October 8, 2021

Mr. Ken Jackson
PVR MANAGEMENT, LLC.
8895 Research Drive, Suite 200
Irvine, CA 92618

Subject: Paradise Valley Ranch (CUP 210005) Trip Generation Analysis, County of Riverside, CA

Dear Mr. Jackson:

RK ENGINEERING GROUP, INC. (RK) is pleased to submit this traffic study for the proposed Paradise Valley Ranch project.

A. Site Location

The project site is located in an unincorporated area of southwest Riverside County, east of the City of Hemet, approximately 4 miles east of State Street, at the terminus of Cactus Valley Road. The site address is 43700 Cactus Valley Road. Currently, the County of Riverside is processing a Lot Line Adjustment (LLA) involving three parcels [Assessor Parcel Numbers (APN) 569-020-024, -025, and -026] on the Paradise Valley Ranch property. Once this LLA has been processed (LLA210115), one of the three parcels (approximately 48-acres) will be used for Conditional Use Permit No. 210005.

The project site has been in operation for over 40 years serving as a Christian retreat and youth camp. The site is zoned for Rural Residential (RR) uses in the County of Riverside Zoning Map and Rural Residential (RR) and Rural Mountainous (RM) in the Riverside County Land Use Map.

Existing land uses surrounding the project site include; Rural Residential and Rural Mountainous use to the north and west, Rural Residential and Open Space Rural to the east and Rural Residential and Conservation Habitat to the south.

The project location map is provided in Exhibit A.

B. Project Description

The project consists of re-developing the existing Paradise Valley Ranch site to become the Wildfire Conservancy "Center of Excellence" west-coast facility. The facility will be dedicated to the treatment and recovery of mental and behavioral health conditions suffered by firefighters. The site will support research and training programs in partnership with the California State University system, CAL FIRE, CAL FIRE Local 2881, and the International Association of Fire Fighters (IAFF), among others. The project is expected to have a maximum of 64 employees on-site.

The project is also proposing to develop approximately 55,236 sqaure feet of land for private photovoltaic energy development. The total project site area is approximately 48 acres.

Construction of the project is estimated to begin in the year 2021 and expected to last approximately 15 months. Approximately 37,130 square feet of new building area will be constructed as part of the project. The project is not expected to require the import or export of earthwork material.

Once operational, the total building area of the project would be approximately 69,146 square feet and include approximately 112 beds. Existing on-site amenities, which will remain operational include: 3 pools, 2 man-made lakes, pool house, gym, rock-climbing wall, basketball/tennis court, batting cages, barn and horse stables, and hiking trails/roads.

Table 1 provides a summary of the project land uses and building area.

The site plan used for this analysis, provided by JW ARCHITECTS, is illustrated in Exhibit B.

Table 1
Land Use Summary

Land Use	Status	Quantity	Metric
Ponderosa Lodge	Existing	8,712	Square Feet
	New Construction	3,137	Square Feet
	Net Total	11,849	Square Feet
Silverado House	Existing	8,051	Square Feet
	New Construction	439	Square Feet
	Net Total	8,490	Square Feet
Barn/Equestrian Facility	Existing	4,350	Square Feet
Barn	Existing	2,560	Square Feet
Hacienda House	Existing	2,000	Square Feet
New Lodge	New Construction	16,777	Square Feet
New Admin Building	New Construction	16,777	Square Feet
Chaparral Lodge	Existing	2,160	Square Feet
Kitchen and Dining Room	Existing	2,400	Square Feet
Pool House	Existing	945	Square Feet
Guest Cottage	Existing	838	Square Feet
Ball Court	Existing	27,100	Square Feet
Rock Climbing Wall	Existing	315	Square Feet
Manmade Lake- 1	Existing	4,790	Square Feet
Manmade Lake-2	Existing	20,030	Square Feet
Pool 1	Existing	1,600	Square Feet
Pool 2	Existing	500	Square Feet
Pool 3	Existing	1,300	Square Feet
Private Solar Facilities	New Construction	55,236	Square Feet
Total Existing (Building Area)		**32,016**	**Square Feet**
Total New Construction (Building Area)		**37,130**	**Square Feet**
Total Future Building Area		**69,146**	**Square Feet**
Total Project Site Area		**48**	**Acres**

The proposed project is planned to be constructed in two phases:

- Phase 1 will consist of a total of 80 beds;

- Phase 2 consists of an additional 32 beds, bringing the total number of beds to 112.

During its full typical operations, a total of approximately two (2) clients are expected to arrive or leave the site. The Clients which arrive or leave the site to take part in the programs are mainly expected to travel to and from the site through use of shuttles or other means which would eliminate the need for the clients to drive. During the stay, the clients generally remain on site until the program is completed. Hence, the traffic generation associated with the clients are expected to be nominal.

The staff is expected to serve the clients in three work shifts. At its full completion, the proposed project is planned to have the following level of staffing:

Weekday Conditions (Monday through Friday):

- Day Shift (7:00 AM to 3:30 PM): 64 staff persons;
- Swing Shift (3:00 PM to 11:30 PM): 21 staff persons; and
- Night Shift (11:00 PM to 7:30 AM): 8 staff persons.
- Total staff of approximately 93 per 24-hour period.

Weekend Conditions (Saturday & Sunday):

- Day Shift (7:00 AM to 3:30 PM): 32 staff persons;
- Swing Shift (3:00 PM to 11:30 PM): 18 staff persons; and
- Night Shift (11:00 PM to 7:30 AM): 8 staff persons.
- Total staff of approximately 58 per 24-hour period.

The proposed use will also have nominal number trips associated with daily operations such as Fed Ex deliveries, Laboratory, etc.

The existing facility currently has a staff of approximately 4 persons and serves approximately 3,500 visitors per year.

C. Project Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development.

Trip generation is typically estimated based on the trip generation rates from the latest *Institute of Transportation Engineers (ITE) Trip Generation Manual.*

However, since the proposed project considered very unique in nature, ITE does not have trip generation information for such use. Hence, the project trip generation is estimated based on the operational information as planned for the proposed use as follows and shown in Table 2:

C.1 Weekday Daily Trips:

Staff Trips: During typical weekday conditions, with a total of 93 staff persons, conservatively assuming each staff arrives in a single vehicle, this results in a total of 186 trips (93 inbound trips and 93 outbound trips) in a 24-hour period. This is a conservative assumption since a large number of staff could potentially arrive and leave in shuttle services.

Client Trips: Conservatively assuming two (2) clients arriving and leaving on a typical day, this results in a total of four (4) trips (2 inbound trips and 2 outbound trips) in a 24-hour period.

Delivery & Services: Conservatively assuming four (4) delivery and other vehicles arriving at the site per day on a typical basis, this results in a total of 8 trips (4 inbound trips and 4 outbound trips) in a 24-hour period.

Total Trips: Hence in total, the proposed use is expected to result in a total of approximately 198 trips on a 24-hour period.

C.2 Weekday Peak Period Trips (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM):

Staff Trips: During typical weekday conditions, the day shift begins at 7:00 AM. So staff is expected to arrive outside the **7:00 AM to 9:00 AM** morning peak period, resulting in **nominal inbound AM trips**. The night shift staff of 8 is expected to leave around 7:30 AM resulting in **8 outbound AM trips**. This is a conservative assumption since a large number of staff could potentially arrive and leave in shuttle services.

During typical weekday conditions, the swing shift begins at 3:00 PM. So staff is expected to arrive outside the **4:00 PM to 6:00 PM** afternoon peak period, resulting in **nominal inbound PM peak trips**. The day shift staff is expected to leave around 3:30 PM. So staff is expected to depart outside the 4:00 PM to 6:00 PM afternoon peak period, resulting in **nominal outbound PM peak trips**.

Client Trips: Conservatively assuming two (2) clients arriving and leaving on a typical day and each trip occurring inside the peak periods (and equally split between the two peak periods), this results in a total of **1 inbound AM peak trips, 1 outbound AM peak trips, 1 inbound PM peak trips and 1 outbound PM peak trips.**

Delivery & Services: Conservatively assuming four (4) delivery and other vehicles arriving at the site per day on a typical basis and the trips occurring inside the peak periods (and equally split between the two peak periods), this results in a total of **2 inbound AM peak trips**, **2 outbound AM peak trips, 2 inbound PM peak trips and 2 outbound PM peak trips**.

Total Trips: Based on the assumptions listed above, this results in a total trip generation of **14 AM peak trips (3 inbound and 11 outbound) and 6 PM peak trips (3 inbound and 3 outbound).**

It should be noted the trip generation assumed is conservative for the following reasons:

- It does not account for the potential of staff members and clients using shuttle services and car pool; and

- It does not account for the displaced existing uses.

Table 2 shows the weekday trip generation for the proposed project.

Table 2
Project Trip Generation Summary

Activity	Peak Hour						Daily
	AM Peak Hour			PM Peak Hour			
	In	Out	Total	In	Out	Total	
Staff	0	8	8	0	0	0	186
Clients	1	1	2	1	1	2	4
Deliveries, etc.	2	2	4	2	2	4	8
Total	**3**	**11**	**14**	**3**	**3**	**6**	**198**

Notes:

Source: Project planned operations data provided by project applicant.

As shown in Table 2, during weekday conditions, the proposed project is expected to generate approximately 198 trips per day including approximately 14 AM peak hour trip sand approximately 6 PM peak hour trips.

The weekend trip generation associated with the proposed project is expected to be even less than the weekday since the weekday has a lower level of staffing.

D. Project Level of Service Evaluation

As shown in Table 2, during weekday conditions, the proposed project is expected to generate approximately 224 trips per day including approximately 14 AM peak hour trip sand approximately 6 PM peak hour trips.

Based on the *Transportation Analysis Guidelines for Level of Service & Vehicle Miles Traveled (County of Riverside Transportation Department, December 2020),* projects that generate less than 100 peak hour trips are exempt from preparation of level of service and operational analysis and are deemed to have a less than significant level of service (LOS) impact on the surrounding circulation system due to their low number of trips.

E. Summary & Conclusions

During weekday conditions, the proposed project is expected to generate approximately 224 trips per day including approximately 14 AM peak hour trip sand approximately 6 PM peak hour trips.

The weekend trip generation associated with the proposed project is expected to be even less than the weekday since the weekday has a lower level of staffing.

Based on the *Transportation Analysis Guidelines for Level of Service & Vehicle Miles Traveled (County of Riverside Transportation Department, December 2020),* projects that generate less than 100 peak hour trips are exempt from preparation of level of service and operational analysis and are deemed to have a less than significant level of service (LOS) impact on the surrounding circulation system due to their low number of trips.

RK appreciated the opportunity to serve you on this project and prepare this traffic evaluation. If you have any questions regarding this proposal, please call me at (949) 474-0809.

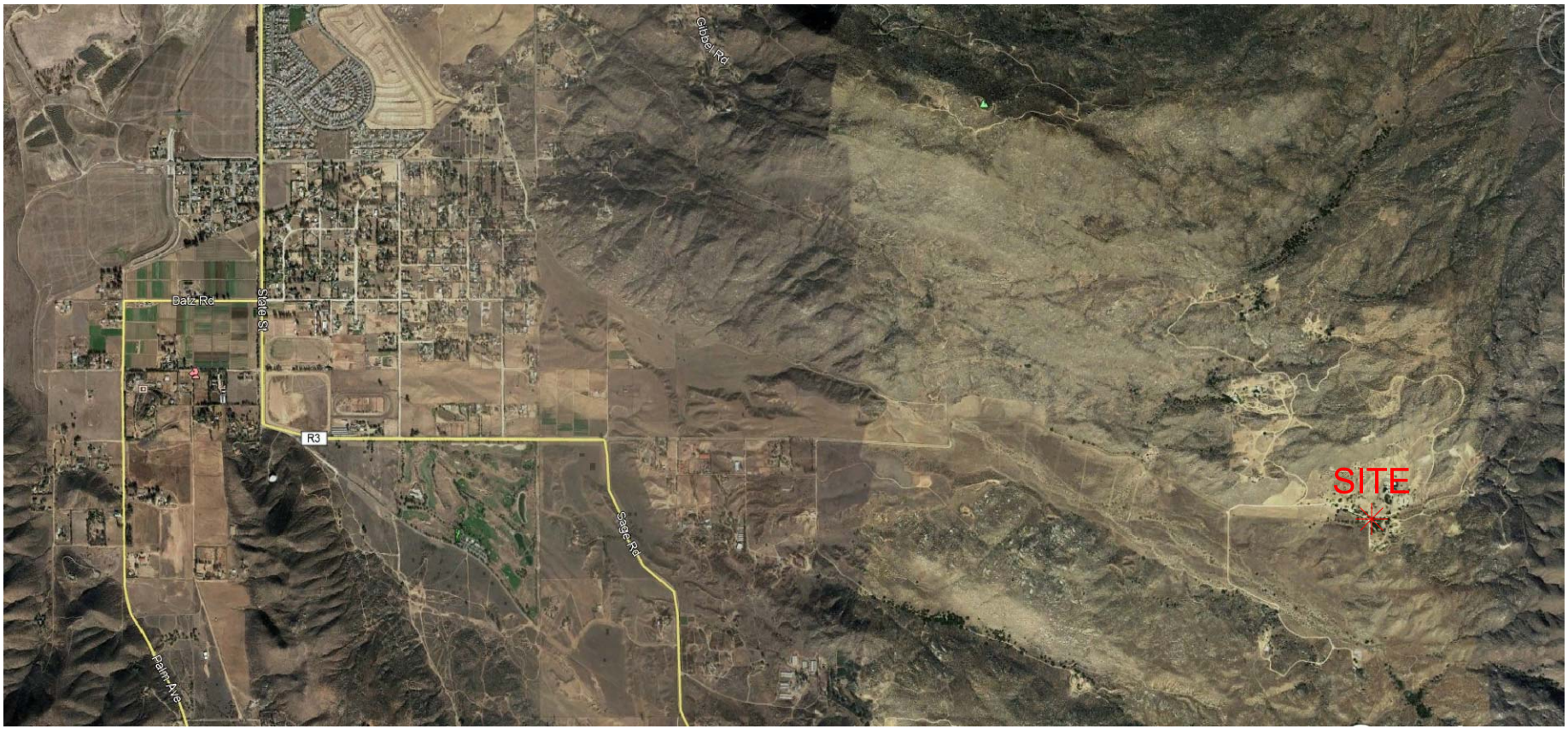
Respectfully submitted,
RK ENGINEERING GROUP, INC.

Alex Tabrizi, PE, TE
Principal

Attachments

Exhibit A

Location Map



Legend:

✳ = Project Site

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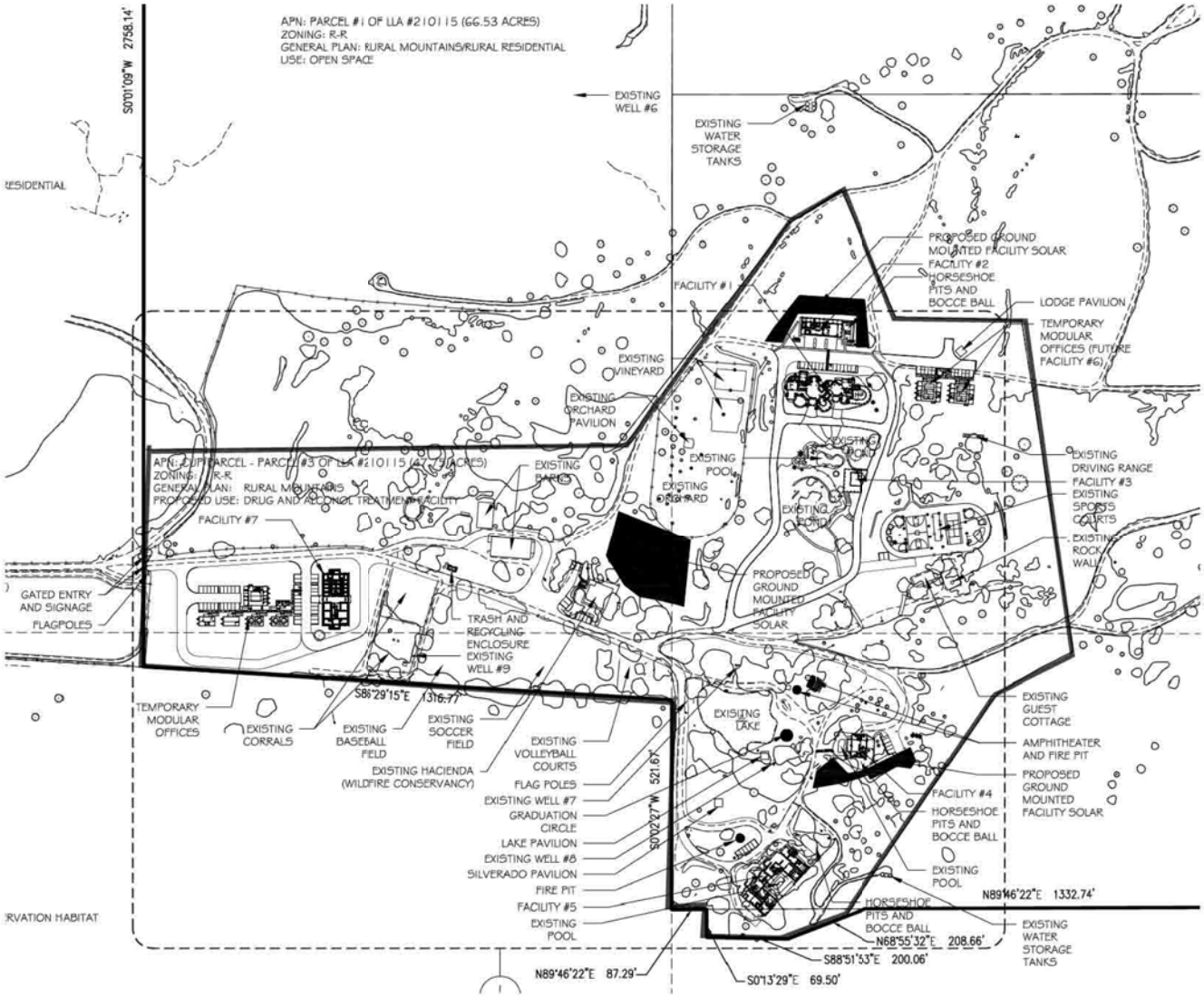
RK engineering group, inc.

Site Plan


APN: PARCEL #1 OF LLA #210115 (66.53 ACRES)
ZONING: R-R
GENERAL PLAN: RURAL MOUNTAINS/RURAL RESIDENTIAL
USE: OPEN SPACE
S0°01'09"W 2758.14'
EXISTING WELL #6
EXISTING WATER STORAGE TANKS
PROPOSED GROUND MOUNTED FACILITY SOLAR
FACILITY #2
HORSESHOE PITS AND BOCCE BALL
LODGE PAVILION
TEMPORARY MODULAR OFFICES (FUTURE FACILITY #6)
FACILITY #1
EXISTING VINEYARD
EXISTING ORCHARD PAVILION
EXISTING POOL
EXISTING ROAD
EXISTING DRIVING RANGE FACILITY #3
EXISTING SPORTS COURTS
EXISTING ROCK WALL
APN: 2ND PARCEL - PARCEL #3 OF LLA #210115 (4.79 ACRES)
ZONING: R-R
GENERAL PLAN: RURAL MOUNTAINS
PROPOSED USE: DRUG AND ALCOHOL TREATMENT FACILITY
EXISTING BARNS
EXISTING ORCHARD
FACILITY #7
GATED ENTRY AND SIGNAGE
FLAGPOLES
TRASH AND RECYCLING ENCLOSURE
EXISTING WELL #9
PROPOSED GROUND MOUNTED FACILITY SOLAR
S88°29'15"E 1316.77'
TEMPORARY MODULAR OFFICES
EXISTING CORRALS
EXISTING BASEBALL FIELD
EXISTING SOCCER FIELD
EXISTING VOLLEYBALL COURTS
EXISTING HACIENDA (WILDFIRE CONSERVANCY)
FLAG POLES
EXISTING WELL #7
GRADUATION CIRCLE
LAKE PAVILION
EXISTING WELL #8
SILVERADO PAVILION
FIRE PIT
FACILITY #5
EXISTING POOL
S0°02'17"W 521.67'
EXISTING LAKE
EXISTING GUEST COTTAGE
AMPHITHEATER AND FIRE PIT
PROPOSED GROUND MOUNTED FACILITY SOLAR
FACILITY #4
HORSESHOE PITS AND BOCCE BALL
EXISTING POOL
N89°46'22"E 1332.74'
HORSESHOE PITS AND BOCCE BALL
EXISTING WATER STORAGE TANKS
N68°55'32"E 208.66'
S88°51'53"E 200.06'
N89°46'22"E 87.29'
S0°13'29"E 69.50'
RESIDENTIAL
RVATION HABITAT
N