4.12 Transportation

This section assesses transportation impacts resulting from implementation of The Cubes at Placentia Industrial Project (Proposed Project). Information presented in this section is primarily based on the following document:

- Ganddini, 2024. Placentia Avenue Industrial Traffic Impact Analysis. May 2024. Included in Appendix L of this EIR.

In accordance with Senate Bill (SB) 743, further discussed under 4.12.1.1 Regulatory Setting, below, the California Natural Resources Agency adopted changes to the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) in December 2018, which identify that vehicle miles traveled (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 vehicle miles traveled (VMT) to evaluate project transportation impacts no later than starting on July 1, 2020. The City of Perris adopted its Transportation Impact Analysis Guidelines for CEQA, which includes guidance for conducting the required VMT analysis, on June 9, 2020.

Notwithstanding the current method of analysis for CEQA purposes, the Perris Valley Commerce Center Specific Plan (PVCCSP) Environmental Impact Report (EIR) mitigation measure MM Transportation 7 requires project-level traffic impact studies to be prepared for individual development projects in the Perris Valley Commerce Center (PVCC) area. The City of Perris continues to require the Project-level traffic analysis to inform the development of conditions of approval for individual projects implementing the PVCCSP. The City-required Placentia Avenue Industrial Traffic Impact Analysis, City of Perris has been prepared and is provided in Appendix L of this EIR, for informational purposes and to comply with PVCCSP EIR mitigation measure MM Trans 7. Information from the Project-level Traffic Impact Analysis is also used as the basis for addressing other Project impacts (e.g., air quality and health risk, greenhouse gas emissions, noise, etc.), as discussed in the respective sections of this EIR.

No comments were received in response to the Notice of Preparation regarding transportation. However, during the Draft EIR public scoping meeting on December 19, 2023, the Planning Commissioners, organizations' representatives, and members of the public requested that traffic impacts due to an increase in trucks and employees be addressed.

4.12.1 Environmental Setting

4.12.1.1 Regulatory Setting

Section 4.10, Transportation and Traffic, of the PVCCSP EIR provides a discussion of "Related Regulations" relevant to development within the PVCC area, including Levels of Service, City of Perris General Plan, Fair Share Fee Programs, Guidelines Pertaining to Fire Department Access, and Design Considerations. Following is a summary of existing policies and regulations that are particularly relevant to the Project.

Federal

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

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 eight 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 (RHNA) 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 three 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 (TODs) 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 (PRC) Section 21099, requires changes to the CEQA Guidelines regarding the analysis of transportation impacts. Pursuant to PRC 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 CEQA Guidelines 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 PRC 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. CEQA Guidelines Section 15064.3 establishes VMT as the most appropriate measure of transportation impacts.

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 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 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 does not require traffic impact analyses for development proposals.

Local

City of Perris General Plan

The purpose of the Circulation Element of the City of Perris 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 of Perris 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 Project's consistency is provided under the discussion of Threshold TR-1, below.

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 off-set the Project's contribution to area-wide traffic impacts. Additionally, the Project is located within the North Perris Road and Bridge Benefit District, a transportation improvement funding district established by the City of Perris in 2008 to ensure timely impact mitigation with significant local control.

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

Transportation Uniform Mitigation Fee (TUMF) Program

The Western Riverside Council of Governments (WRCOG) has developed a Transportation Unified Mitigation Fee (TUMF) Program for Western Riverside County to provide funding for transportation infrastructure and improvements that will be necessary to address congestion and traveler safety. Given the significant funding shortfall anticipated from federal, State, regional, and local funding sources for transportation improvements over the next several years, the TUMF Program is intended to "make whole" the funding gap so that improvements can be accommodated.

A Regional System of Highways and Arterials was identified for TUMF funding based on several transportation network and performance guidelines, including: arterial highway facilities proposed to have a minimum of four lanes at ultimate buildout (not including freeways), facilities that serve multiple jurisdictions and/or provide connectivity between communities both within and adjoining Western Riverside County, facilities with forecast traffic volumes in excess of 20,000 vehicles per day by 2025, facilities with forecast volume to capacity ratio of 0.82 (LOS E) or greater in 2025, facilities that accommodate regional fixed route transit services, and facilities that provide direct access to major commercial, industrial, institutional, recreational or tourist activity centers, and multi-modal transportation facilities (such as airports, railway terminals and transit centers).

Based on the criteria described above the following roadways within the City of Perris have been identified on the regional system of highways and arterials: Oleander, Ramona, Placentia, Evans, Nuevo, Ellis, SR 74, Ethanac and Goetz.

North Perris Road and Bridge Benefit District

The North Perris Road and Bridge Benefit District (NPRBBD) was established pursuant to Section 66484 of the California Government Code and is comprised of approximately 3,500 acres of land located in the northern portion of the City of Perris. The ultimate development of this area will significantly increase traffic volumes and have a substantial impact on area circulation. Additional thoroughfares and bridges are necessary to meet the projected transportation and traffic needs resulting from the anticipated development.

The purpose of the NPRBBD is to streamline the financing of specific regional road and bridge improvements determined to provide benefit to the developing properties within the boundaries of the District. The road and bridge improvement fee for the NPRBBD is a one-time fee paid to the City prior to recordation of a final tract or parcel map, or prior to the issuance of a building permit. The payment of the NPRBBD fee is not intended to relieve the subdivider, developer or an applicant for a building permit from the requirements imposed under other provisions or Ordinances of the City of Perris to dedicate and improve roads as a condition of approval of a tentative map or building permit.

The selected facilities are needed to provide acceptable levels of service in conjunction with the planned development of the area. Eligible facilities are those which will provide a regional benefit and are shown on the Circulation Element of the Comprehensive General Plan of the City of Perris.

The NPRBBD is consistent with the boundary of the PVCCSP. As such, the Project would be subject to the NPRBBD. In addition, the NPRBBD includes additional improvements to supplement the TUMF and City of Perris DIF program network (discussed below). NPRBBD fees are inclusive of TUMF and DIF.

City of Perris Development Impact Fee (DIF) Program

In 1991 the City of Perris created a 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 to 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 NPRBBD, they are placed in a separate interest-bearing account pursuant to the requirements of Government Code section 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 Project-specific Traffic Analysis are at various stages of widening and improvement based on the City's collection of DIF fees. Under 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, 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 to require the development to construct improvements.

4.12.1.2 Existing Conditions

Existing Roadway System

Figure 4.12-1, Existing Lane Geometry and Intersection Traffic Controls, identifies the lane geometry and intersection traffic controls for existing conditions based on a field survey of the study area. Regional access to the City of Perris is provided by the Interstate 215 (I-215) Freeway located approximately 1.75 miles west of the Project Site. Key roadways providing local circulation include Redlands Avenue, Wilson Avenue, Rider Street, and Placentia Avenue.

Figure 4.12-2, General Plan Circulation Element, shows the City of Perris General Plan Circulation Element roadway classifications map. This figure 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 4.12-3, General Plan Roadway Cross-Sections.

Truck Routes

Existing truck routes in the Project vicinity are shown in Figure 4.12-4, General Plan Truck Routes. There are currently designated truck routes along Redlands Avenue north of Rider Street.

Transit Service

As shown in Figure 4.12-5, Existing Transit Routes, shows existing public transit facilities and routes in the Project vicinity. The study area is currently not served by the Riverside Transit Agency (RTA) bus service near the Project site. Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

Bicycle and Pedestrian Facilities

In an effort to promote alternative modes of transportation, the City of Perris General Plan Circulation Element identifies trails and bicycle facilities. The City of Perris Active Transportation Plan bikeways are illustrated in Figure 4.12-6, General Plan Bikeway Systems. There are currently no existing bicycle lanes along Wilson Avenue adjacent to the Project Site.

Existing pedestrian facilities in the Project vicinity are shown in Figure 4.12-7, Existing Pedestrian Facilities. Sidewalks are not currently provided on Wilson Avenue or Placentia Avenue along the Project site frontage.

4.12.2 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.

4.12.3 Regulatory Requirements

RR 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.

RR 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.

RR 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.

RR TR-4 Adequate emergency vehicle access shall be provided to the satisfaction of the Riverside County Fire Authority.

RR 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.

4.12.4 Environmental Impacts

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to transportation and circulation. These Standards and Guidelines (summarized below) are incorporated as part of the Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections (City of Perris 2022).

4.0 On-Site Design Standards and Guidelines

In order to ensure the orderly, consistent, and sensible development of the PVCCSP, land use standards and design criteria were created, those relevant to the Project with regard to transportation are provided below.

On-Site Standards and Guidelines

4.2.2.2 Vehicular Access and On-Site Circulation

- Site design should address the intended functions of the facility beginning with safe, definable site access that creates a sense of arrival.
- **Establish Truck Routes.** Truck routes are required for trucks having a maximum gross weight of 5 tons. These routes (Figure 3.0-3 in the PVCCSP) should avoid conflicts with established communities and be separated from passenger vehicles where possible.

- **Minimize Vehicular Conflict.** Site access should promote safety, efficiency, convenience, and minimize conflict between employee/customer vehicles and large trucks by creating separate access points when possible as shown in Figure 4.0-2 in the PVCCSP.
- **Access Points Easily Identifiable.** Entry drives should be easily identifiable through the use of enhanced landscaping and special pavements (accent colors, textures, and patterns). Landscaped medians should be provided on major project entrances as shown on Figure 4.0-3 in the PVCCSP. Signage should also be used to identify customer and service entrances. Driveways used exclusively for deliveries or loading activities are excluded.
- **Shared Access.** The City encourages shared driveway access whenever possible. Reciprocal ingress/egress access easements shall be provided for circulation and parking to facilitate ease of vehicular movement between properties and to limit the number of vehicular access points to adjoining streets.
- **Emergency Vehicle Access.** Design of primary drive aisles must allow for emergency vehicle access. Typically, this requirement is a minimum of 20 feet. However, applicants are encouraged to check with the City's Fire Marshall.
- **Visual Link to Building and Entry.** A well designed entry should offer a visual link to the building and entry through the use of business signs, paving, and landscaping.
- **Primary Entry Drive/Location of Building.** The primary entry drive should be oriented toward the main entrance of the building as shown in Figure 4.0-4 in the PVCCSP.
- **Entry Median.** A landscaped center median shall be provided at the primary entrance for sites requiring 100 or more parking spaces.
- **Landscape Parkways/Sides of Entry.** Landscaped parkways shall border both sides of all entry drives to create a sense of arrival.
- **Dual Axle Entrances.** Entrances used primarily or solely by dual axle vehicles shall provide a minimum 50-foot radius curb returns.
- **Avoid Back-up onto Public Streets.** To avoid back-up onto public streets, entry drive approaches shall avoid conflict points such as parking stalls, internal drive aisles, or pedestrian crossings. Final determination of the driveway approach length shall be determined by the Planning Manager and the City Engineer after consideration of the project site design.
- **Minimize Interactions.** Minimize interactions between trucks, cars and pedestrians by having separate circulation. The placement of loading areas and dock facilities should minimize the interaction between trucks and visitor/customer automobiles. Access to loading and delivery areas should be separated from parking areas to the greatest extent feasible.
- **Consideration of Large Truck Maneuverability.** The design and location of loading facilities should take into consideration the specific dimensions required for the

maneuvering of large trucks and trailers into and out of loading positions at docks or in stalls and driveways.

4.2.2.3 Pedestrian Access and On-Site Circulation

- **Avoid Conflicts Between Pedestrian and Vehicular Circulation.** Provide a system of pedestrian walkways that avoids conflicts with vehicle circulation through the utilization of separated pathways for direct pedestrian access from public rights-of-way and parking areas to building entries and throughout the site with internal pedestrian linkages as shown in Figure 4.0-5 in the PVCCSP.
- **Primary Walkway.** Primary walkways should be 5 feet wide at a minimum and conform to [Americans with Disabilities Act (ADA)]/Title 24 standards for surfacing, slope, and other requirements.
- **Pedestrian Linkages to Public Realm.** A minimum five-foot wide sidewalk or pathway, at or near the primary drive aisle, should be provided as a connecting pedestrian link from the public street to the building(s), as well as to systems of mass transit, and other on-site building(s).

4.2.2.4 Parking and Loading

- Refer to Chapter 19.69 of the City of Perris Zoning Ordinance for parking and loading standards.
- **Bicycle Racks.** Facilities with 200 or more required parking spaces shall provide a bicycle parking area to accommodate no less than 5 locking bicycles. Facilities with 500 or more required parking spaces shall provide bicycle parking to accommodate no less than 15 locking bicycles. Bicycle parking shall be located near main entrances of buildings, adjacent to landscape areas.
- **ADA Compliant Parking.** All parking lots and parking areas shall be ADA compliant.

5.0 Off-Site Design Standards and Guidelines

Off-Site Vehicular Circulation

5.2.1 Roadway Standards and Guidelines

The Perris Valley Commerce Center Circulation Plan establishes the general alignments and right-of-way sections to safely meet the transportation needs of its residents, businesses, and visitors. The improvements required for development of individual projects along segments of roadways identified on the Circulation Plan will be confirmed at the development stage.

- **Roadway Design Requirements.** All intersection spacing and/or access openings shall be in compliance with Table 5.0-1 (in the PVCCSP), or as otherwise approved by the City Engineer.
- **Cross-Sections.** All Specific Plan roads shall be constructed per the standard cross-sections shown in Figure 5.0-1 (in the PVCCSP).

- **Lane Requirements/Expanded Intersections.** All Specific Plan roads shall be constructed per the lane requirements outlined in Table 5.0-2 (in the PVCCSP) and provide expanded intersections as depicted in Figures 5.0-2a to Figure 5.0-2d (in the PVCCSP). Any roadway with classification of a Secondary Arterial and greater that intersects with an Expressway, Arterial, Secondary Arterial or Collector, shall provide additional turn lanes as outlined in Table 5.0-2 (in the PVCCSP).
- **Intersection Sight Distance.** Intersections, including driveways, shall comply with required site distance as shown in Figure 5.0-3 (in the PVCCSP).
- **Traffic Signal Interconnect.** Each project will be required to install signal interconnect conduit and pull boxes on project frontage located along roadways designated as Secondary Arterials or greater. Pull boxes shall be spaced a minimum of 500 feet apart. All conduit shall be 2-inch galvanized steel conduit. All conduits placed under paving shall be installed without open cutting. All pull boxes shall be No. 5. Pull Boxes in the unimproved areas that are not protected by curb and gutter shall be traffic bearing type.
- **No Textured Pavement Within City Right-of-Way.** No textured pavement accents will be permitted within the City maintained rights-of-way, unless part of a gateway, mid-block crossing of [Metropolitan Water District] Trail or otherwise approved by the City Engineer.

5.2.2 Truck Route Standards and Guidelines

Special design considerations shall be given to roadways designated as truck routes. These special considerations should include, but are not limited to the following:

- **Establish Truck Routes.** Routes in which large trucks will travel will be established in order to avoid conflicts with established residential communities and to improve the flow of traffic through the City. Refer to Figure 3.0-3 (in the PVCCSP) for City established truck routes.
- **Interim Truck Routes.** Ramona Expressway and Perris Boulevard are designated truck routes. However, the City will encourage truck traffic to use Indian Avenue, Redlands Avenue, and Harley Knox Boulevard in lieu of Ramona Expressway and Perris Boulevard. It is anticipated that the truck route designation will be lifted from Ramona Expressway and Perris Boulevard as these other routes become established.[1]
- **Large Turning Radius.** A 35-foot turning radius shall be provided at intersections along truck route. A minimum 40-foot turning radius shall be required for driveways with 50 feet being the preferred driveway turning radius.
- **Concrete Intersections and Approaches.** All major intersections and approaches shall be paved with concrete for a minimum distance of 150 feet on either side of the centerline.

[1] Ramona Expressway is no longer a designated truck route in the PVCCSP.

- **Increased Stacking.** Typical stacking distance at turn pockets is 200 feet. Increased stacking distance in turn pockets along the truck routes shall be provided as deemed necessary by the City and City Engineer.
- **Acceleration/Deceleration Lanes.** Acceleration, deceleration, as well as right-turn lanes may be required to prevent traffic congestion at truck entrances and exits.
- **Mitigation Measures.** Each development project shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in the subsequent traffic studies for each individual project, or as otherwise interpreted by the City Engineer.

8.0 Industrial Design Standards and Guidelines

On-Site Standards and Guidelines

Refer to Table 4.0-1 of the PVCCSP for development standards and guidelines with the following exceptions and/or additions:

- 8.2.1.2 Vehicular Access and On-Site Circulation
  - **Driveway.** Truck driveways should be separated from passenger traffic to the greatest extent possible and provide for 50-foot turning radii.
  - **Interior Drive Aisles for Trucks.** Truck drive aisles shall be a minimum of 40-feet wide.
- 8.2.1.3 Parking and Loading
  - **Parking.** Refer to City of Perris Zoning Ordinance, Chapter 19.69.

The PVCCSP EIR includes mitigation measures relevant to the analysis of potential transportation impacts. These are restated below, incorporated as part of the Project, and assumed in the analysis presented in this section. These mitigation measures will be included in the Mitigation Monitoring and Reporting Program for the Project. It should be noted that although no longer required for purposes of CEQA, PVCCSP EIR mitigation measure MM Trans 7 requires project-level traffic impact studies to be prepared for individual development projects in the PVCCSP planning area. The City of Perris continues to require the Project-level traffic analysis to inform the development of conditions of approval for individual projects implementing the PVCCSP. This requirement has been met through the preparation of the Project-specific Traffic Impact Analysis included in Appendix L of this EIR.

MM Trans 1: Future implementing development projects shall construct on-site roadway improvements pursuant to the general alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed.

MM Trans 2: Sight distance at the project entrance roadway of each implementing development project shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

MM Trans 3: Each implementing development project shall participate in the phased construction of off- site traffic signals through payment of that project's fair share of traffic signal mitigation fees and the cost of other off-site improvements through payment of fair share mitigation fees which includes the NPRBBD (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.

MM Trans 4: Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the project area, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.

MM Trans 5: Bike racks shall be installed in all parking lots in compliance with City of Perris standards.

MM Trans 8: Proposed mitigation measures resulting from project-level traffic impact studies shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of project level mitigation that is included in the NPRBBD.

Project Design Features

As required by PVCCSP EIR mitigation measure MM Trans 1, the site-adjacent roadway and access improvements as well as the truck access recommendations for each driveway that were recommended in the Traffic Impact Analysis have been incorporated into the Project.

Site Access Improvements

The Proposed Project includes access improvements to the following roadways: Wilson Avenue (NS) at Project North Driveway (EW), Wilson Avenue (NS) at Project Central Driveway (EW), and Wilson Avenue (NS) at Project South Driveway (EW). The specific improvements that are proposed are as follows:

- Wilson Avenue (NS) at Project North Driveway (EW):
  - Construct one inbound lane and one outbound lane with westbound stop-control for truck access only
  - Northbound: one through lane
  - Southbound: one through lane and one two-way left turn lane
  - Westbound: one right turn lane
- Wilson Avenue (NS) at Project Central Driveway (EW):
  - Construct one inbound lane and one outbound lane with westbound stop-control for passenger car access only
  - Northbound: one shared through/right turn lane
  - Southbound: one through lane and one two-way left turn lane
  - Westbound: one shared left/right turn lane
- Wilson Avenue (NS) at Project South Driveway (EW):
  - Construct one inbound lane and one outbound lane with westbound stop-control for truck access only
  - Northbound: one through lane
  - Southbound: one through lane and one two-way left turn lane
  - Westbound: one right turn lane

Additionally, as required by PVCCSP EIR mitigation measure MM Trans 8, required improvements shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD.

Methodology

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 Project are shown in Table 4.12-1, Project Trip Generation, shows the project trip generation based upon rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021).

For purposes of this analysis, High-Cube Fulfillment Center Warehouse, ITE land use code 155 (High-Cube Fulfillment Center No-Sort), was determined to adequately represent the proposed use and were selected for calculation of the project trip generation forecast. The number of trips generated is determined by multiplying the trip generation rates and directional distributions by the land use quantity.

As shown in Table 4.12-1, Project Trip Generation, the proposed Project is forecast to generate approximately 1,047 daily vehicle trips, including 85 vehicle trips during the AM peak hour and 95 vehicle trips during the PM peak hour.

Truck Trips

The Project trip generation was also calculated in terms of Passenger Car Equivalent (PCE) trips. The percentage of truck trips was obtained from the ITE Trip Generation Manual Supplement (11th Edition, 2021). The truck mix by axle type was determined based on South Coast Air Quality Management District (AQMD) recommendations for high-cube warehousing facilities with cold-storage. Truck trips were converted to PCE trips based on the following factors: 1.5 for 2-axle trucks, 2.0 for 3-axle trips, and 3.0 for trucks with four or more axles.

As also shown in Table 4.12-1, this equates to 1,252 daily PCE trips, including 101 PCE trips during the AM peak hour and 107 PCE trips during the PM peak hour.

Table 4.12-1. Project Trip Generation

Trip Generation Rates Per TSF[1]

Vehicle Type	Source[2]	AM Peak Hour			PM Peak Hour			Daily Rate
		In	Out	Rate	In	Out	Rate	
All Vehicles Trucks Only	ITE 155 ITE 155	81%	19%	0.150	39%	61%	0.160	1.810
Passenger Cars (86.7% AM, 93.8% PM, 7.3% Daily)		0.105	0.025	0.130	0.059	0.092	0.151	1.580
Truck (13.3% AM, 6.3% PM, 12.7% Daily):		0.010	0.010	0.020	0.005	0.005	0.010	0.230
Truck Mix:	AQMD							
2-Axle Trucks (16.7%):		0.002	0.002	0.004	0.001	0.001	0.002	0.038
3-Axle Trucks (20.7%):		0.002	0.002	0.004	0.001	0.001	0.002	0.048
4+-Axle Trucks (62.6%):		0.006	0.006	0.012	0.003	0.003	0.006	0.144

Vehicle Trips Generated

Vehicle Type	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Passenger Car	61	14	75	34	53	87	914
Trucks							
2-Axle Trucks	1	1	2	1	1	2	22
3-Axle Trucks	1	1	2	1	1	2	28
4+-Axle Trucks	3	3	6	2	2	4	83
Subtotal	5	5	10	4	4	8	133
Total Vehicle Trips Generated	**66**	**19**	**85**	**38**	**57**	**95**	**1,047**

PCE Trips[3] Generated

Vehicle Type	PCE Factor[4]	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Passenger Car	1.0	61	14	75	34	53	87	914
Trucks								
2-Axle Trucks	1.5	2	2	4	2	2	4	33
3-Axle Trucks	2.0	2	2	4	2	2	4	56
4+-Axle Trucks	3.0	9	9	18	6	6	12	249
Total PCE Trips Generated		**74**	**27**	**101**	**44**	**63**	**107**	**1,252**

Source: Appendix L.

Notes:

[1] TSF = thousand square feet

[2] ITE= Institute of Transportation Engineers Trip Generation Manual (11th Edition, 2021); ### = ITE Land Use Code. AQMD = South Coast Air Quality Management District recommendations for non-cold storage high-cube warehouse used for truck mix.

[3] PCE = Passenger Car Equivalent

[4] Source: = County of Riverside Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled (December 2020).

Trip Distribution and Assignment

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that would be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered in order to identify the route where the Project traffic would distribute. The Project trip distribution was developed based on anticipated travel patterns to and from the Project Site for both passenger cars and truck traffic. The trip distribution patterns are illustrated on Figure 4.12-8, Project Trip Distribution – Passenger Car, Figure 4.12-9, Project Outbound Trip Distribution (Trucks) Trip Distribution, and Figure 4.12-10, Project Inbound Trip Distribution (Truck).

The Project trip distribution patterns were developed using engineering judgment in consultation with City of Perris staff and are based on review of existing volume data, surrounding land uses, designated truck routes, and the local and regional roadway facilities in the Project vicinity.

The assignment of traffic from the Project to the adjoining roadway system is based on Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Project AM and PM peak hour intersection turning movement volumes expected from the Project are depicted on Figure 4.12-11, Project AM Peak Hour Intersection Turning Movement Volumes, and Figure 4.12-12, Project PM Peak Hour Intersection Turning Movement Volumes, respectively.

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

4.12.4.1 Threshold TR-1: Circulation System Performance

Impact Analysis

Regional

Connect SoCal

Connect SoCal 2020 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, Connect SoCal Policy Consistency Analysis, addresses the Project's consistency with Connect SoCal. As demonstrated through this analysis, implementation of the Project would be consistent with the goals and policies of SCAG's regional planning program, including the goals related to vehicular and non-vehicular circulation, and good movement.

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 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 the arterial expansions keep pace with the projected population increases. The Project Proponent would be required to pay applicable development impact fees in effect at the time of building permit issuance.

City of Perris

City of Perris General Plan

As presented in Section 4.10 of this EIR, the Project does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect, including policies outlined in the City's General Plan. Table 4.12-2, 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 4.12-2. City of Perris General Plan Consistency Analysis

General Plan Goal	Consistency Analysis
Circulation Element	
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.	**No Conflict.** As described in Chapter 2, Project Description, of this EIR, the Project would include street improvements. Specifically, Wilson Avenue (NS) at Project North Driveway (EW), Wilson Avenue (NS) at Project Central Driveway (EW), and Wilson Avenue (NS) at Project South Driveway (EW) would be improved. Traffic-control improvements would also be implemented as part of the Project. These improvements would also provide a circulation benefit to other development in the area.
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).	**No Conflict.** The Traffic Impact Analysis prepared for the Project (included in Appendix L of this EIR) was used to determine the improvements that are required to be constructed to maintain the required levels of service and to implement the PVCCSP's Circulation Plan, consistent with the City's General Plan for the Future Roadway Network. The Project incorporates the improvements recommended by the traffic analysis (refer to the project design features) and would construct the PVCCSP roadways that are adjacent to the building sites, as required.
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.	**No Conflict.** In addition to the construction of roadway improvements as required by the PVCCSP, the Project Proponent would pay applicable traffic mitigation fees (e.g., NPRBBD fees (refer to PVCCSP EIR mitigation measure MM Trans 3), which include the TUMF and City of Perris DIF, or fair share payments, that would fund additional traffic improvements to General Plan roadways in the Project area and would go toward the maintaining roadway infrastructure in the Project area.
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.	**No Conflict.** The Project maintains the existing roadway network and provides roadway improvements based on the demand determined by the traffic analysis prepared for the Project.
Goal III. To financially support a transportation system that is adequately maintained.	**No Conflict.** Refer to the consistency analysis for Circulation Goals I and II, and associated policies, above.
Policy III.A. Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	**No Conflict.** The Project incorporates a transportation system that builds upon the existing roadways and provides roadway improvements in the area to support existing development and the Project. In addition, the Project Proponent would either fund or construct portions of the transportation system beyond the immediate Project area that would also serve future development.
Goal IV. Safe and convenient pedestrian access and non-motorized facilities between residential neighborhoods, parks, open space, and schools that service those neighborhoods.	**No Conflict.** As required by the PVCCSP, the Project would include sidewalks as part of the roadway improvements constructed adjacent to the Project Site. These sidewalks would help to complete pedestrian pathways along roadways that currently do not have sidewalks or curbs and gutters.

Table 4.12-2. City of Perris General Plan Consistency Analysis

General Plan Goal	Consistency Analysis
Goal V. Efficient goods movement.	**No Conflict.** The Project involves the development of a concrete tilt up warehouse building. The PVCC area is primarily intended to accommodate commercial and industrial uses and requires a greater need for established truck routes to serve existing and future businesses. The City has adopted specific truck routes throughout the PVCC area to separate passenger and truck traffic and move truck traffic efficiently through the vicinity of the Project Site while avoiding residential communities as much as possible. Trucks traveling to/from the Project Site would be required to access PVCCSP- and General Plan-designated truck routes.
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 Project includes roadway improvements required by the PVCCSP and the Project Proponent 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 Impact Analysis has been prepared for the 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 EIR, local, State, and federal agencies can comment on the Project and its consistency with the applicable standards and regulations. By considering the comments of these agencies in the EIR and throughout the development process, the 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 Project design incorporates improvements to site-adjacent local roadways based on the projection of future traffic resulting from the 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.

Perris Valley Commerce Center Specific Plan

As identified previously, the PVCCSP includes various Design Standards and Guidelines for the provision of on- site and off-roadway improvements, vehicular and non-vehicular circulation, and site access. As discussed through the analysis presented in this section, the Project would be developed in accordance with the PVCCSP Standard and Guidelines.

In summary, the 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.

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

Impact Analysis

As previously discussed, SB 743, approved in 2013, changes the way transportation impacts are determined according to CEQA. Updates to the CEQA Guidelines approved in December 2018 included the addition of CEQA Guidelines 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 a component of OPR's revisions to the CEQA Guidelines, lead agencies are required to adopt VMT thresholds of significance by July 1, 2020.

The 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 transportation 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 recently reviewed and adopted by 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 (hereinafter referred to as 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 Project requirements for evaluation of transportation impacts under CEQA was assessed using this Scoping Form for Land Use Projects as appended to the City of Perris TIA Guidelines and included in Appendix B of the Traffic Impact 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 Project does not include any residential uses. Therefore, the Affordable Housing screening criteria is 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 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 Project does not include any local serving land uses; therefore, this criterion is not met.

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." It is our understanding that the City of Perris utilizes its own VMT scoping

form to identify areas of low VMT. The scoping form uses the sub-regional Riverside County Transportation Analysis Model (RIVTAM) to measure VMT performance within individual traffic analysis zones (TAZ's) within the Western Riverside Councils of Governments (WRCOG) region. The Project's physical location based on the WRCOG web- based screening tool is used to determine the TAZ in which the Project resides. The TAZ identification number is then selected within the scoping form. Finally, the VMT generated by the existing TAZ as compared to the City's impact threshold of "VMT per employee that is less than or equal to the Citywide average." The TAZ containing the proposed Project site was selected and the scoping form identified VMT per employee. The Project Site is located within a TAZ that generates 9.95 VMT per employee which is below the City average VMT per employee of 11.62. No additional VMT modeling or mitigation measures are required. Therefore, the Project Site resides within a low VMT generating zone and this criterion is met.

Net Daily Trips Less than 500 ADT

The City VMT Guidelines identify 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 Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. As shown above, the Project is anticipated to generate approximately 1,047 daily vehicle trip-ends per day. Therefore, the Project would generate daily vehicle trips exceeding 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 the Project is presumed to have a less than significant impact on VMT since it satisfies one or more of the VMT screening criteria established by the City of Perris (the Project Site is within a low VMT area).

As documented in the VMT Scoping Form, the proposed Project satisfies the low VMT area screening criteria:

> Therefore, the proposed Project is presumed to have a less than significant impact on VMT since it satisfies one or more of the VMT screening criteria established by the City of Perris (the project site is in a low VMT area). The Project is located in a TAZ that generates 9.95 VMT per employee which is below the City average VMT per employee of 11.62. No additional VMT modeling or mitigation measures are required.

Significance of Impact

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

4.12.4.3 Threshold TR-3: Hazardous Design Features

Impact Analysis

Construction-related Hazards

As described in Section 2.7, Project Construction and Site Preparation, of this EIR, the Project would be constructed in one phase with project construction anticipated to start no sooner than Spring 2025 with a duration of 12 months.

During the 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 the Project design features, the 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.

A conceptual striping plan along Wilson Avenue including the LCI Wilson Project located across Wilson Avenue is shown on Figure 4.12-13, Conceptual Striping Plan. This figure shows the land configurations and geometrics for the Project driveways along Wilson Avenue. Wilson Avenue is classified as a Collector (66-foot-right-of-way). 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 Owner/Developer would be required to implement measures that would maintain traffic flow and access. The Project would also incorporate regulatory requirement RR TR-1 which is a standard requirement for the City which requires a traffic control plan to be

prepared for the Project. Therefore, the Project would have a less than significant impact during construction associated with increased hazards.

Operational Hazards

The Project includes the construction of site access improvements (refer to the Project design features). Roadway and circulation improvements have been designed in compliance with Standards and Guidelines set forth in Sections 4.2 and 5.2 of the PVCCSP and in compliance with PVCCSP EIR mitigation measures MM Trans 1 (construct circulation improvements as required by the PVCCSP Circulation Plan) and MM Trans 2 (adequate sight distance). 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 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 Impact Analysis.

The Project Site would be accessible via two truck accessible driveways and one automobile access only driveway along Wilson Avenue. An emergency vehicle only driveway would be provided at the southeast corner of the Project Site on Placentia Avenue. The two truck accessible driveways on the northwest and southwest corners of the Project Site would be left-in and right-out only driveways and auto-only center driveway would be a full-access driveway. The north and south trailer parking lots would be connected by an internal fire lane along the east boundary and manually operated gates would be installed.

Regulatory requirements RR TR-2, RR TR-3, and RR TR-5 would be conditioned as part of the Project to assure that construction and improvements be satisfied by the requirements of the City of Perris and the California Department of Transportation. Additionally, adherence to applicable City requirements would ensure that the Project would not include any sharp curves or dangerous intersections or driveways. In the absence of a roadway design hazard, any potential impacts would be less than significant during operation. Therefore, no mitigation is required.

Significance of Impact

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

4.12.4.4 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 Project would improve traffic circulation in the area, in accordance with the PVCCSP. These would also improve the ability of emergency vehicles to access the Project Site and surrounding properties. An emergency vehicle only driveway would be provided at the southeast corner of the Project Site on Placentia Avenue. The 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. Regulatory requirement RR TR-4 also requires that adequate emergency vehicle access shall be provided to the satisfaction of the Riverside County Fire Authority. Thus, the Project would provide ample vehicular access for emergency vehicles.

The 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 Project would not result in result in inadequate emergency access because it would be required to comply with applicable fire codes. Based on the Project design and with required adherence to City requirements for emergency vehicle access, potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

4.12.5 Cumulative Impacts

4.12.5.1 Cumulative Threshold TR-1: Circulation System Performance

To account for trips generated by future development, the Traffic Impact Analysis included trips generated by pending or approved other development projects in the City of Perris. Figure 4.12-14, Other Development Location Map, depicts the cumulative development projects identified.

As identified in the analysis presented under Threshold TR-1, the 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, the City of Perris General Plan, and the PVCCSP, as applicable. Even if cumulative development projects are in conflict, the Project would not contribute to a cumulative impact and thus would not be cumulatively considerable because the Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, as identified through the analysis presented in this section.

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

As identified under Threshold TR-2, the Project would not result in significant VMT impacts because the Project Site is located in a low VMT area. Each cumulative development would be required to follow the City VMT Guidelines and OPR's Technical Advisory to determine if a VMT analysis is required. If a VMT analysis is required, the project would be required to follow the City VMT Guidelines and OPR's Technical Advisory to analyze the project's VMT. Since Project impacts would be less than significant, the Project would result in a less than significant cumulative VMT impact.

4.12.5.3 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 Project would be less than significant as the Project and future developments would be required to implement regulatory requirement RR TR-1. Regulatory requirement RR TR-1 requires the preparation of a traffic control plan during construction which is a standard requirement for construction projects in the City. Regulatory requirements RR TR-2, RR TR-3, and RR TR-5 would also be conditioned to the Project to assure that construction and improvements would be satisfied by the requirements of the City of Perris and the California Department of Transportation.

4.12.5.4 Cumulative Threshold TR-4: Inadequate Emergency Access

As with the Project, cumulative development in the vicinity of the Project Site would be required to construct roadways and Project access driveways in accordance with applicable PVCCSP Standards and Guidelines ensure impacts are less than significant. Further, providing sufficient emergency access during construction and operation is also a standard requirement. Regulatory requirement RR TR-4 also requires that adequate emergency vehicle access shall be provided to the satisfaction of the Riverside County Fire Authority. The Project would not result in a

cumulatively considerable contribution to a significant cumulative impact associated with traffic-related hazards or emergency access.

4.12.6 Level of Significance Before Mitigation

4.12.6.1 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.

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

The Proposed Project would not cause a substantial adverse VMT impact.

4.12.6.3 Threshold TR-3: Hazardous Design Feature

The Proposed Project would not include substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).

4.12.6.4 Threshold TR-4: Inadequate Emergency Access

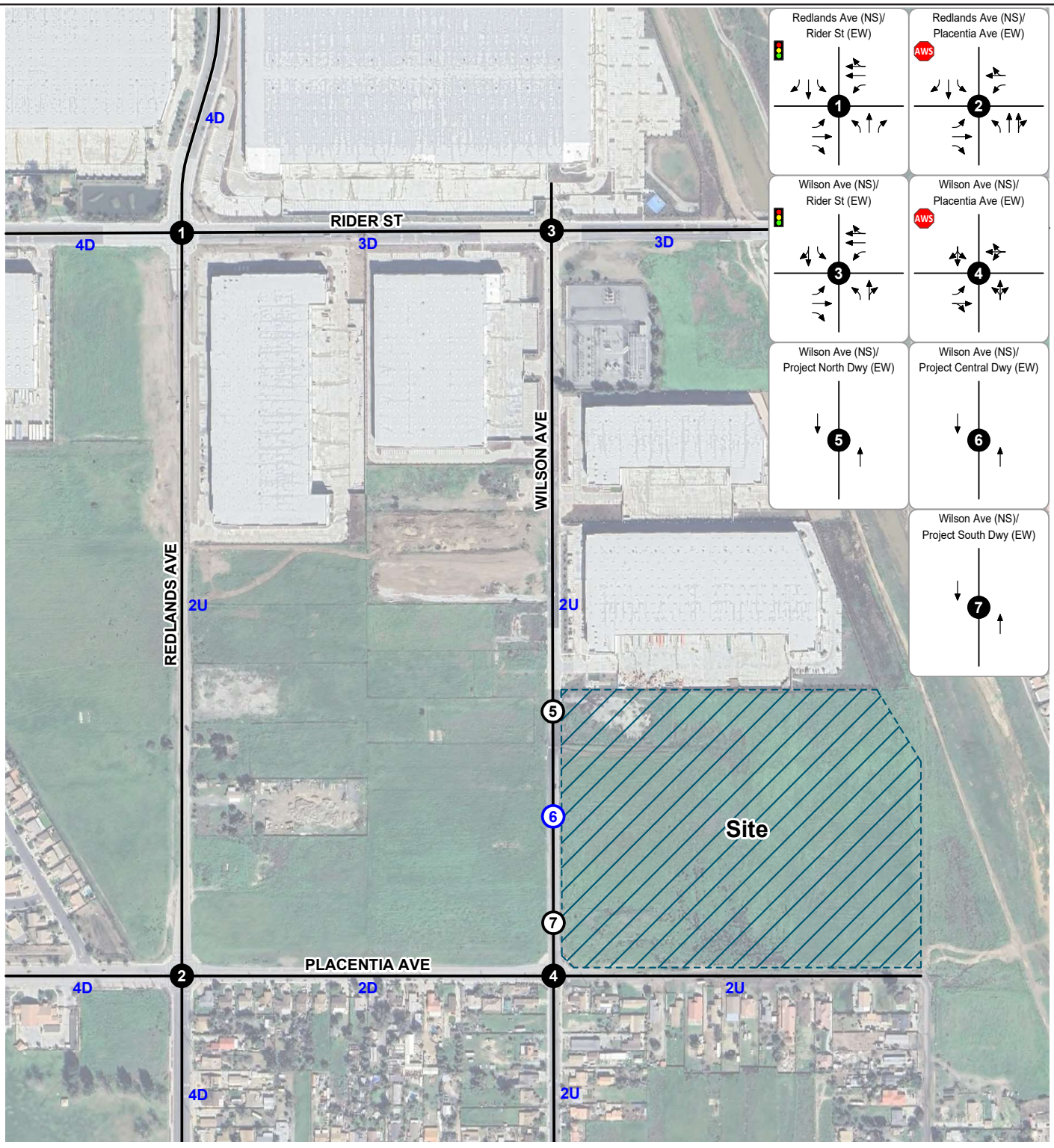
The Proposed Project would not result in inadequate emergency access.

4.12.7 Mitigation Measures

No mitigation measures are required.

4.12.8 Level of Significance After Mitigation

Not applicable.



Legend

- Traffic Signal
- AWS All Way Stop
- #D #-Lane Divided Roadway
- #U #-Lane Undivided Roadway
- Existing Lane

Path: C:\GIS\Projects\City of Perris\The Cubes at Placentia\Map Docs

Source: Ganddini Group, Inc. 2024.

Harris & Associates

N

0 300 600

Feet

Figure 4.12-1

Existing Lane Geometry and Intersection Traffic Controls

The Cubes at Plecentia

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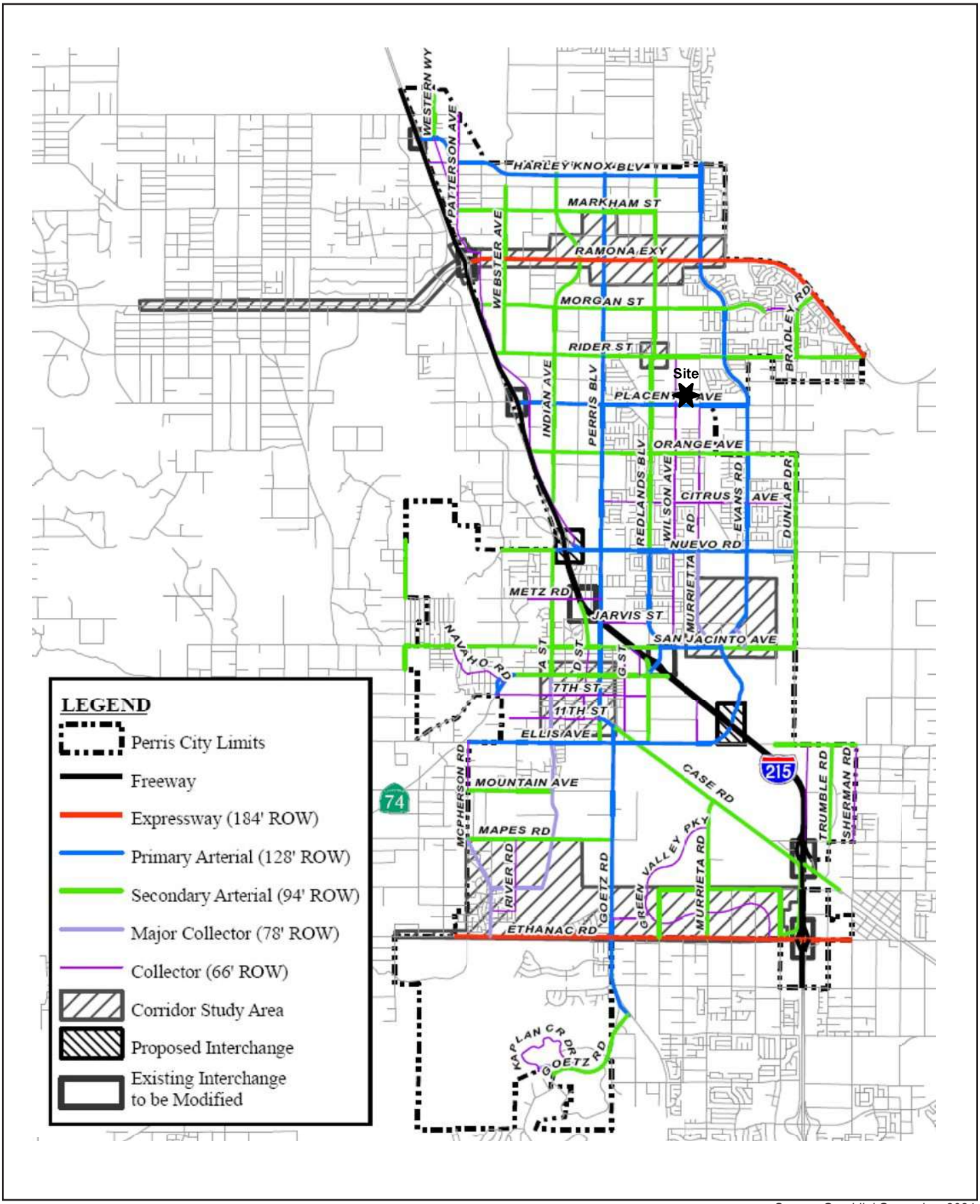

Path: C:\GIS\Projects\City of Perris\The Cubes at Placentia\Map Docs

Source: Ganddini Group, Inc. 2024.

Harris & Associates

N

0 0.5 1
Miles

Figure 4.12-2

General Plan Circulation Element

The Cubes at Plecentia

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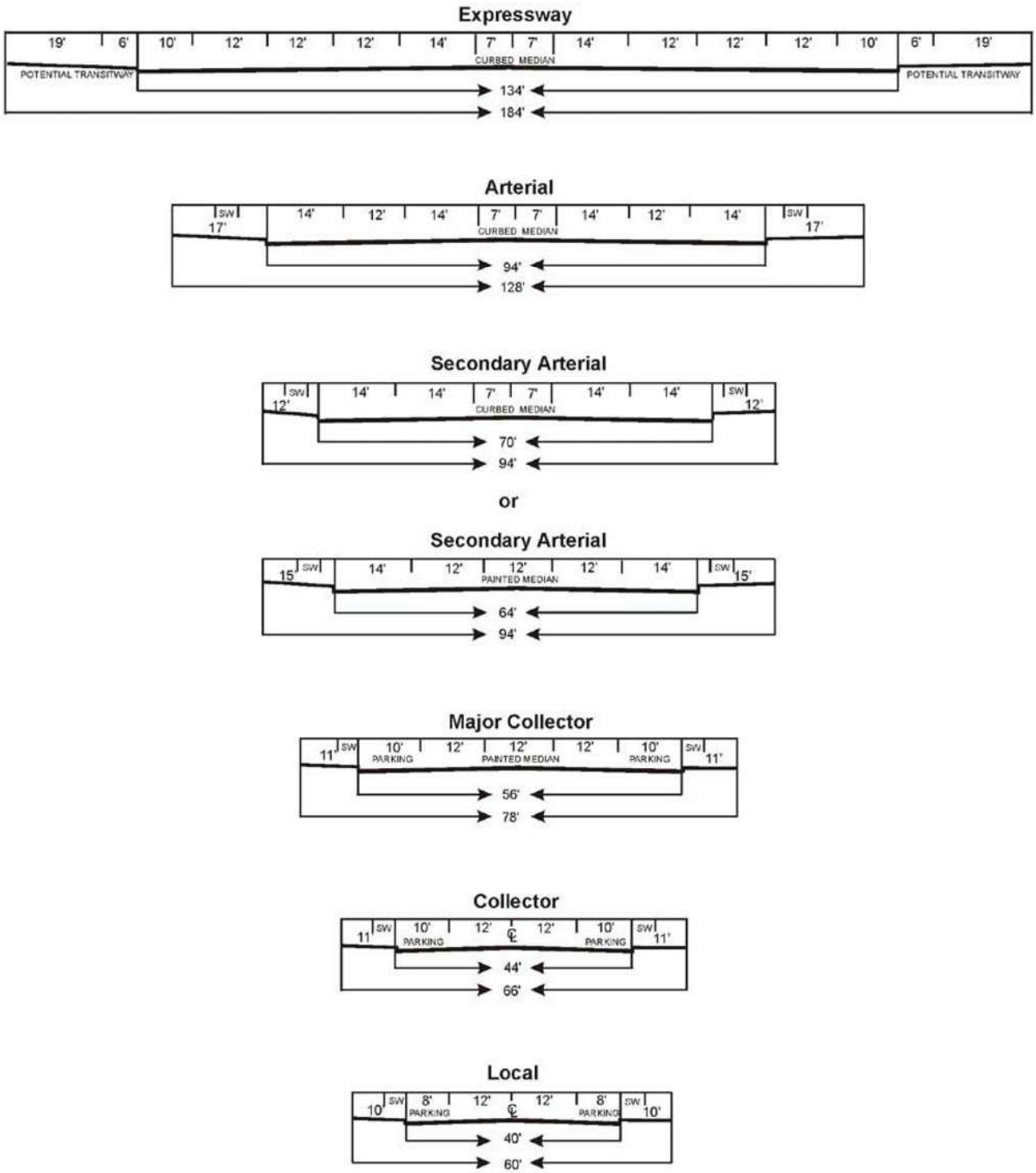

Specific details for each cross-section follow in Figures 4.1 A - 4.1 F

Legend

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

Path: C:\GIS\Projects\City of Perris\The Cubes at Placentia\Map Docs

Source: Ganddini Group, Inc. 2024.

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Figure 4.12-3

General Plan Roadway Cross-Sections

The Cubes at Plecentia

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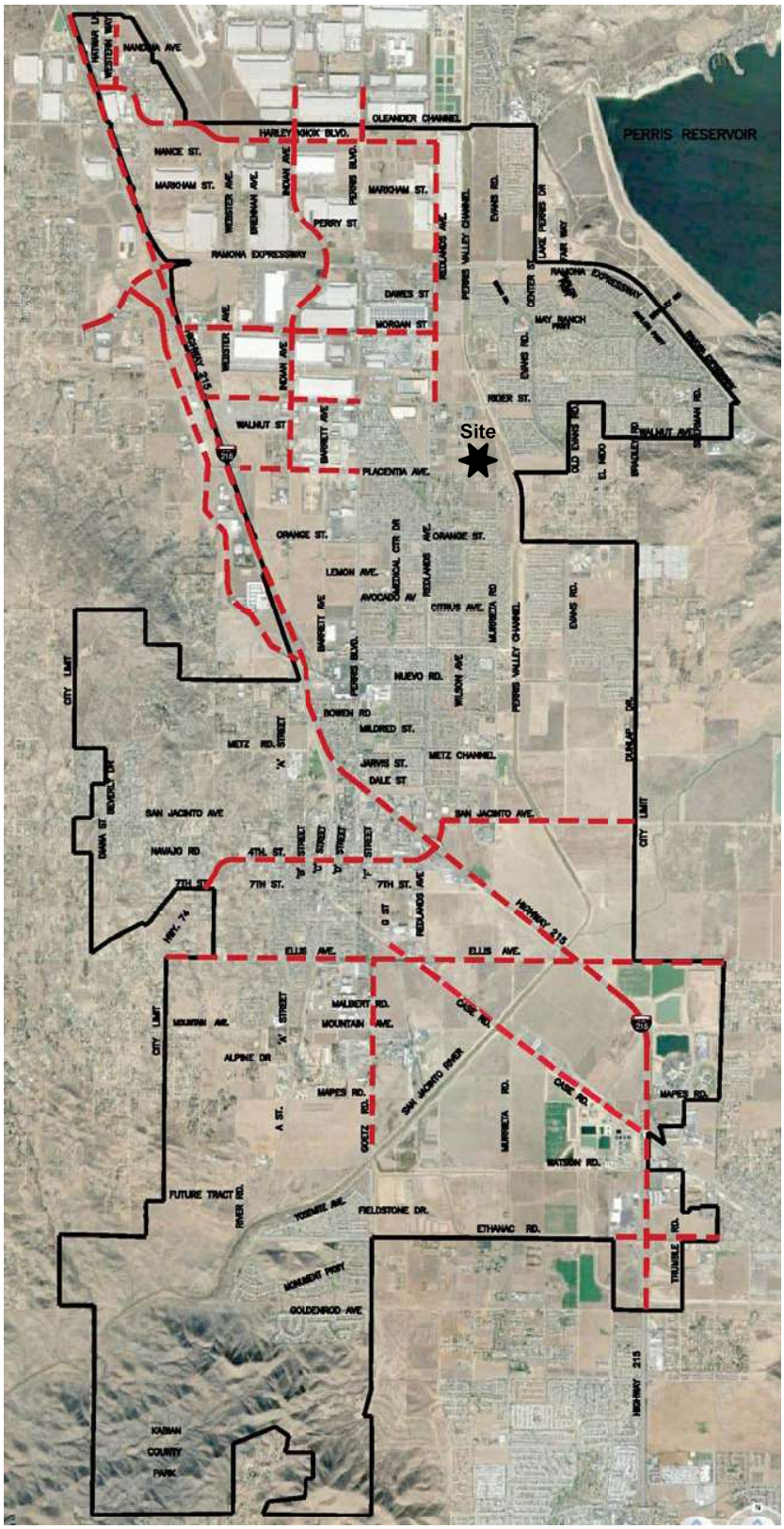

Path: C:\GIS\Projects\City of Perris\The Cubes at Placentia\Map Docs

Source: Ganddini Group, Inc. 2024.

Harris & Associates

N

0 0.5 1
Miles

Figure 4.12-4

General Plan Truck Routes

The Cubes at Plecentia

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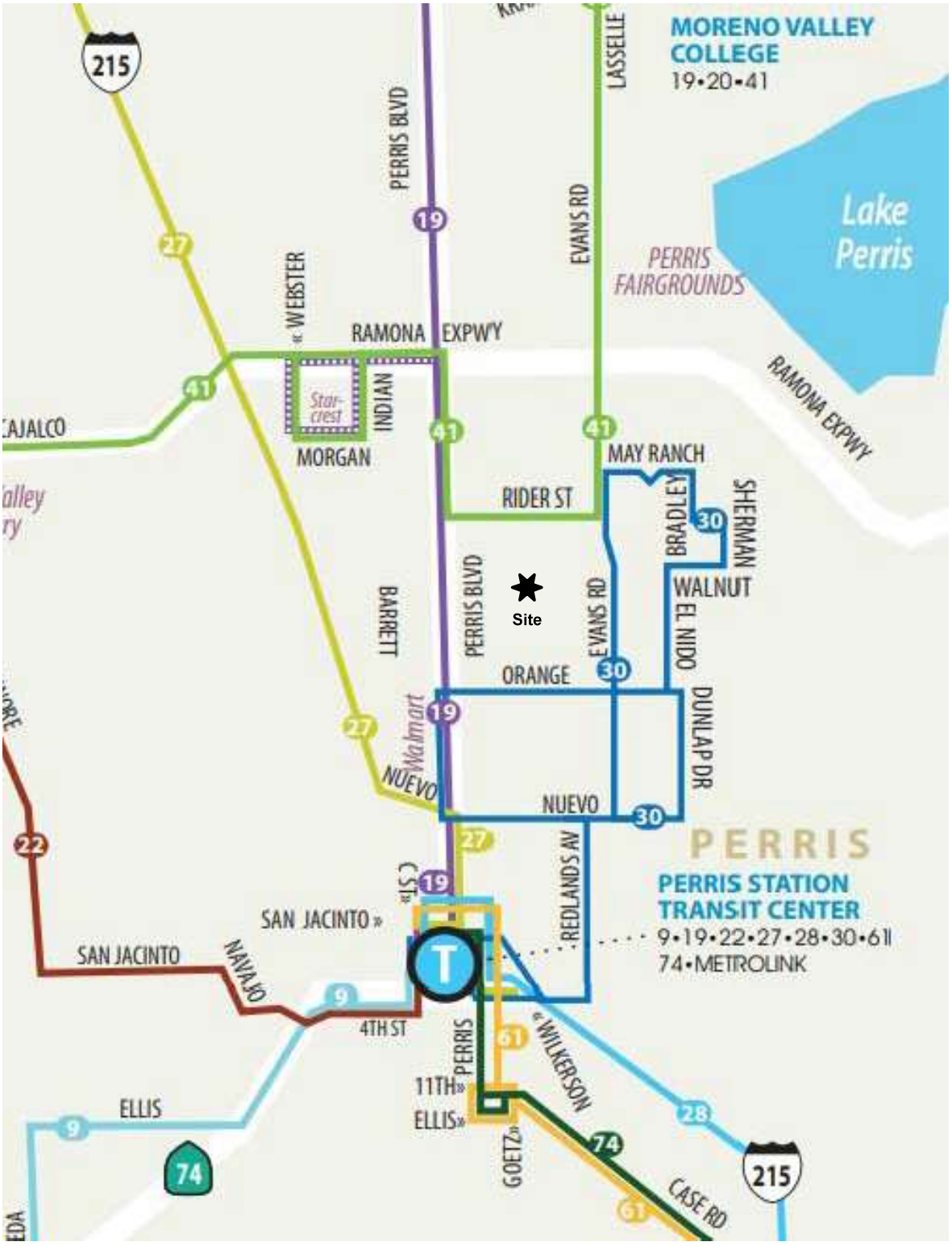

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Source: Ganddini Group, Inc. 2024.

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Figure 4.12-5

Existing Transit Routes

The Cubes at Plecentia

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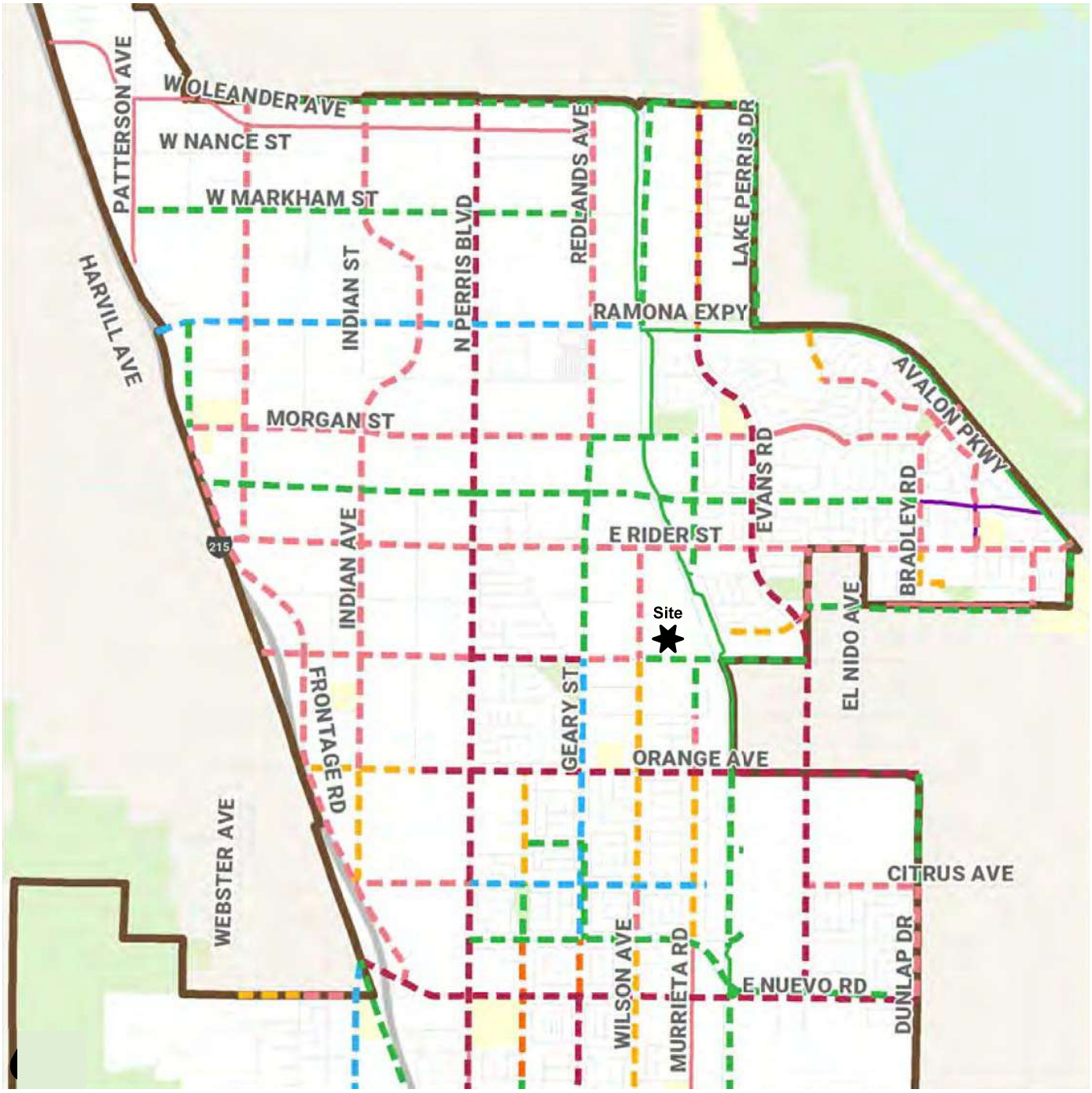

Path: C:\GIS\Projects\City of Perris\The Cubes at Placentia\Map Docs

Source: Ganddini Group, Inc. 2024.

Harris & Associates

N

0 1500 3000

Feet

Figure 4.12-6

General Plan Bikeway Systems

The Cubes at Plecentia

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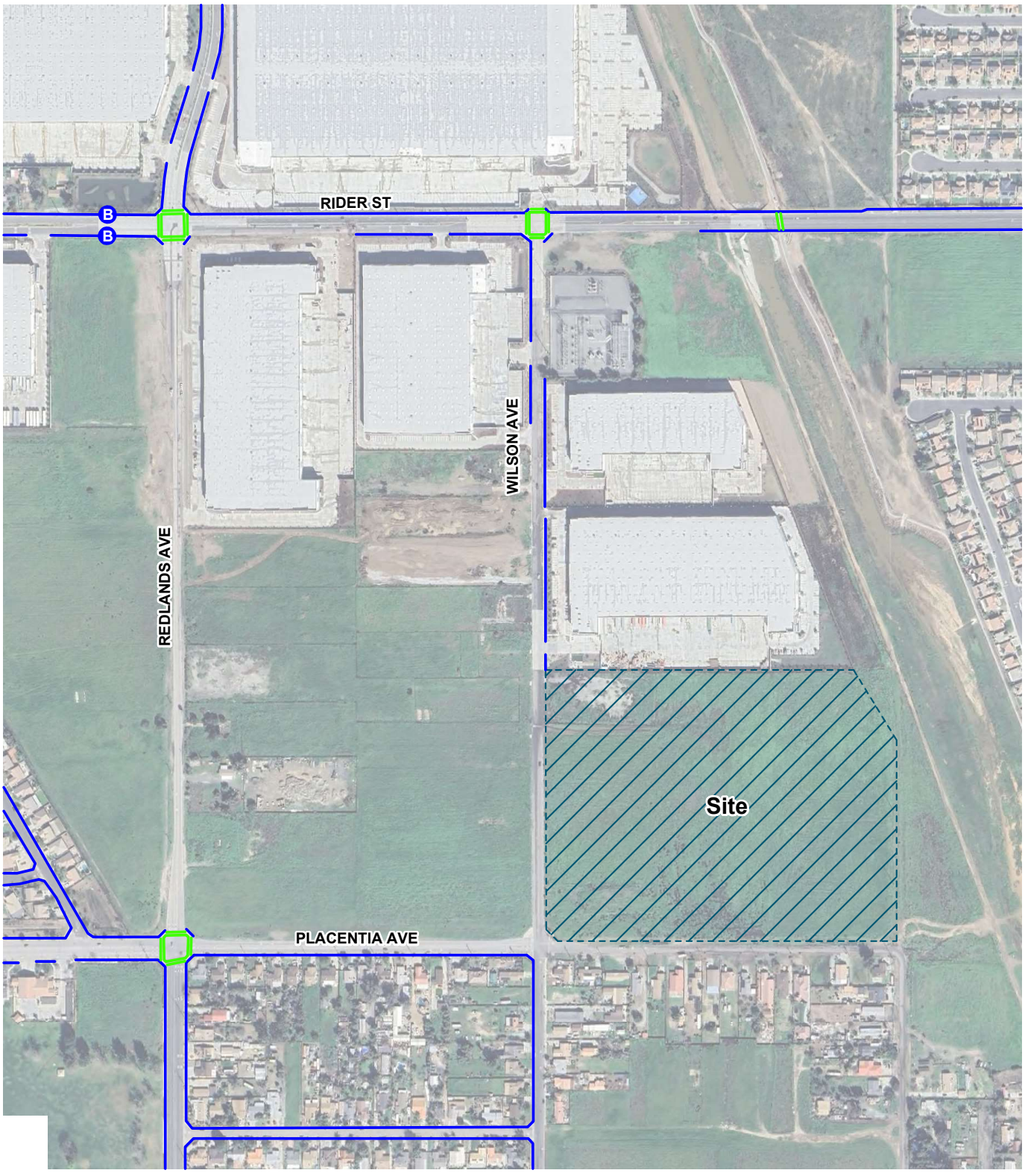

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Source: Ganddini Group, Inc. 2024.

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Figure 4.12-7

Existing Pedestrian Facilities

The Cubes at Plecentia

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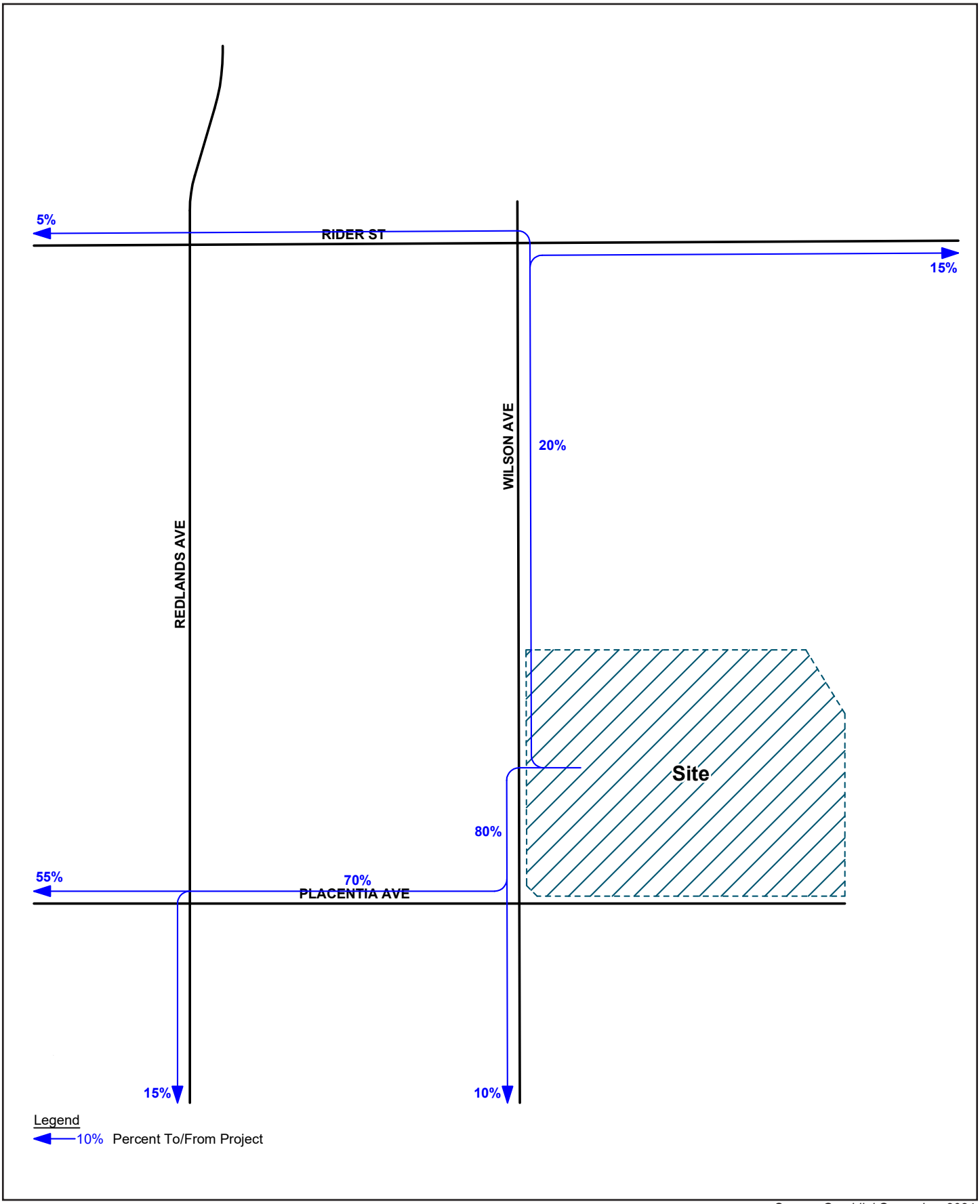

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Source: Ganddini Group, Inc. 2024.

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N

0 250 500
Feet

Figure 4.12-8

Project Trip Distribution - Passenger Car

The Cubes at Plecentia

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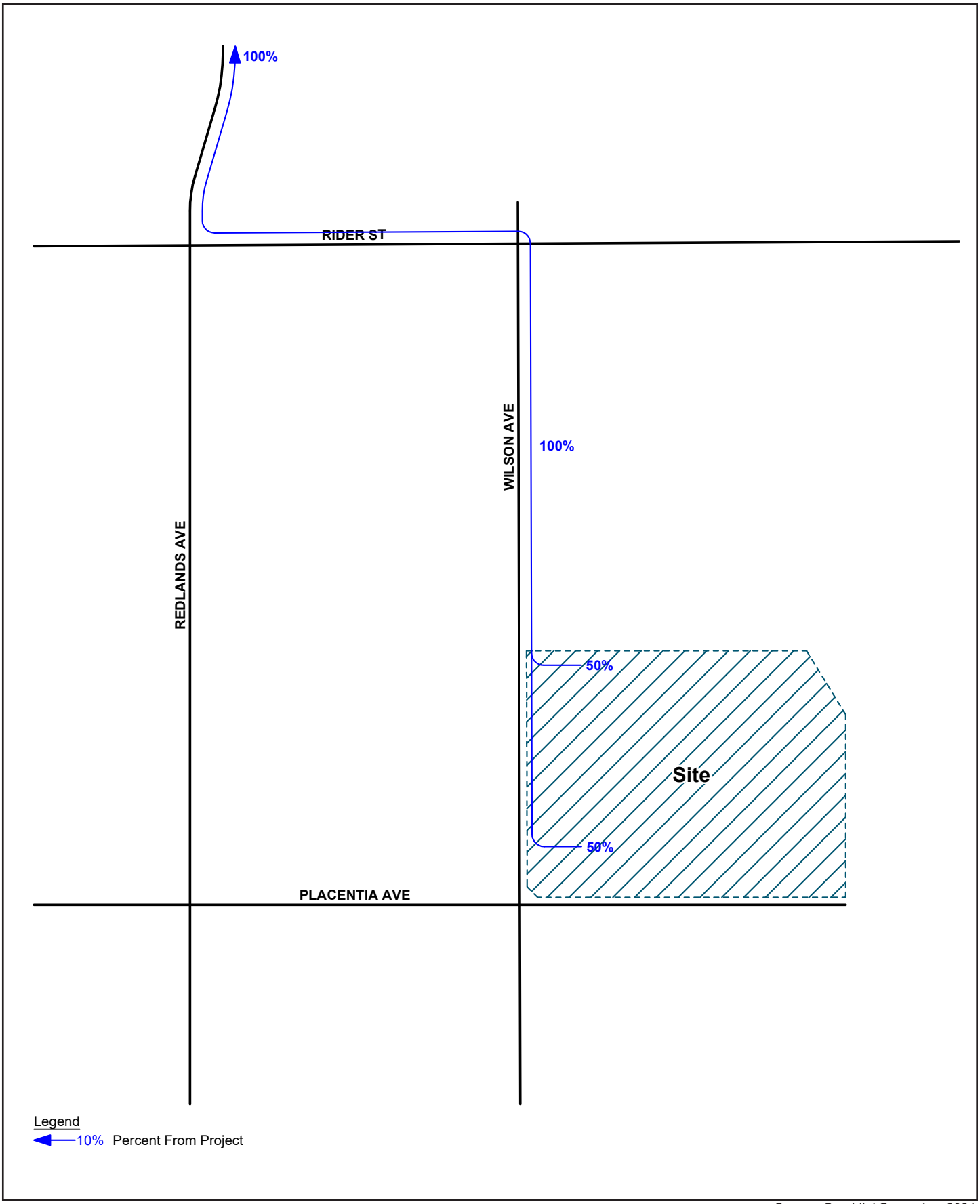

Path: C:\GIS\Projects\City of Perris\The Cubes at Placentia\Map Docs

Source: Ganddini Group, Inc. 2024.

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0 250 500
Feet

Figure 4.12-9
Project Outbound Trip Distribution
(Trucks) Trip Distribution
The Cubes at Plecentia

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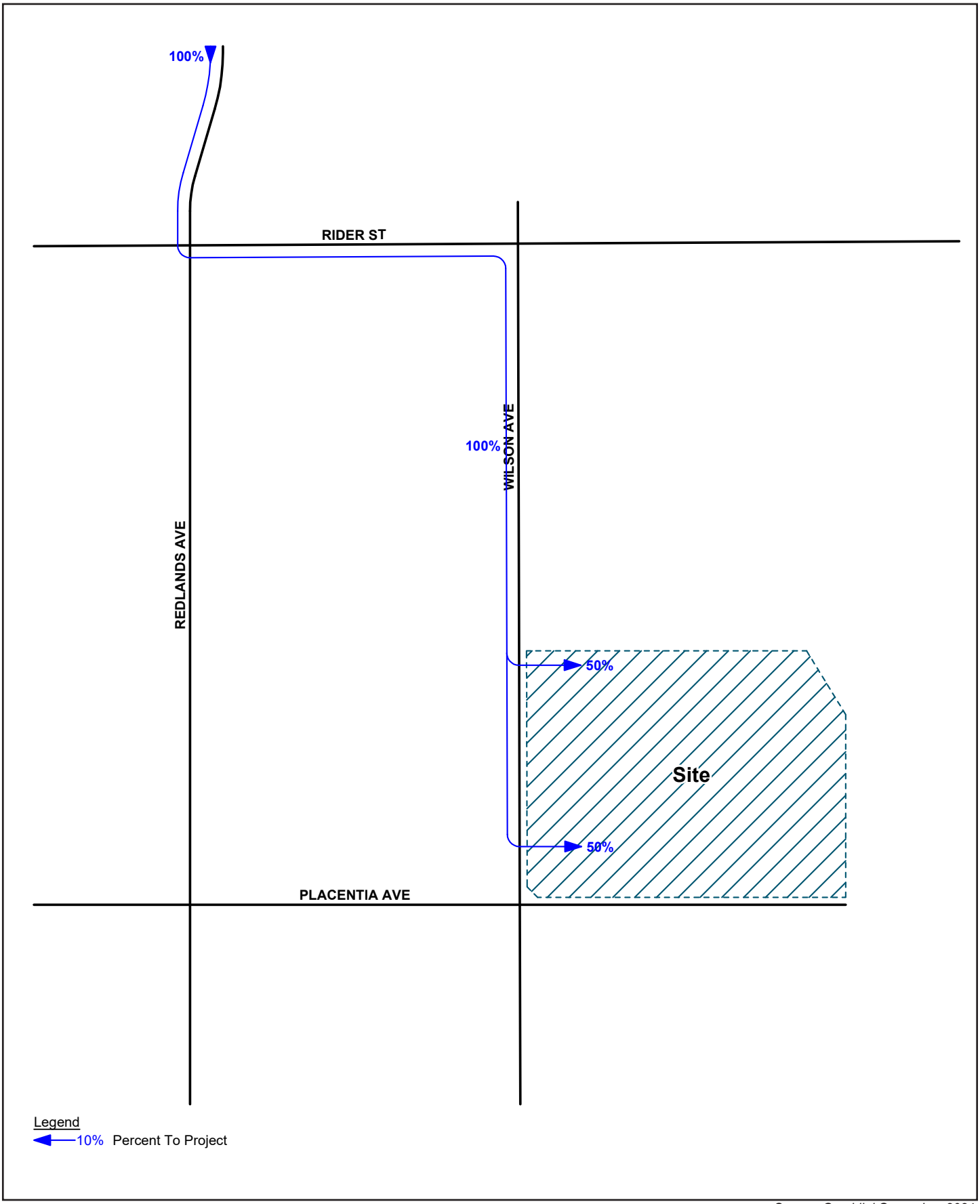

Path: C:\GIS\Projects\City of Perris\The Cubes at Placentia\Map Docs

Source: Ganddini Group, Inc. 2024.

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N

0 250 500

Feet

Figure 4.12-10

Project Inbound Trip Distribution (Truck)

The Cubes at Plecentia

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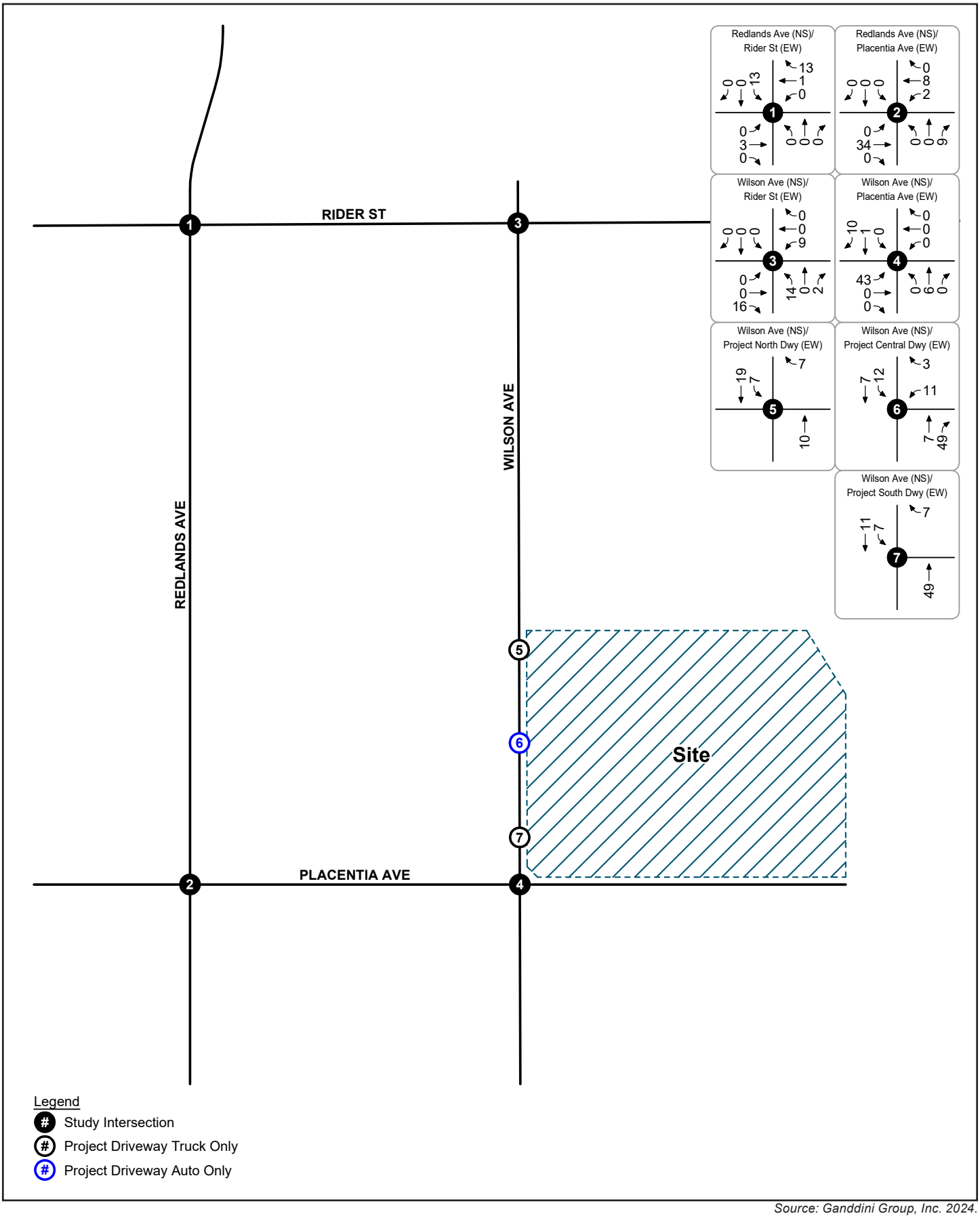

Path: C:\GIS\Projects\City of Perris\The Cubes at Placentia\Map Docs

Source: Ganddini Group, Inc. 2024.

Harris & Associates

N

0 250 500
Feet

Figure 4.12-11

Project AM Peak Hour Intersection Turning Movement Volumes

The Cubes at Plecentia

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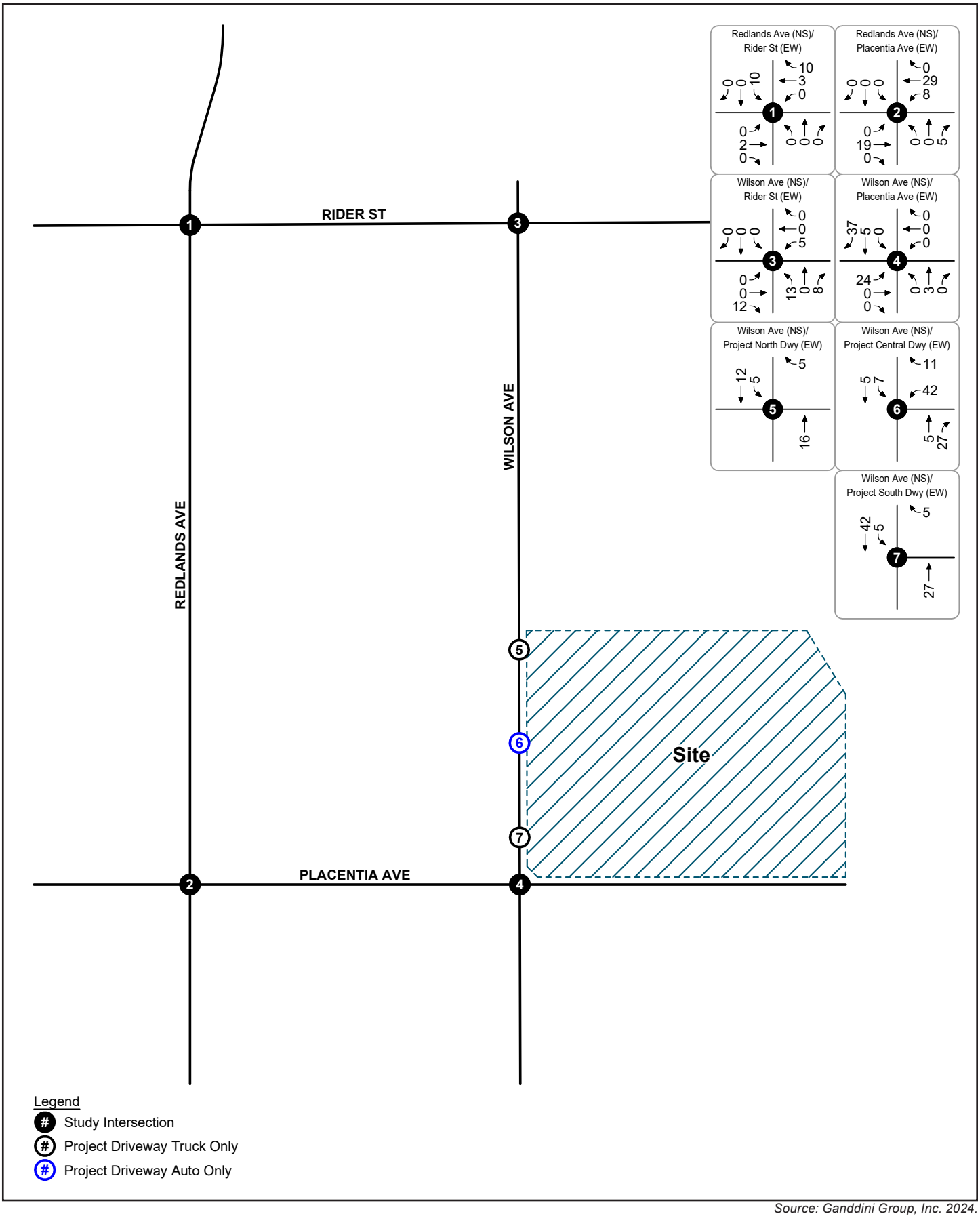

Path: C:\GIS\Projects\City of Perris\The Cubes at Placentia\Map Docs

Source: Ganddini Group, Inc. 2024.

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Figure 4.12-12

Project PM Peak Hour Intersection Turning Movement Volumes

The Cubes at Plecentia

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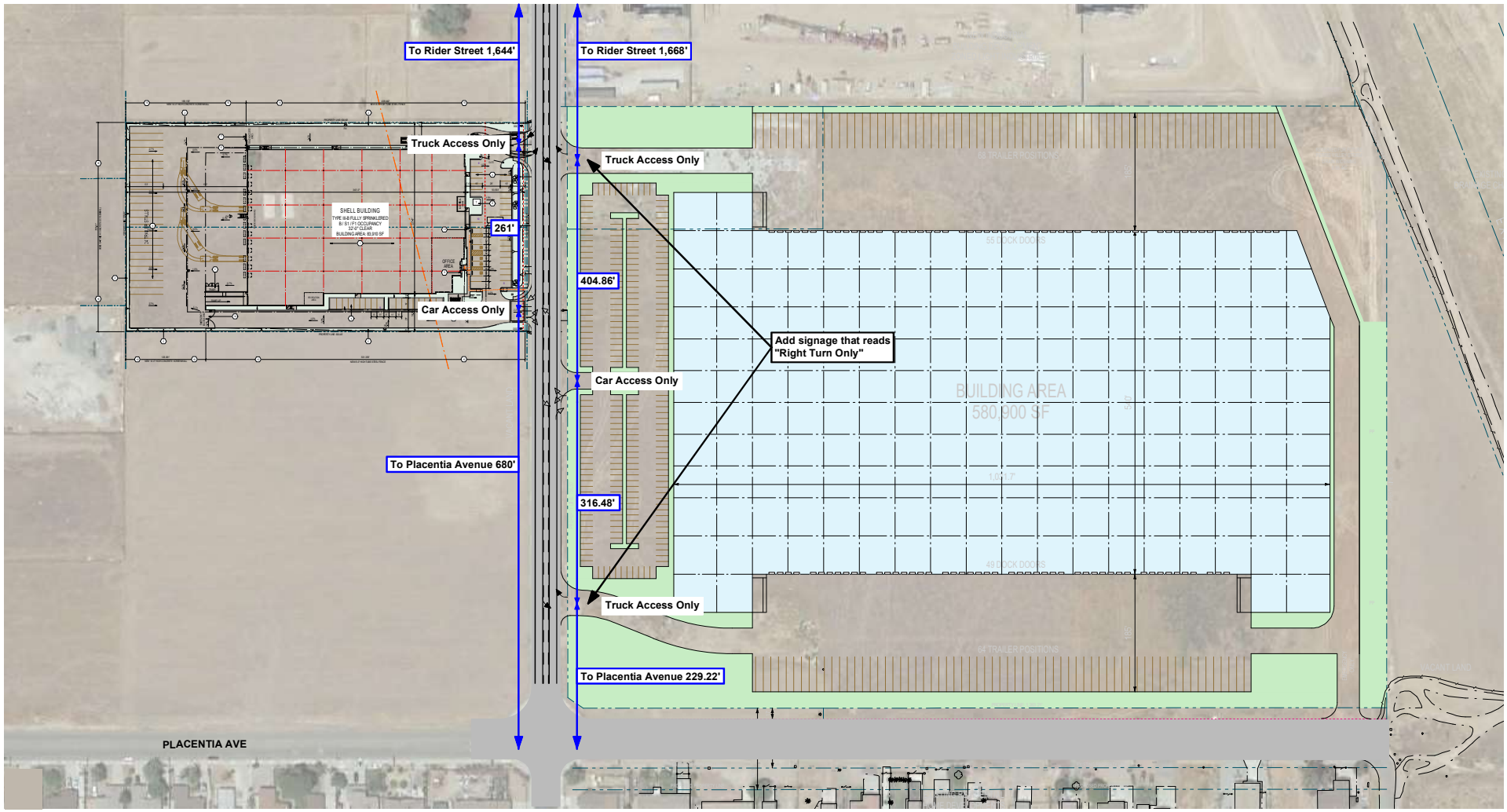

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Source: Ganddini Group, Inc. 2024.

Harris & Associates

N

0 100 200

Feet

Figure 4.12-13

Conceptual Striping Plan

The Cubes at Placentia

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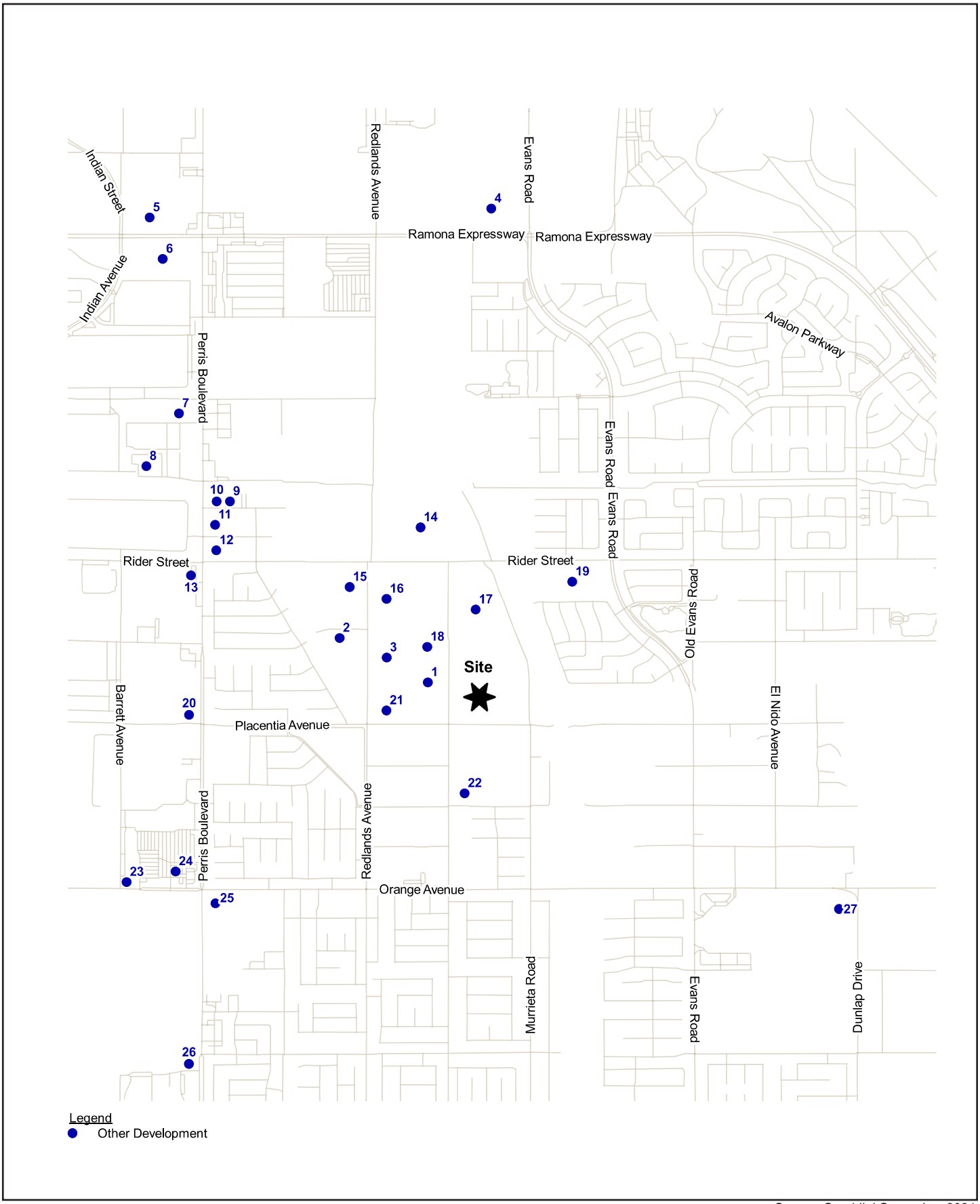

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Source: Ganddini Group, Inc. 2024.

Harris & Associates

N

0 600 1200

Feet

Figure 4.12-14

Other Development Location Map

The Cubes at Plecentia

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