APPENDIX 5.0

REVISED TRIP GENERATION ASSESSMENT

FINAL - 2/2/2022

URBAN CROSSROADS

urbanxroads.com

January 10, 2022

Mr. Stephen Macie
Somar Land Group, Inc.
16391 Harwich Circle
Riverside, CA 92503

SUBJECT: CLINTON KEITH MARKETPLACE TRIP GENERATION ASSESSMENT

Dear Mr. Stephen Macie:

Urban Crossroads, Inc. is pleased to provide the following Trip Generation Assessment for Clinton Keith Marketplace development (**Project**) which is located on the northwest corner of Hidden Springs Road and Clinton Keith Road in the City of Wildomar. The purpose of this work effort is to assess the potential changes in trip generation associated with the update to the uses proposed for the Project.

BACKGROUND

The purpose of this trip generation assessment is to ensure the development of the proposed Project uses does not exceed the traffic generation evaluated in the Clinton Keith Marketplace Traffic Impact Analysis (prepared by Urban Crossroads, Inc., dated October 21, 2019, referred to as **Traffic Study**). If the proposed Project uses generates the same or less than the trip generation evaluated in the Traffic Study, then traffic impacts and associated mitigation measures are also assumed to be the same or less than those previously identified.

PROJECT TRIP GENERATION

The Traffic Study evaluated the following uses:

- Building 1: 4,800 square feet of fast-food restaurant with drive-through window
- Building 2: 10,870 square feet of retail shops
- Building 3 & 4: 26,500 square foot grocery store
- Building 5: 24,700 square foot pharmacy with drive-through window
- Building 6: 1,800 square foot coffee/donut shop with drive-through window
- Building 6A: 3,000 square foot fast-food restaurant with drive-through window

The trip generation from the Traffic Study was calculated based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (2017). As shown in Table 1, the Traffic Study concluded that the Project would generate 4,908 trip-ends per day, with 351 trips generated during the AM peak hour and 412 trips generated during the PM peak hour.

TABLE 1: TRIP GENERATION SUMMARY FROM TRAFFIC STUDY

Project	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Clinton Keith Marketplace									
Building 1: Fast Food w/ Drive Thru	4.800	TSF	98	95	193	82	75	157	2,262
Internal Capture (10%):			-10	-9	-19	-8	-8	-16	-226
Pass-by Reduction (49% AM, 50% PM/Daily):			-42	-42	-84	-34	-34	-67	-1,018
Building 1 Total Net Trips:			***46***	***44***	***90***	***41***	***33***	***74***	***1,018***
Building 2: Shopping Center	10.870	TSF	6	4	11	20	22	41	410
Internal Capture (10%):			-1	0	-1	-2	-2	-4	-42
Pass-by Reduction (34% PM/Daily):			0	0	0	-6	-6	-12	-126
Building 2 Total Net Trips:			***6***	***3***	***9***	***12***	***13***	***25***	***242***
Building 3 & 4: Supermarket	26.500	TSF	61	40	101	125	120	245	2,830
Internal Capture (10%):			-6	-4	-10	-12	-12	-24	-284
Pass-by Reduction (36% PM/Daily):			0	0	0	-39	-39	-78	-916
Building 3 & 4 Total Net Trips:			***55***	***36***	***91***	***74***	***69***	***143***	***1,630***
Building 5: Pharmacy w/ Drive Thru	24.700	TSF	50	45	95	127	127	254	2,696
Internal Capture (10%):			-5	-4	-9	-13	-13	-26	-270
Pass-by Reduction (49% PM/Daily):			0	0	0	-56	-56	-112	-1,190
Building 5 Total Net Trips:			***45***	***41***	***86***	***58***	***58***	***116***	***1,236***
Building 6: Coffee/Donut Shop w/ Drive Thru	1.800	TSF	82	78	160	39	39	78	1,478
Internal Capture (10%):			-8	-8	-16	-4	-4	-8	-148
Pass-by Reduction (89% AM, 89% PM/Daily):			-63	-63	-126	-31	-31	-62	-1,184
Building 6 Total Net Trips:			***11***	***7***	***18***	***4***	***4***	***8***	***146***
Building 6A: Fast Food w/ Drive Thru	3.000	TSF	61	59	120	51	47	98	1,414
Internal Capture (10%):			-6	-6	-12	-5	-5	-10	-142
Pass-by Reduction (49% AM, 50% PM/Daily):			-26	-26	-52	-21	-21	-42	-636
Building 6A Total Net Trips:			***29***	***27***	***56***	***25***	***21***	***46***	***636***
Clinton Keith Marketplace Total Trips			***192***	***159***	***351***	***213***	***199***	***412***	***4,908***

[1] TSF = Thousand Square Feet

PROPOSED PROJECT TRIP GENERATION

The Project is proposing the development of the following uses:

- Pad 1: 4,800 square feet of fast-food restaurant with drive-through window
- Major A: 22,000 square foot grocery store
- Shops 1: 7,700 square feet of retail shops
- Pad 2: 7,600 square foot automotive retail store
- Major B: 13,000 square foot pharmacy with drive-through window (first floor)
- Major B: 5,000 square feet of professional business/medical office (second floor)

- Parcel 6: 1,273 square foot car wash tunnel (single tunnel)
- Pad 3: 4,800 square foot restaurant

Table 2 presents the trip generation rates obtained from the latest ITE Trip Generation Manual (11th Edition, 2021) for the proposed uses.

TABLE 2: ITE TRIP GENERATION RATES

Land Use[1]	ITE LU Code	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Rates									
Medical Office	720	TSF	2.45	0.65	3.10	1.18	2.75	3.93	36.00
Strip Retail Plaza (<40,000 SF)	822	TSF	1.42	0.94	2.36	3.30	3.29	6.59	54.45
Automobile Parts Sales	843	TSF	1.38	1.13	2.51	2.35	2.55	4.90	54.57
Supermarket	850	TSF	1.69	1.17	2.86	4.48	4.47	8.95	93.84
Pharmacy w/ Drive Thru	881	TSF	1.94	1.80	3.74	5.13	5.12	10.25	108.40
High Turnover (Sit-Down) Restaurant	932	TSF	5.26	4.31	9.57	5.52	3.53	9.05	107.20
Fast Food w/ Drive Thru	934	TSF	22.75	21.86	44.61	17.18	15.85	33.03	467.48
Car Wash[3]	948	TSF	--	--	--	7.10	7.10	14.20	142.00

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

[2] TSF = Thousand Square Feet

[3] Daily trip rate not available in the ITE Trip Generation Manual; as such, the daily trip rate has been calculated at 10 times the PM peak hour total.

Consistent with the Traffic Study, pass-by trips are defined as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. These types of trips are many times associated with retail uses. As the Project is proposed to include restaurant use and other applicable uses, pass-by percentages have been obtained from the ITE Trip Generation Handbook (3rd Edition, 2017) have been applied accordingly.

Patrons of the office uses may also visit the proposed restaurant or retail uses without leaving the site (and vice versa). The ITE Trip Generation Handbook has been utilized to determine the internal capture for the applicable mix of uses. Internal capture is a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. In other words, trips may be made between individual restaurant, office, or retail uses on-site and can be made either by walking or using internal roadways without using external streets. As such, an internal capture reduction was applied to recognize the interactions that would occur between the various complementary land uses. Consistent with the Traffic Study, an internal capture reduction of 10% has been applied to all uses. As shown in Table 3, the proposed Project is anticipated to generate a total of 3,892 trip-ends per day, with 289 AM peak hour trips and 355 PM peak hour trips.

TABLE 3: PROPOSED PROJECT TRIP GENERATION SUMMARY

Land Uses	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Project Trip Generation									
Clinton Keith Marketplace									
Pad 1: Fast Food w/ Drive Thru	4.800	TSF	109	105	214	82	76	159	2,244
Internal Capture (10%):			-11	-10	-21	-8	-8	-16	-224
Pass-by Reduction (49% AM, 50% PM/Daily):			-47	-47	-93	-34	-34	-68	-1,010
Pad 1 Net Trips:			***51***	***48***	***100***	***41***	***34***	***75***	***1,010***
Shops 1: Strip Retail Plaza	7.700	TSF	11	7	19	25	25	51	420
Internal Capture (10%):			-1	-1	-1	-3	-3	-5	-42
Pass-by Reduction (34% PM/Daily):			0	0	0	-8	-8	-16	-130
Shops 1 Net Trips:			***10***	***7***	***17***	***15***	***15***	***30***	***248***
Major A: Supermarket	22.000	TSF	37	26	63	99	98	197	2,066
Internal Capture (10%):			-4	-3	-6	-10	-10	-20	-208
Pass-by Reduction (36% PM/Daily):			0	0	0	-32	-32	-64	-670
Major A Net Trips:			***33***	***23***	***57***	***57***	***57***	***114***	***1,188***
Pad 2: Automobile Parts Sales	7.600	TSF	10	9	19	18	19	37	416
Internal Capture (10%):			-1	-1	-2	-2	-2	-4	-42
Pass-by Reduction (43% PM/Daily):			0	0	0	-7	-7	-14	-162
Pad 2 Net Trips:			***9***	***8***	***17***	***9***	***11***	***19***	***212***
Major B: Pharmacy w/ Drive Thru	13.000	TSF	25	23	49	67	67	133	1,410
Internal Capture (10%):			-3	-2	-5	-7	-7	-14	-142
Pass-by Reduction (49% PM/Daily):			0	0	0	-29	-29	-59	-622
Major B: Medical Office	5.000	TSF	12	3	16	6	14	20	180
Internal Capture (10%):			-1	0	-2	-1	-1	-2	-18
Major B Net Trips:			***34***	***24***	***58***	***36***	***43***	***78***	***808***
Pad 3: High Turnover (Sit-Down) Restaurant	4.800	TSF	25	21	46	26	17	43	516
Internal Capture (10%):			-3	-2	-5	-3	-2	-4	-52
Pass-by Reduction (43% PM/Daily):			0	0	0	-10	-7	-17	-200
Pad 3 Net Trips:			***23***	***19***	***41***	***14***	***9***	***22***	***264***
Parcel 6: Car Wash	1.273	TSF	--	--	--	9	9	18	182
Internal Capture (10%):			--	--	--	-1	-1	-2	-20
Parcel 6 Net Trips:			***0***	***0***	***0***	***8***	***8***	***16***	***162***
Clinton Keith Marketplace Total Trips			***161***	***128***	***289***	***180***	***176***	***355***	***3,892***

[1] TSF = Thousand Square Feet

PROJECT TRIP GENERATION COMPARISON

As shown in Table 4, the development of the proposed Project is anticipated to generate 1,016 fewer trip-ends per day with 62 fewer AM and 58 fewer PM peak hour trips as compared to the Project evaluated in the 2019 Traffic Study. This equates to a 18% reduction during the AM, 14% reduction during the PM peak hours, and a 21% reduction to daily two-way weekday trips.

TABLE 4: TRIP GENERATION COMPARISON

Project	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Traffic Study (See Table 1)	192	159	351	213	199	412	4,908
Currently Proposed (See Table 3)	161	128	289	180	176	355	3,892
VARIANCE	***-31***	***-30***	***-62***	***-34***	***-23***	***-58***	***-1,016***

CONCLUSION

Since the currently proposed Project would result in a net reduction in AM and PM peak hour trips in comparison to the previous Site Plan evaluated in the 2019 Traffic Study, the peak hour intersection deficiencies are anticipated to be the same or less than those previously identified in the Traffic Study. Therefore, no additional traffic-related deficiencies are anticipated as a result of the proposed development that is currently being contemplated in addition to those previously disclosed in the Traffic Study. If you have any questions, please contact me directly at (949) 861-0177.

Respectfully submitted,

URBAN CROSSROADS, INC.

Charlene So

Charlene So, PE
Associate Principal