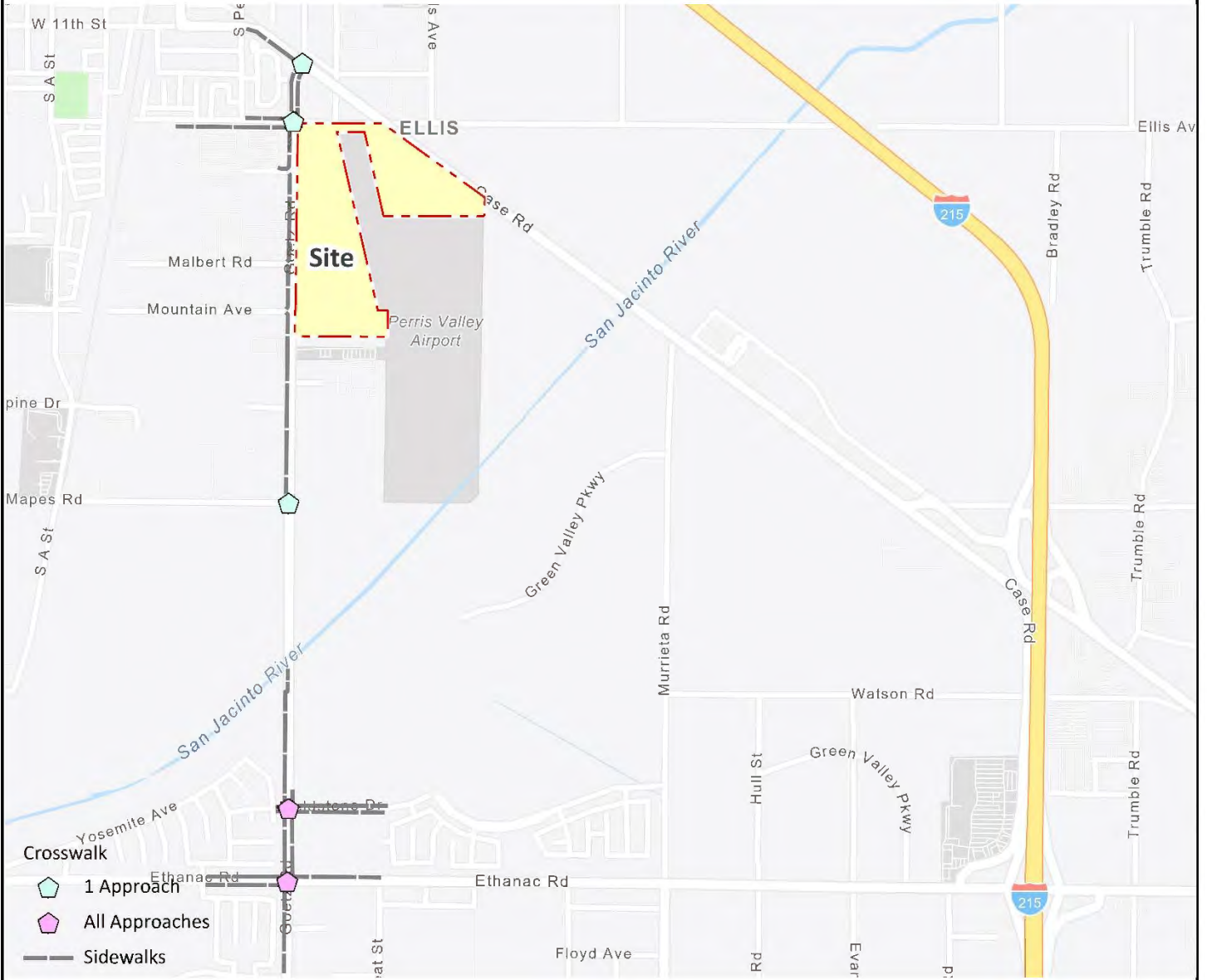


Figure 4.13-5
City of Perris General Plan Bikeway Systems

Perris Airport Logistics Center Project

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Source: Urban Crossroads Inc. 2024.

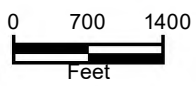
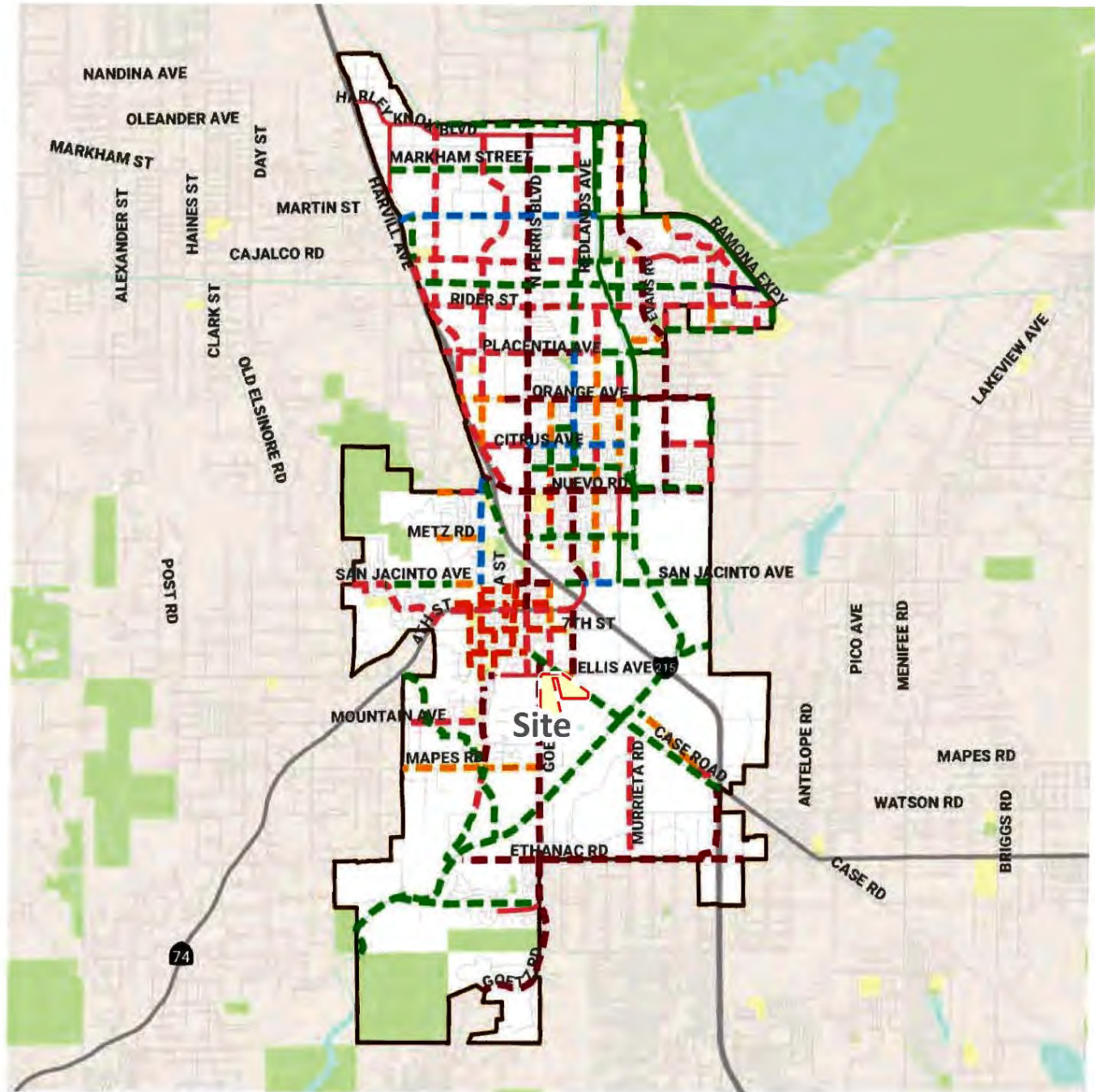


Figure 4.13-6
Existing Pedestrian Facilities

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Existing / Recommended Bikeways

- Shared-Use Path (Class I)
- Bicycle Lane (Class II)
- Bicycle Route (Class III)
- Separated Bikeway (Class IV)
- Walking Trail

Destinations + Boundaries

- City Boundary
- School
- Park or Open Space
- Site Boundary



Sources:
 SCAG
 UC Berkeley TIMS
 OSM
 Caltrans



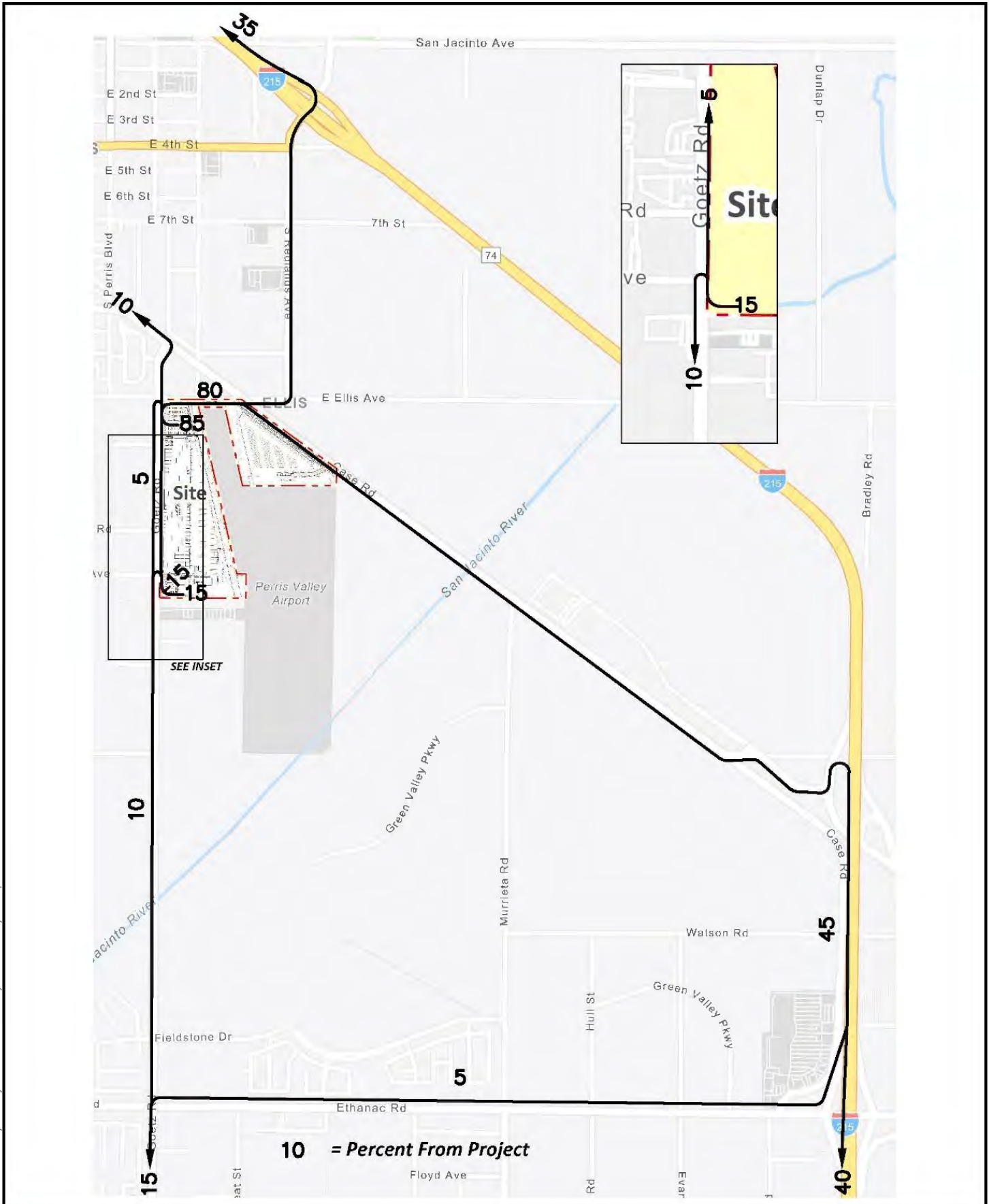
Source: Urban Crossroads Inc. 2024.



Figure 4.13-7
 City of Perris Bike Network
 Perris Airport Logistics Center Project

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Source: Urban Crossroads Inc. 2024.

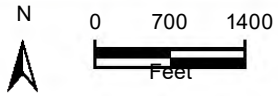
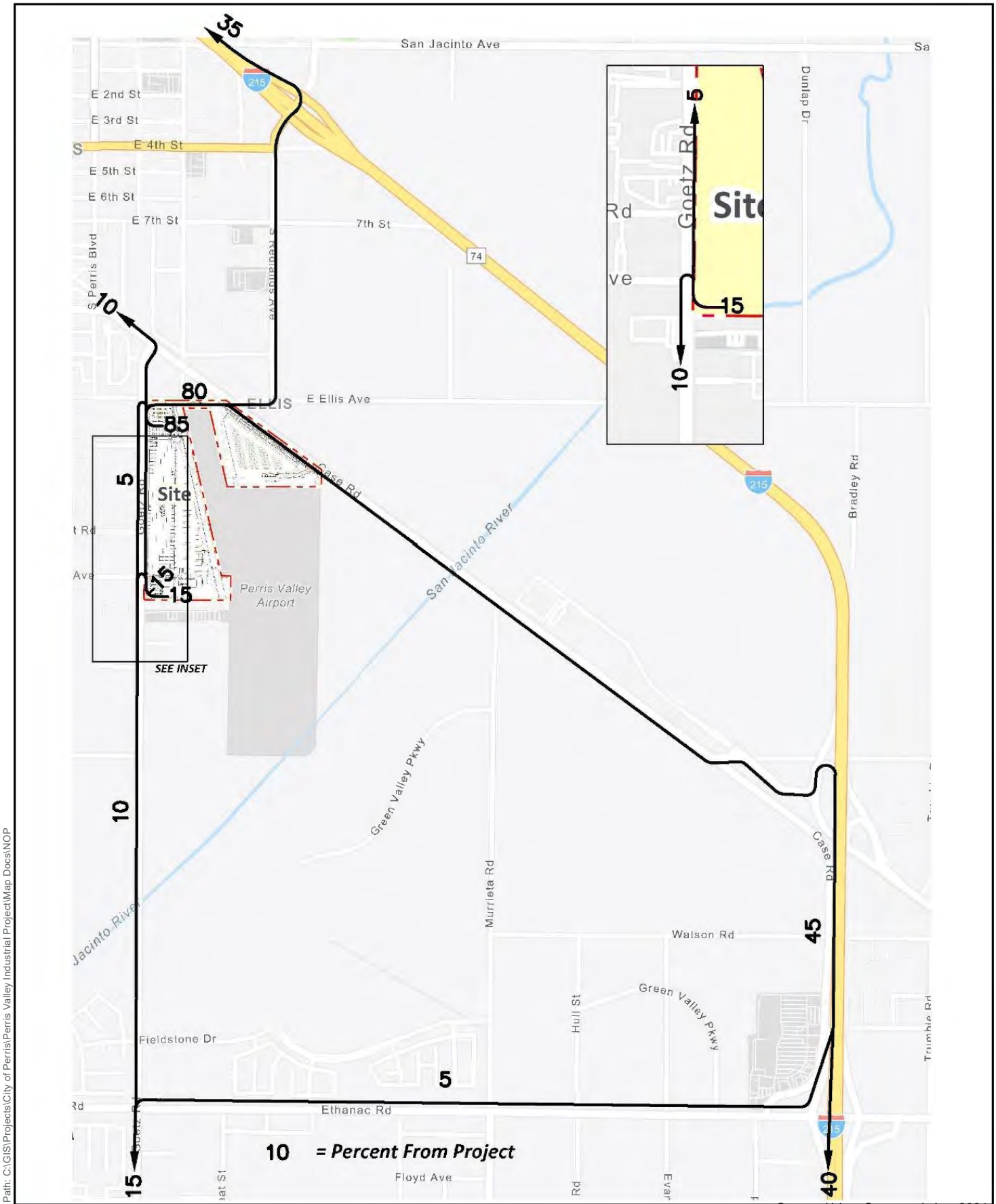


Figure 4.13-8a
 Project (Passenger Car) Trip Distribution Outbound – Warehouse
 Perris Airport Logistics Center Project

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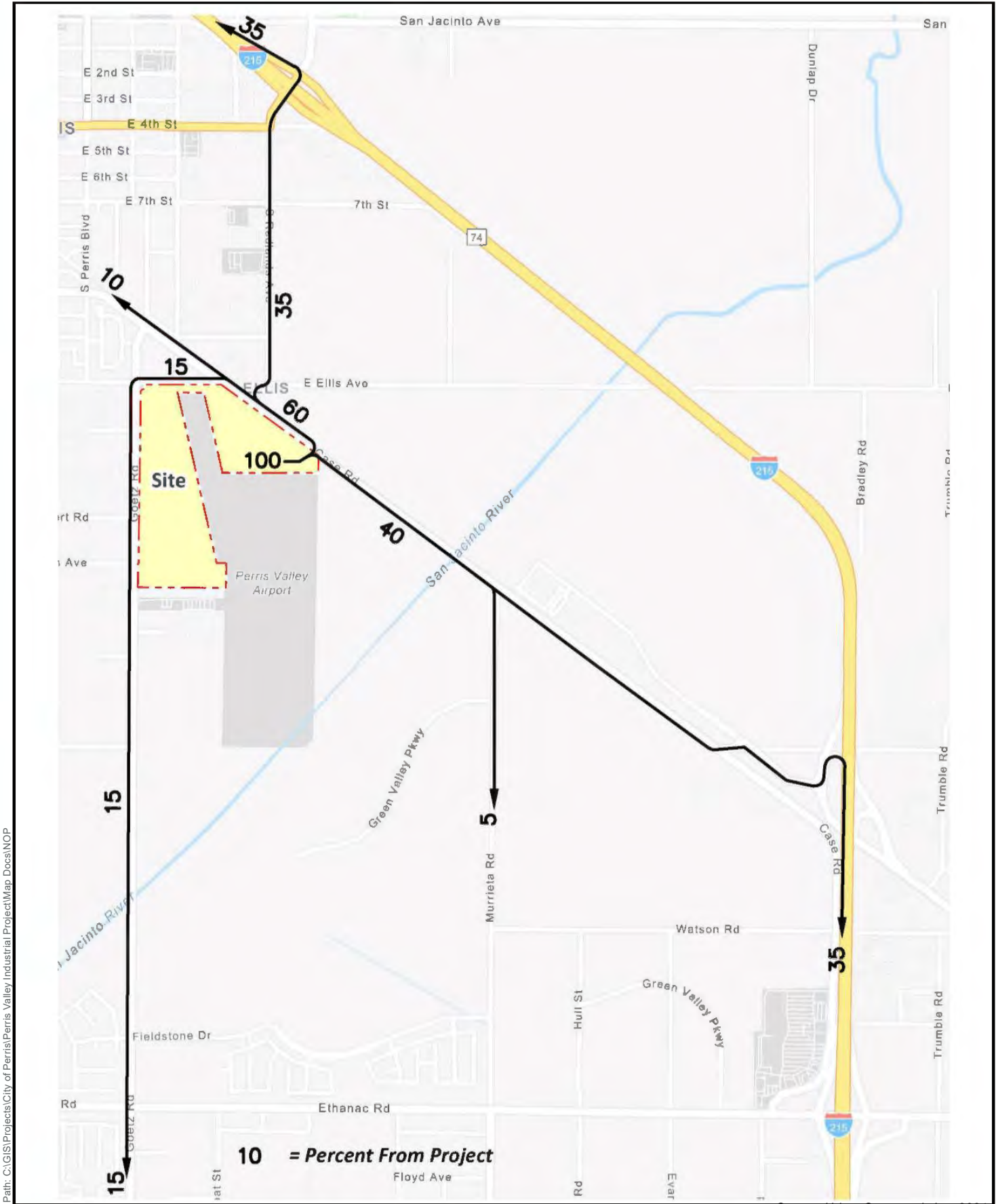


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Figure 4.13-8b
 Project (Passenger Car) Trip Distribution Inbound – Warehouse
 Perris Airport Logistics Center Project

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Source: Urban Crossroads Inc. 2024.

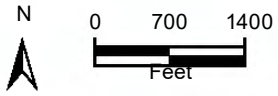
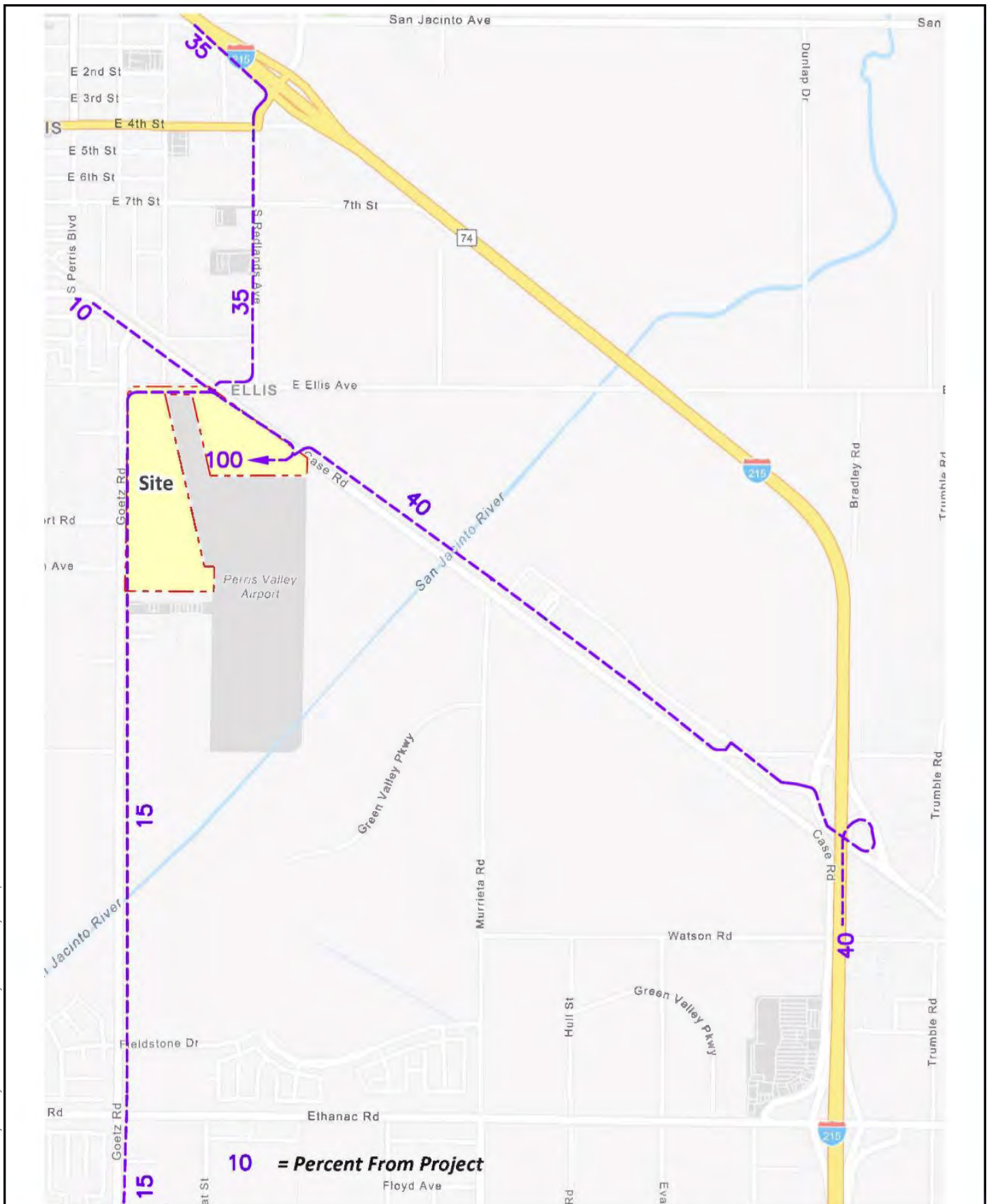


Figure 4.13-9a
Project (Passenger Car) Trip Distribution Outbound– Truck/Trailer Lot

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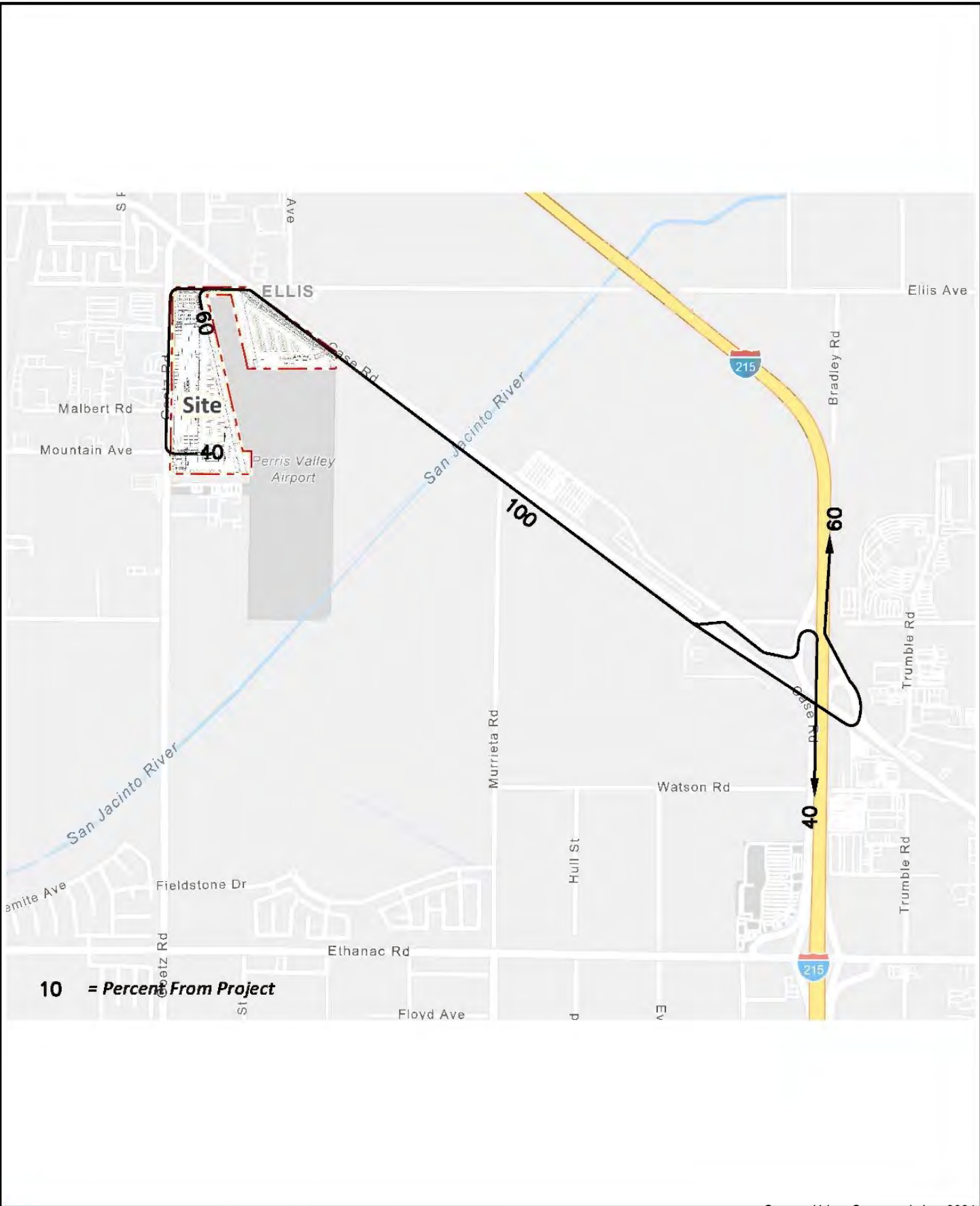
Source: Urban Crossroads Inc. 2024.



Figure 4.13-9b
 Project (Passenger Car) Trip Distribution Inbound– Truck/Trailer Lot
 Perris Airport Logistics Center Project

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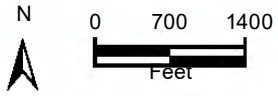
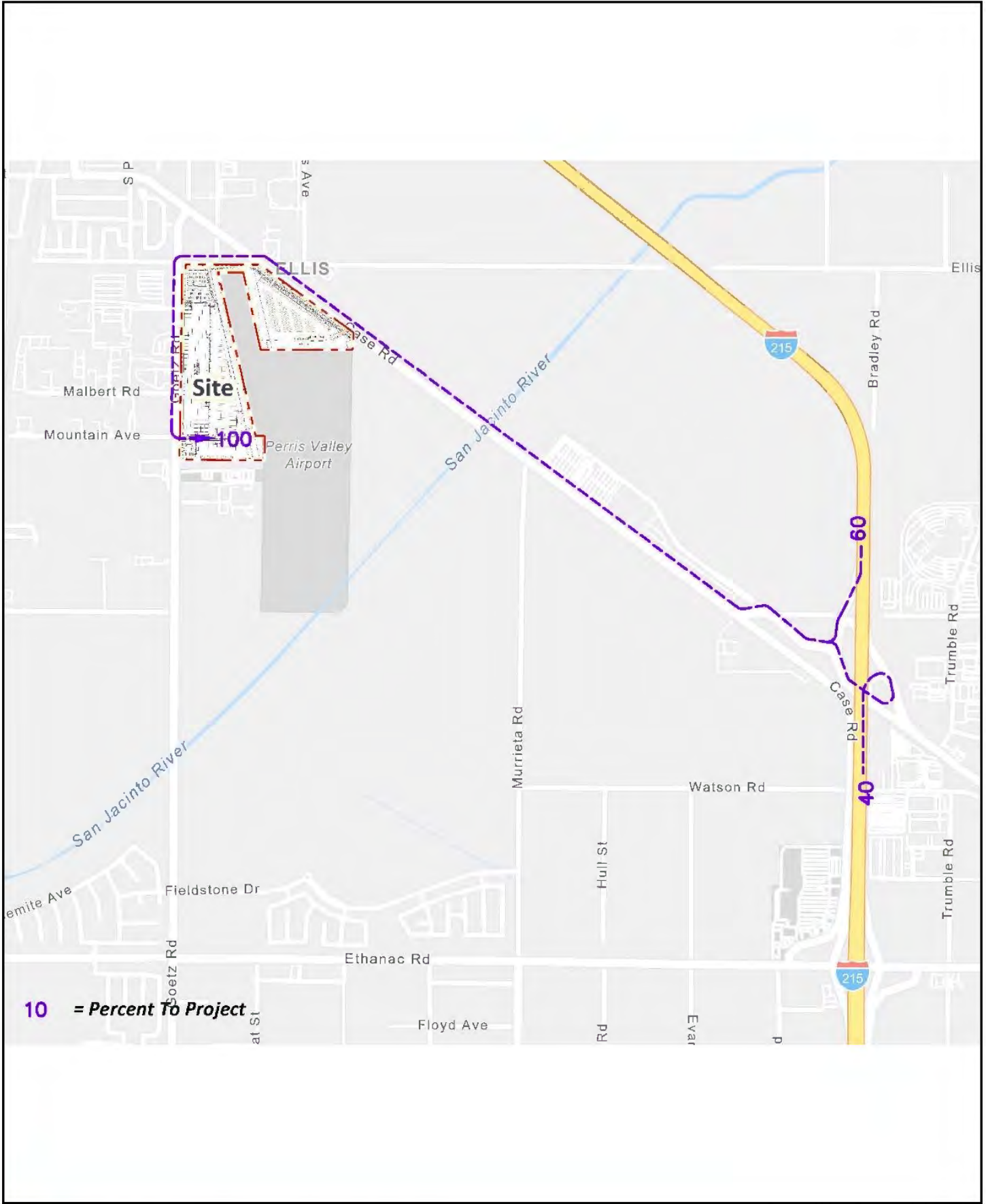


Figure 4.13-10a
 Project (Truck) Trip Distribution Outbound - Warehouse
 Perris Airport Logistics Center Project

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Source: Urban Crossroads Inc. 2024.

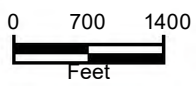
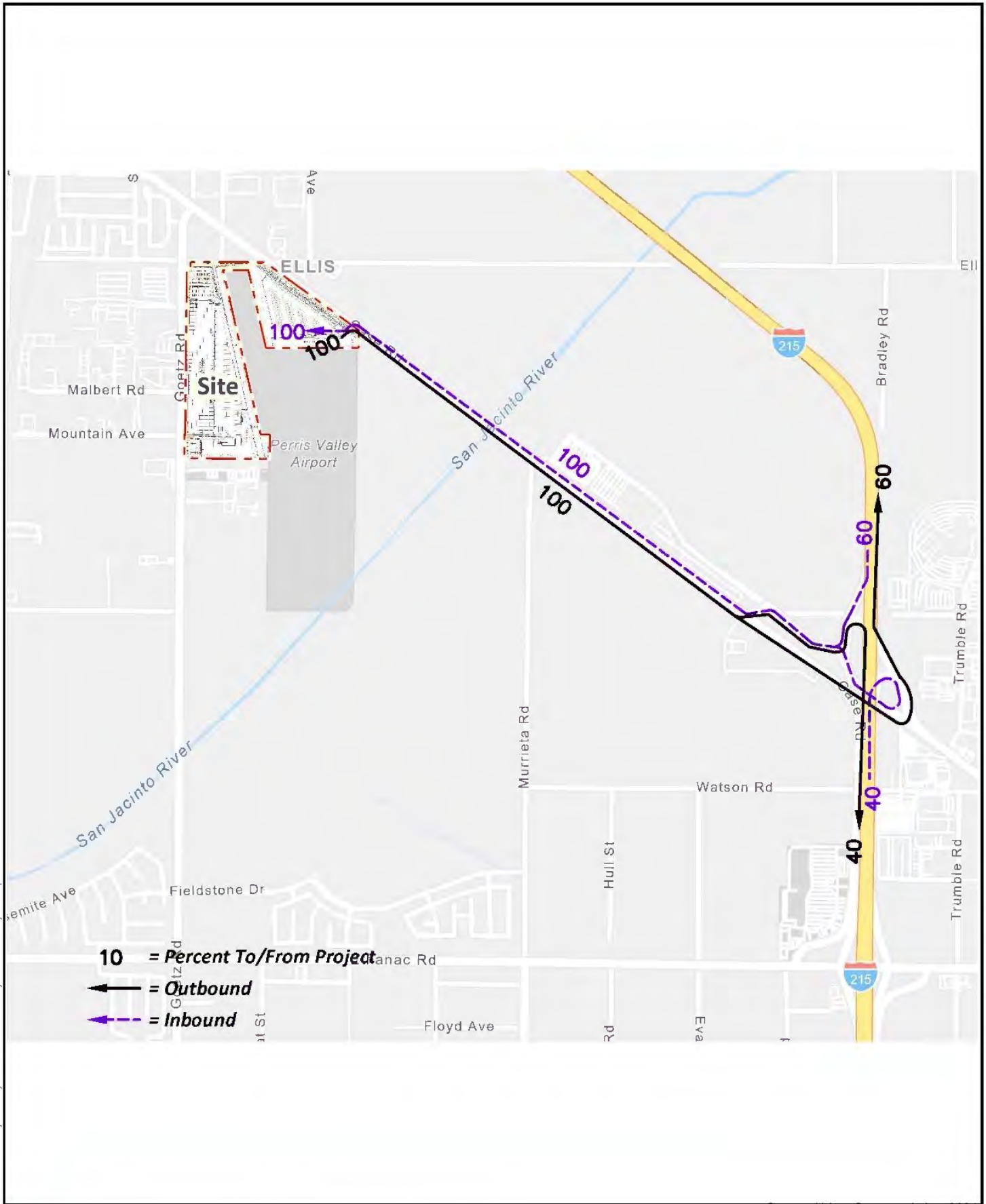


Figure 4.13-10b
 Project (Truck) Trip Distribution Inbound – Warehouse
 Perris Airport Logistics Center Project

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Source: Urban Crossroads Inc. 2024.

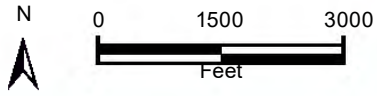
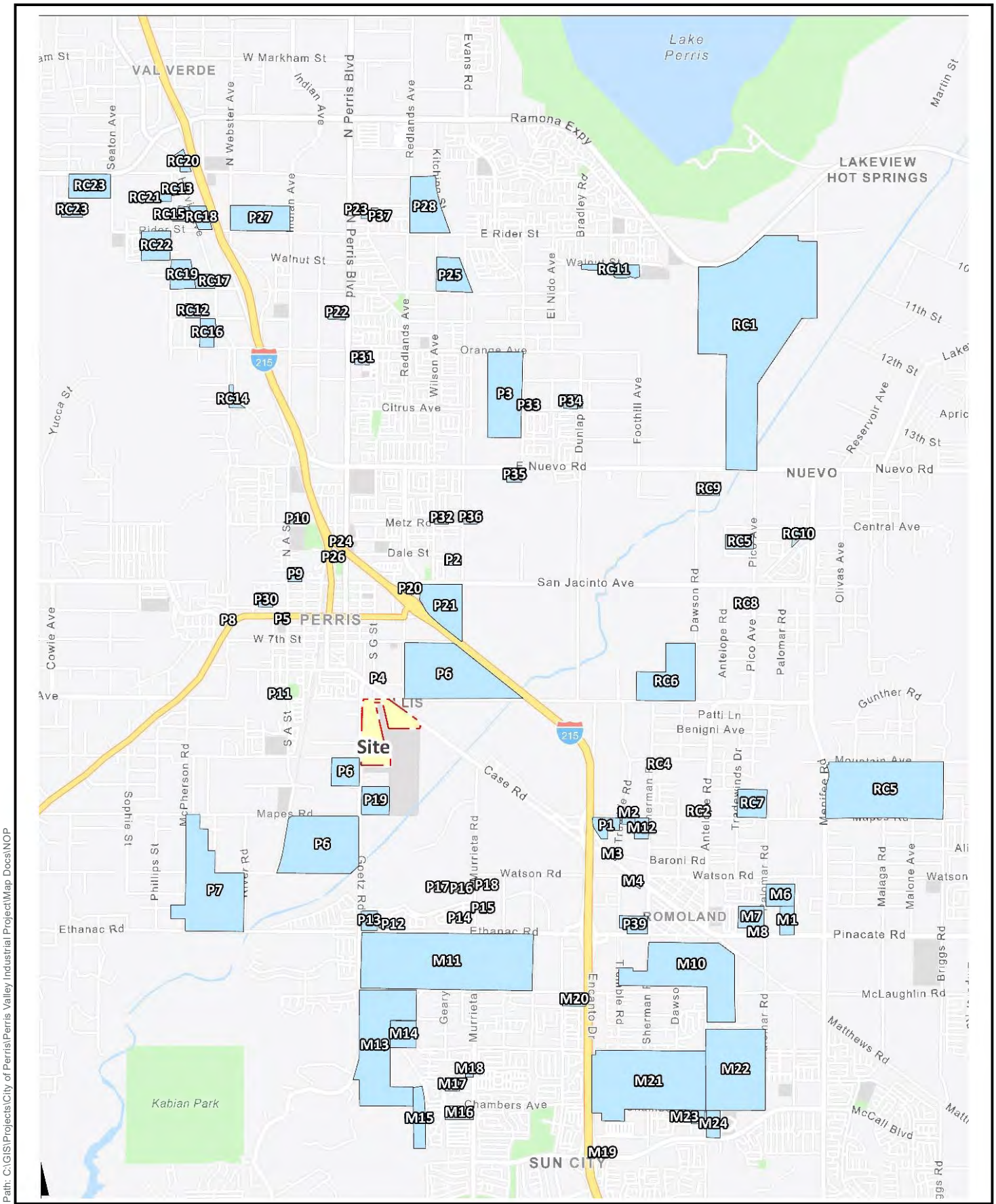


Figure 4.13-11
 Project (Truck) Trip Distribution – Truck/Trailer Lot
 Perris Airport Logistics Center Project

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Source: Urban Crossroads Inc. 2024.



Harris & Associates

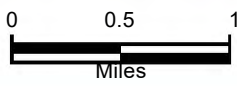


Figure 4.13-12
Cumulative Development Location Map

Perris Airport Logistics Center Project

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