

July 24, 2020

c/o Shawn Peukert
Pimlico Ranch, LLC
12203 Magnolia Avenue
Riverside, CA 92503

SUBJECT: PIMLICO RANCH (TTM No. 37621) TRIP GENERATION EVALUATION

Dear Shawn Peukert:

The following Trip Generation Evaluation has been prepared for the proposed Pimlico Ranch (TTM No. 37621) development (referred to as "Project") located at Hayes Avenue and Kalmia Street in the City of Murrieta. The purpose of this trip generation evaluation is to compare the trip generation of the proposed Project to the trip generation of the maximum allowable density per the City of Murrieta Municipal Code and determine if additional analysis is necessary based on the City's traffic study guidelines.

PROJECT DESCRIPTION

The Project is proposed to consist of the development of 35 single family detached residential dwelling units on 47.44 acres. Based on the City of Murrieta's Municipal Code, the Project site is currently designated as Rural Residential. The Project proposes a change of zone to Estate Residential 1.

TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. The trip generation rates used for this assessment are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual (10th Edition, 2017). The ITE Trip Generation Manual is a nationally recognized source for estimating site specific trip generation. The ITE Single Family Detached Residential land use (ITE Land Use Code 210) has been utilized for the purposes of this trip generation evaluation.

CURRENTLY ADOPTED ZONING CODE

Based on the City's Municipal Code, the currently adopted zone designation (Rural Residential) allows for a maximum density of 0.4 dwelling units per acre. Based on the acreage of the Project site, a maximum of 19 single family detached residential dwelling units are permitted. The trip generation rates and the daily and peak hour trip generation summary for the currently adopted zoning are shown

in Table 1. Based on the currently adopted zoning designation, the Project site is anticipated to generate a total of 180 trip-ends per day with 15 AM peak hour trips and 19 PM peak hour trips.

TABLE 1: CURRENTLY ADOPTED TRIP GENERATION

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates									
Single Family Detached Residential	DU	210	0.19	0.56	0.74	0.62	0.37	0.99	9.44

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Comparison									
Currently Adopted: Rural Residential	19	DU	4	11	15	12	7	19	180

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² DU = Dwelling Units

PROPOSED PROJECT

Estate Residential 1 allows for a density range of 0.5 to 1.0 dwelling units per acre (24 to 44 dwelling units based on the acreage of the Project site). The trip generation rates and the daily and peak hour trip generation summary for proposed Project are shown in Table 2. The Project is proposing to develop 35 single family detached residential dwelling units, which falls within the density range for the Estate Residential 1 zoning designation. The proposed Project is anticipated to generate a total of 330 trip-ends per day with 25 AM peak hour trips and 35 PM peak hour trips.

TABLE 2: PROPOSED PROJECT TRIP GENERATION

Land Use	ITE LU Code	Units ²	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Rates¹									
Single Family Detached Residential	210	DU	0.19	0.56	0.74	0.62	0.37	0.99	9.44
Project	Quantity	Units ²	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Summary									
Pimlico Ranch (TTM No. 37621)	35	DU	6	19	25	22	13	35	330

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017).

² DU = Dwelling Units

TRIP GENERATION COMPARISON

As shown in Table 3, based on a comparison of the currently adopted zoning trip generation and the proposed Project trip generation (with proposed change of zone), the Project is anticipated to generate an additional 150 trip-ends per day, with 10 additional AM peak hour trips and 16 additional PM peak hour trips.

TABLE 3: TRIP GENERATION COMPARISON

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates									
Single Family Detached Residential	DU	210	0.19	0.56	0.74	0.62	0.37	0.99	9.44

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Comparison									
Currently Adopted: Rural Residential	19	DU	4	11	15	12	7	19	180
Proposed Project (see Table 1)	35	DU	6	19	25	22	13	35	330
Variance			2	8	10	10	6	16	150

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² DU = Dwelling Units

CONCLUSION

Based on a comparison of the trip generation using the current zoning and the proposed Project zoning, the Project is anticipated to generate fewer than 50 net new peak hour trips. As such, additional traffic analysis is not required for this Project based on the City of Murrieta’s Traffic Impact Analysis Preparation Guidelines (May 2020). If you have any questions, please contact me directly at (949) 861-0177.

Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene So, PE
 Associate Principal