

Appendix G

Trip Generation Assessment
(April 2024)

DATE: April 12, 2024
TO: Derek Barbour, Richland Communities
FROM: Charlene So, Urban Crossroads, Inc.
JOB NO: 15360-11 TG Memo



GREEN VALLEY SPECIFIC PLAN (CASE ROAD MIXED-USE DEVELOPMENT) TRIP GENERATION ASSESSMENT

Urban Crossroads, Inc. is pleased to provide the following Trip Generation Assessment which will be used for other technical areas in support of the proposed addendum to the Green Valley Specific Plan (**GVSP**) (referred to as **Project**), which is located north of Ethanac Road, east of Green Valley Parkway, south of Watson Road, and west of Interstate 215 in the City of Perris.

BACKGROUND

The Project includes the proposed buildout of approximately 44-acres within the GVSP, originally approved in 1990 and last amended in 2023. Below is a brief summary of the history of the GVSP

- 1990: Green Valley Specific Plan Environmental Impact Report (EIR) (certified March 5, 1990)
- 2017: Addendum to the GVSP EIR approved for phase 1A of the SP, which provided for revisions to design guidelines and the development of two tract maps with 314 single family residential units located within the southern portion of the SP.
- 2020: Addendum to the GBSP EIR and a Specific Plan Amendment (**SPA**) to the GVSP approved for Phase 1B of the SP, which provided for the development of six tract maps with 542 single family residential units, 698 multifamily residential units, and 6.3-acres of open space located within the southern portion of the SP.
- 2023: Addendum to the GVSP EIR and SPA to the GVSP was approved for Phase 2 of the SP, which provided for changes to land use designations and zoning on 274.4-acres of the northeast portion and 14.8 acres in the southwest corner (Planning Areas 13A and 13B) of the SP. Specifically, the SPA proposed 43,700 square feet of commercial development, up to 462 single family residential units, 1,294 multifamily residential units, a Kindergarten through 8th grade school with up to 1,000 students, multiple open space areas, and a park.

The following uses are proposed as part of the Project within Planning Areas (**PAs**) 40 through 44:

- 498,000 square feet of industrial use
- 116,000 square feet of self-storage use (14,600 square foot one-story building in the northern portion of the parcel and a 63,400 square foot two-story building within the central portion of the parcel and an approximately 38,000 square foot two-story building within the southern portion of the parcel) plus partially covered recreational vehicle (RV) and/or trailer parking with up to 215 parking stalls
- 27,200 square feet of general commercial use (21,600 square foot building for retail and restaurants and two 2,800 square foot fast-food with drive-through restaurant pads)
- 80,000 square foot, 4-story hotel (128-keys)

The following trip generation assessment compares the proposed Project uses to the land uses evaluated in the GVSP EIR in order to determine if the proposed Project falls within the overall envelope of analysis included in the 1990 SP EIR for the respective planning areas considered. The following uses were evaluated in the 1990 SP EIR within PAs 40 through 44:

- 564,000 square feet of business park use (PAs 40 and 41)
- 471,500 square feet of general commercial use of which 319,000 square feet of commercial retail use has already been developed on the northwest corner of Case Road and Ethanac Road (PAs 42 through 44)

TRIP GENERATION

The proposed Project boundary lies within portions of PAs 40, 41 and 44 and the existing commercial retail uses that exist have been developed within portions of PAs 41, 42, 43, and 44. In order to provide a comparison of the previously approved uses to those currently proposed, the following trip generation assessment considers the entirety of PAs 40, 41, 42, 43, and 44 which includes the existing 319,000 square feet of commercial retail use.

1990 SP EIR APPROVED USES

The 1990 SP EIR assumed the development of 471,500 square feet of general commercial use and 564,000 square feet of business park use. The trip-generation evaluated for the proposed Project evaluated in the 1990 SP EIR is summarized in Table 1 for the currently approved uses within PAs 40-44. The approved uses generate a total of approximately 34,577 two-way trips per day with 1,494 AM peak hour trips and 2,986 PM peak hour trips as shown in Table 1. Attachment A includes excerpts from the original 1990 SP EIR identifying the trip generation for the applicable PAs.

TABLE 1: 1990 SP EIR TRIP GENERATION

Land Use ¹	Quantity Units ²	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Planning Area 40: Business Park	302.000 TSF	376	63	439	72	320	392	3,481
Planning Area 41: Business Park	262.000 TSF	353	59	412	68	301	369	3,273
Planning Area 42: Commercial	118.500 TSF	128	55	183	317	330	647	7,811
Planning Area 43: Commercial	153.500 TSF	149	63	212	361	375	736	9,163
Planning Area 44: Commercial	199.500 TSF	173	75	248	395	447	842	10,849
Total Trips	1,035.500 TSF	1,179	315	1,494	1,213	1,773	2,986	34,577

¹ Trip Generation Source: [Institute of Transportation Engineers \(ITE\), Trip Generation Manual](#), Fourth Edition.

² TSF = thousand square feet

PROPOSED PROJECT

The following uses are proposed as part of the Project within PAs 40, 41, 42, 43, and 44:

- 498,000 square feet of industrial use
- 116,000 square feet of self-storage use (14,600 square foot one-story building in the northern portion of the parcel and a 63,400 square foot two-story building within the central portion of the parcel and an approximately 38,000 square foot two-story building within the southern portion of the parcel) plus partially covered recreational vehicle (RV) and/or trailer parking with up to 215 parking stalls
- 20,000 square foot, 4-story hotel (128-keys)
- 27,200 square feet of general commercial use (21,600 square foot building for retail and restaurants and two 2,800 square foot fast-food with drive-through restaurant pads)
- 319,000 square feet of commercial retail use currently exists, resulting in a total of 351,600 square feet of general commercial use

In order to develop the traffic characteristics for the Project, trip-generation statistics published in the latest Institute of Transportation Engineers (ITE) [Trip Generation Manual](#) (11th Edition, 2021) has been used. Table 2 presents the trip generation rates and Table 3 summarizes the proposed trip generation. The trip generation for the proposed industrial use has been calculated by assuming the total industrial square footage is developed as high-cube fulfillment center (sort facility) warehouse use. The proposed Project generates a total of approximately 17,428 two-way trips per day with 1,081 AM peak hour trips and 1,903 PM peak hour trips as shown in Table 3.

TABLE 2: TRIP GENERATION RATES

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles:									
Mini-Warehouse (Self-Storage)	TSF	151	0.053	0.037	0.090	0.071	0.080	0.150	1.450
Mini-Warehouse (RV Parking)	Spaces	151	0.006	0.006	0.012	0.008	0.008	0.017	0.180
High-Cube Fulfillment Center (Sort)	TSF	155	0.705	0.165	0.870	0.468	0.732	1.200	6.440
Hotel	Rooms	310	0.258	0.202	0.460	0.301	0.289	0.590	7.990
High Turnover (Sit-Down) Restaurant	TSF	932	5.26	4.31	9.57	5.52	3.53	9.05	107.20
Fast-Food Restaurant with Drive-Thru	TSF	934	22.75	21.86	44.61	17.18	15.85	33.03	467.48

¹ Trip Generation Source: [Institute of Transportation Engineers \(ITE\), Trip Generation Manual](#), Eleventh Edition (2021).

² TSF = thousand square feet

TABLE 3: PROPOSED PROJECT TRIP GENERATION

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Self-Storage Facility	116,000 TSF	6	4	10	8	9	17	168
Recreational Vehicle (RV) Storage	215 Spaces	1	1	2	2	2	4	40
High-Cube Fulfillment Center (Sort)	498,000 TSF	351	82	433	233	365	598	3,210
Hotel	128 Rooms	32	20	52	20	20	40	538
Commercial ²	319,000 TSF	172	103	275	542	598	1,140	11,756
High Turnover (Sit-Down) Restaurant	21,600 TSF	106	85	191	62	15	76	950
Fast-Food Restaurant with Drive-Thru	5,600 TSF	61	57	118	19	9	28	766
Total Trips		729	352	1,081	886	1,018	1,903	17,428

¹ TSF = thousand square feet

² The 319,000 square feet of general commercial use that currently exists at Case Road and Ethanac Road.

TRIP GENERATION COMPARISON

Table 4 shows the trip generation comparison between the proposed Project uses and the currently approved 1990 SP EIR land uses. The resulting net new trips are identified in Table 4. As shown, the proposed Project is anticipated to generate 17,149 fewer two-way trips per day with 413 fewer AM peak hour trips and 1,083 fewer PM peak hour trips as compared to the currently approved land uses.

TABLE 4: TRIP GENERATION COMPARISON

	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Approved 1990 SP EIR	1,179	315	1,494	1,213	1,773	2,986	34,577
Proposed Project	729	352	1,081	886	1,018	1,903	17,428
Net Change in Trips	-450	37	-413	-327	-755	-1,083	-17,149

Note: Negative value represents a reduction in comparison to the Approved uses.

If you have any questions or comments, I can be reached at cso@urbanxroads.com.

**ATTACHMENT A: EXCERPTS FROM THE GREEN VALLEY SPECIFIC
PLAN 1990 FINAL EIR**

**TABLE 3.3-1
GREEN VALLEY SPECIFIC PLAN
STATISTICAL LAND USE SUMMARY**

LAND USE	PLANNING AREA NO.	TOTAL ACRES	DU'S	DU'S/AC	SQUARE FOOTAGE	% Of TOTAL
Residential						
7,200 - 8,000 S.F.	6	46.9	166	3.5		3.6
	8	<u>33.1</u>	<u>104</u>	<u>3.1</u>		<u>3.0</u>
Subtotal		80.0	270	3.4		6.6
6000 - 7,200 S.F.	19	31.5	140	4.4		2.5
	26	28.0	136	4.9		2.2
	48	<u>25.9</u>	<u>119</u>	<u>4.6</u>		<u>2.1</u>
Subtotal		85.4	395	4.6		6.8
5,500 - 7,200 S.F.	22	38.8	191	4.9		3.1
	24	39.5	177	4.5		3.1
	25	<u>32.0</u>	<u>144</u>	<u>4.5</u>		<u>2.6</u>
Subtotal		110.3	512	4.6		8.8
5,500 - 6,000 S.F.	4	25.7	145	5.7		2.1
	5	26.9	150	5.6		2.1
	10	22.1	96	4.3		1.8
	11	20.8	108	5.2		1.5
	12	36.6	163	4.5		3.1
	17	22.9	106	4.6		1.8
	20	29.2	148	5.1		2.3
	21	39.0	197	5.1		3.1
	27	16.2	80	4.9		1.4
	28	21.5	108	5.1		1.7
	31	34.6	168	4.9		2.7
	34	46.9	225	4.8		3.7
	35	27.6	146	5.2		2.1
	36	27.6	140	5.2		2.1
	46	32.1	166	5.2		2.4
	47	<u>27.2</u>	<u>137</u>	<u>5.1</u>		<u>2.1</u>
Subtotal		456.9	2,283	5.0		36.0
Multi-Family	13	10.5	150	15.0		0.9
	30	12.5	195	15.0		1.1
	39	13.2	195	15.0		1.1
	45	<u>13.2</u>	<u>210</u>	<u>15.0</u>		<u>1.2</u>
Subtotal		49.4	750	15.0		4.2
Residential Subtotal		782	4,210	5.4 (Net)		62.1

TABLE 3.3-1, cont.
 GREEN VALLEY SPECIFIC PLAN
 STATISTICAL LAND USE SUMMARY

LAND USE	PLANNING AREA NO.	TOTAL ACRES	DU'S	DU's/ AC	SQUARE FOOTAGE	% OF TOTAL
Parks	7	30.6				2.3
	15	5.0				0.4
	18	5.0				0.4
	33	5.0				0.4
	37	<u>5.5</u>				<u>0.5</u>
Subtotal		51.1				4.0
Schools	16	7.5				0.6
	32	9.5				0.7
	38	<u>7.0</u>				<u>0.6</u>
Subtotal		24.0				1.9
Commercial	3	1.1			13,000	0.1
	13	15.2			194,500	1.2
	29	17.4			222,500	1.4
	40	21.8			302,000	1.7
	41	20.5			262,000	1.6
	42	9.9			118,500	0.7
	43	12.7			153,500	1.0
	44	<u>16.4</u>			<u>199,500</u>	<u>1.3</u>
Subtotal		115.0		1,465,500		9.0
Industrial	1	34.0			570,000	2.7
	2	34.2			570,000	2.7
	9	<u>40.5</u>			<u>645,000</u>	<u>3.2</u>
Subtotal		108.7		1,785,000		8.6
Open Space	23	11.7				0.9
	49	23.5				1.8
	50	31.6				2.5
	51	<u>31.0</u>				<u>2.3</u>
Subtotal		97.8				7.5
Circulation		<u>90.6</u>				<u>6.9</u>
TOTAL PROJECT		1,269.2	4,210		3,250,500	100.0

TABLE 4.8-4
TRIP GENERATION
GREEN VALLEY REVISED LAND USE PLAN

PHASE ONE
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ZONE	LAND USE	SIZE	UNIT	TRIP					RATES					TRIP					ENDS				
				AM		PM		24 HOUR	AM		PM		24 HOUR	AM		PM		24 HOUR	AM		PM		24 HOUR
				IN	OUT	IN	OUT		IN	OUT	IN	OUT		IN	OUT	IN	OUT		IN	OUT	IN	OUT	
1	INDUSTRIAL	34	AC	6.41	1.32	1.63	5.8	51.8	217	44	55	197	1761	219	45	55	198	1771					
2	INDUSTRIAL	34.2	AC	6.41	1.32	1.63	5.8	51.8	34	14	101	105	1873	29	81	95	55	1498					
3	COMMERCIAL	12	KSF	2.86	1.22	8.45	8.79	156.1	39	108	126	72	1981	27	74	87	50	1368					
4	RESIDENTIAL	149	DU	.2	.55	.64	.37	10.06	21	59	69	39	1086	13	72	72	34	1132					
21	RESIDENTIAL	197	DU	.2	.55	.64	.37	10.06	33	92	107	62	1690	100	60	10	20	600					
26	RESIDENTIAL	136	DU	.2	.55	.64	.37	10.06	0	0	0	0	0	0	0	0	0	0					
28	RESIDENTIAL	108	DU	.2	.55	.64	.37	10.06	45	123	144	83	2263	29	80	93	54	1468					
29	COMMERCIAL	185	KSF	.96	.41	2.18	2.46	59.9	23	65	76	44	1197	177	75	403	455	11081					
30	RESIDENTIAL	192	DU	.07	.38	.38	.18	5.9	0	0	0	0	0	0	0	0	0	0					
31	RESIDENTIAL	168	KSF	.2	.55	.64	.37	10.06	1006	992	1493	1468	30769	13	72	72	34	1132					
32	SCHOOL	10	AC	10	6	1	2	60	0	0	0	0	0	0	0	0	0	0					
33	PUBLIC PARK	5	AC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
34	RESIDENTIAL	225	DU	.2	.55	.64	.37	10.06	0	0	0	0	0	0	0	0	0	0					
35	RESIDENTIAL	146	DU	.2	.55	.64	.37	10.06	0	0	0	0	0	0	0	0	0	0					
48	RESIDENTIAL	119	DU	.2	.55	.64	.37	10.06	0	0	0	0	0	0	0	0	0	0					
PHASE ONE TOTAL				1006	992	1493	1468	30769															

PHASE TWO
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ZONE	LAND USE	SIZE	UNIT	TRIP					RATES					TRIP					ENDS				
				AM		PM		24 HOUR	AM		PM		24 HOUR	AM		PM		24 HOUR	AM		PM		24 HOUR
				IN	OUT	IN	OUT		IN	OUT	IN	OUT		IN	OUT	IN	OUT		IN	OUT	IN	OUT	
5	RESIDENTIAL	154	DU	.2	.55	.64	.37	10.06	30	84	98	56	1549	33	92	108	62	1700					
6	RESIDENTIAL	169	DU	.2	.55	.64	.37	10.06	0	0	0	0	0	0	0	0	0	0					
7	PUBLIC PARK	29	AC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
18	PUBLIC PARK	5	AC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
19	RESIDENTIAL	140	DU	.2	.55	.64	.37	10.06	28	77	89	51	1408	29	81	94	54	1488					
20	RESIDENTIAL	148	DU	.2	.55	.64	.37	10.06	28	77	89	51	1408	0	0	0	0	0					
36	RESIDENTIAL	140	DU	.2	.55	.64	.37	10.06	0	0	0	0	0	0	0	0	0	0					
37	PUBLIC PARK	5.5	AC	0	0	0	0	0	70	42	7	14	420	13	75	75	35	1174					
38	SCHOOL	7	AC	10	6	1	2	60	33	91	106	61	1669	27	75	87	50	1378					
45	RESIDENTIAL	199	DU	.07	.38	.38	.18	5.9	0	0	0	0	0	0	0	0	0	0					
46	RESIDENTIAL	166	DU	.2	.55	.64	.37	10.06	291	694	753	434	12194	0	0	0	0	0					
47	RESIDENTIAL	137	DU	.2	.55	.64	.37	10.06	0	0	0	0	0	0	0	0	0	0					
PHASE TWO TOTAL				291	694	753	434	12194															
CUMULATIVE TOTAL				1297	1686	2246	1902	42963															

TABLE 4.8-4 (Continued)

PHASE THREE

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ZONE	LAND USE	SIZE	UNIT	TRIP					RATES					TRIP					ENDS				
				AM		PM		24	AM		PM		24	AM		PM		24	AM		PM		24
				IN	OUT	IN	OUT	HOUR	IN	OUT	IN	OUT	HOUR	IN	OUT	IN	OUT	HOUR	IN	OUT	IN	OUT	HOUR
9	INDUSTRIAL	40.5	AC	6.41	1.32	1.63	5.8	51.8	259	53	66	234	2097										
10	RESIDENTIAL	96	DU	.2	.55	.64	.37	10.06	19	52	61	35	965										
11	RESIDENTIAL	108	DU	.2	.55	.64	.37	10.06	21	59	69	39	1086										
12	RESIDENTIAL	161	DU	.2	.55	.64	.37	10.06	32	88	103	59	1619										
13	COMMERCIAL	166	KSF	1	.43	2.39	2.49	62.2	166	71	396	413	10325										
14	RESIDENTIAL	161	DU	.07	.38	.38	.18	5.9	11	61	61	28	949										
15	PUBLIC PARK	5	AC	0	0	0	0	0	0	0	0	0	0										
16	SCHOOL	7.5	AC	10	6	1	2	60	75	45	7	15	450										
17	RESIDENTIAL	80	DU	.2	.55	.64	.37	10.06	16	44	51	29	804										
27	RESIDENTIAL	86	DU	.2	.55	.64	.37	10.06	17	47	55	31	865										
PHASE THREE TOTAL									616	520	869	883	19160										
CUMULATIVE TOTAL									1913	2206	3115	2785	62123										

PHASE FOUR

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ZONE	LAND USE	SIZE	UNIT	TRIP					RATES					TRIP					ENDS				
				AM		PM		24	AM		PM		24	AM		PM		24	AM		PM		24
				IN	OUT	IN	OUT	HOUR	IN	OUT	IN	OUT	HOUR	IN	OUT	IN	OUT	HOUR	IN	OUT	IN	OUT	HOUR
8	RESIDENTIAL	118	DU	.2	.55	.64	.37	10.06	23	64	75	43	1187										
22	RESIDENTIAL	191	DU	.2	.55	.64	.37	10.06	38	105	122	70	1921										
24	RESIDENTIAL	146	DU	.2	.55	.64	.37	10.06	29	80	93	54	1468										
25	RESIDENTIAL	172	DU	.2	.55	.64	.37	10.06	34	94	110	63	1730										
39	RESIDENTIAL	198	DU	.07	.38	.38	.18	5.9	13	75	75	35	1168										
40	BUSINESS PK	21.8	AC	17.25	2.89	3.33	14.7	159.7	376	63	72	320	3481										
41	BUSINESS PK	20.5	AC	17.25	2.89	3.33	14.7	159.7	353	59	68	301	3273										
42	COMMERCIAL	108	KSF	1.19	.51	2.94	3.06	72.33	128	55	317	330	7811										
43	COMMERCIAL	138	KSF	1.08	.46	2.62	2.72	66.4	149	63	361	375	9163										
44	COMMERCIAL	179	KSF	.97	.42	2.21	2.5	60.61	173	75	395	447	10849										
PHASE FOUR TOTAL									1316	733	1688	2038	42051										
CUMULATIVE TOTAL									3229	2939	4803	4823	104174										