URBAN CROSSROADS

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December 13, 2019

Ms. Kara Palm
HELIX Environmental Planning, Inc.
7578 El Cajon Boulevard
La Mesa, CA 91942

SUBJECT: ENCHANTED HILLS PARK FOCUSED TRAFFIC ASSESSMENT

Dear Ms. Kara Palm:

The firm of Urban Crossroads, Inc. is pleased to submit the following Focused Traffic Assessment for the proposed Enchanted Hills Park development (referred to as "Project"), which is located north of Weston Road and on either side of Diana Street, in the City of Perris. This report focuses on trip generation assessment and qualitative evaluation of pedestrian and bicycle connectivity in the vicinity of the Project. The preliminary site plan is shown on Exhibit 1. The Project is anticipated to be constructed by the year 2022.

PROJECT DESCRIPTION

The approximately 22-acre Project site, which is located in the Enchanted Hills area of Perris, is bound by Metz Road on the north, Watson Road on the south, and residential homes that front Altura Drive to the east and Carter Drive to the west. The Enchanted Hills area was recognized as a park-deficient community and subsequently, the City was awarded funds through California Department of Housing and Community Development to assist in the acquisition of parcels to create a park. Currently, the City is in the process of applying for a Proposition 68 – Statewide Park Development and Community Revitalization Program grant to construct the park. Additionally, the Project site, which is located in what the City's General Plan designates as Planning Area 7 notes that there is a need for active parkland and sports fields for use by residents in this area.

Through a series of community outreach efforts, the City prepared a conceptual plan for the Project. The plan includes a combination of passive and active recreational features including a multi-use field, child play area, tot play area, half-court basketball courts, BMX course improvements, splash play area, skate spot, zip line, trails and bridges, restroom buildings picnic shelters, art rocks, hardscape area, and parking. Additionally, the Project would retain and incorporate with improvements some of the existing site features, such as Owl Rock, which is a painted boulder and as noted the existing BMX course that has been constructed on the Project site by local neighbors. The conceptual plan also identifies a detention basin near the Weston Road Project entrance. There are three entrances to the site; one at the intersection of Weston Road and Diana Street and two entrances that form a horse-shoe drive adjacent to and accessible from Metz Road.

Currently the Project site is largely undeveloped; however, there are several trails, the BMX course, and other signs of disturbance and man-made features. Site topography is relatively flat with a slight slope

from the north to the south. While many natural features of the site would be retained, park development would include the introduction of hardscape and impermeable surfaces as well as turfed and landscaped areas.

PROJECT TRIP GENERATION

Trip generation represents the amount of traffic that is attracted and produced by a development, and is based upon the specific land uses planned for a given project. Trip generation rates (actual vehicles) for the Project are shown in Table 4-1 illustrating daily and peak hour trip generation estimates based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017, for ITE land use code 411 (Public Park) and ITE land use code 488 (Soccer Complex) has been used to derive site specific trip generation estimates.

As shown in Table 1, the Project is anticipated to generate a net total of 90 weekday vehicle trip-ends per day, which includes 1 AM peak hour trips, 19 PM peak hour trips. The Project is anticipated to generate approximately 450 vehicle trip-ends per day on a Saturday which includes 46 peak hour trips.

Due to the relatively low traffic volume (below 50 peak hour trips) associated with the operations of the Project, additional analysis of potential off-site traffic impacts is not required.

TABLE 1: PROJECT TRIP GENERATION SUMMARY

Land Use	LU Code	Units[1]	AM Peak Hour			PM Peak Hour			Weekday Daily	Saturday Peak Hour			Saturday Daily
			In	Out	Total	In	Out	Total		In	Out	Total	
Trip Generation Rates[2]													
Public Park	411	AC	0.01	0.01	0.02	0.06	0.05	0.11	0.78	0.15	0.13	0.28	1.96
Soccer Complex	488	Fields	0.60	0.39	0.99	10.84	5.59	16.43	71.33	19.25	20.85	40.10	404.88

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Weekday Daily	Saturday Peak Hour			Saturday Daily
			In	Out	Total	In	Out	Total		In	Out	Total	
Trip Generation Summary													
Public Park	22.0	AC	0	0	0	1	1	2	18	3	3	6	44
Soccer Complex	1	Fields	1	0	1	11	6	17	72	19	21	40	406
		Total	**1**	**0**	**1**	**12**	**7**	**19**	**90**	**22**	**24**	**46**	**450**

[1] AC = Acres

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

PROJECT ACCESS

Access to the Project site will be provided to both Weston Road and Metz Road via the following driveways:

1. Weston Road via Diana Street/Driveway
2. Metz Road via Driveway

TRANSIT SERVICE

The study area is currently served by the Riverside Transit Authority (RTA), a public transit agency serving the unincorporated Riverside County region. As shown on Exhibit 2, RTA Routes 22 and 30 are bus routes that currently serve the roadways in close proximity to the proposed Project.

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. 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.

BICYCLE & PEDESTRIAN FACILITIES

In an effort to promote alternative modes of transportation, the City of Perris also includes a proposed bikeways and trail system. The City of Perris proposed bikeways and trail system is shown on Exhibit 3. Lukens Lane and San Jacinto Avenue are proposed to have Class II bike lanes. Exhibit 4 illustrates the existing bicycle and pedestrian facilities, including sidewalks and crosswalk locations.

ON-SITE ROADWAY AND SITE ACCESS IMPROVEMENTS

The recommended site-adjacent roadway improvements for the Project are described below. Exhibit 5 illustrates the site-adjacent roadway improvement recommendations.

Weston Road and Metz Road are east-west oriented roadways located along the Project's northern and southern boundary. Weston Road and Metz Road are currently constructed at its ultimate full-section width as a local street along the Project's northern and southern boundary consistent with the City of Perris General Plan Circulation Element. The Project Applicant would improve Weston Road and Metz Road as required by the final Conditions of Approval for the Project and applicable City of Perris standards.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project site.

Sight distance at each project access point should be reviewed with respect to standard Caltrans and City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

If you have any questions, please contact me directly at (949) 336-5992.

Respectfully submitted,

URBAN CROSSROADS, INC.

Pranesh Tarikere, PE
Senior Engineer

Table 1

Project Trip Generation Summary

Land Use	LU Code	Units[1]	AM Peak Hour			PM Peak Hour			Weekday Daily	Saturday Peak Hour			Saturday Daily
			In	Out	Total	In	Out	Total		In	Out	Total	
Trip Generation Rates[2]													
Public Park	411	AC	0.01	0.01	0.02	0.06	0.05	0.11	0.78	0.15	0.13	0.28	1.96
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[1] AC = Acres

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

EXHIBIT 1: PRELIMINARY SITE PLAN

EXHIBIT 2: EXISTING TRANSIT ROUTES

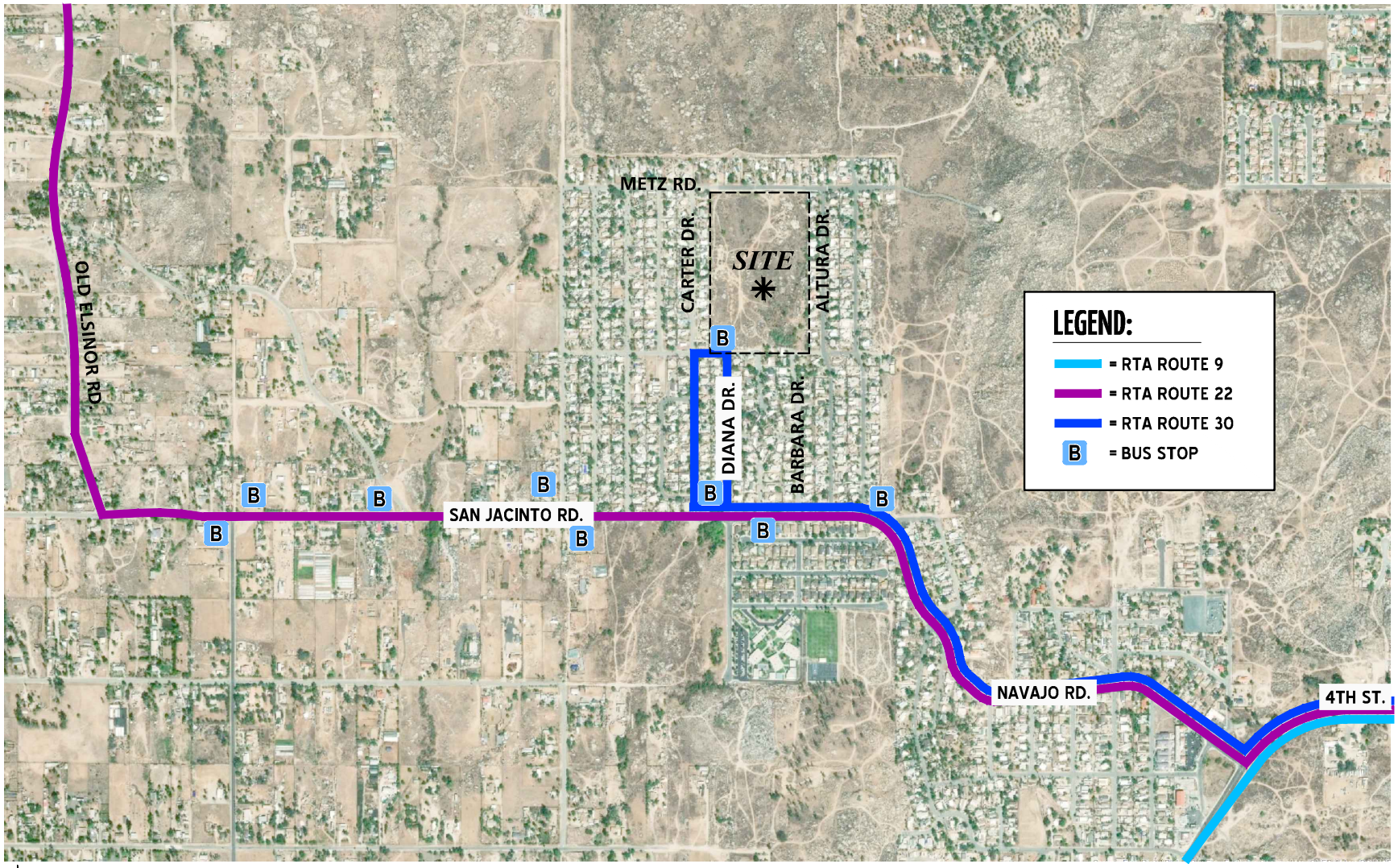
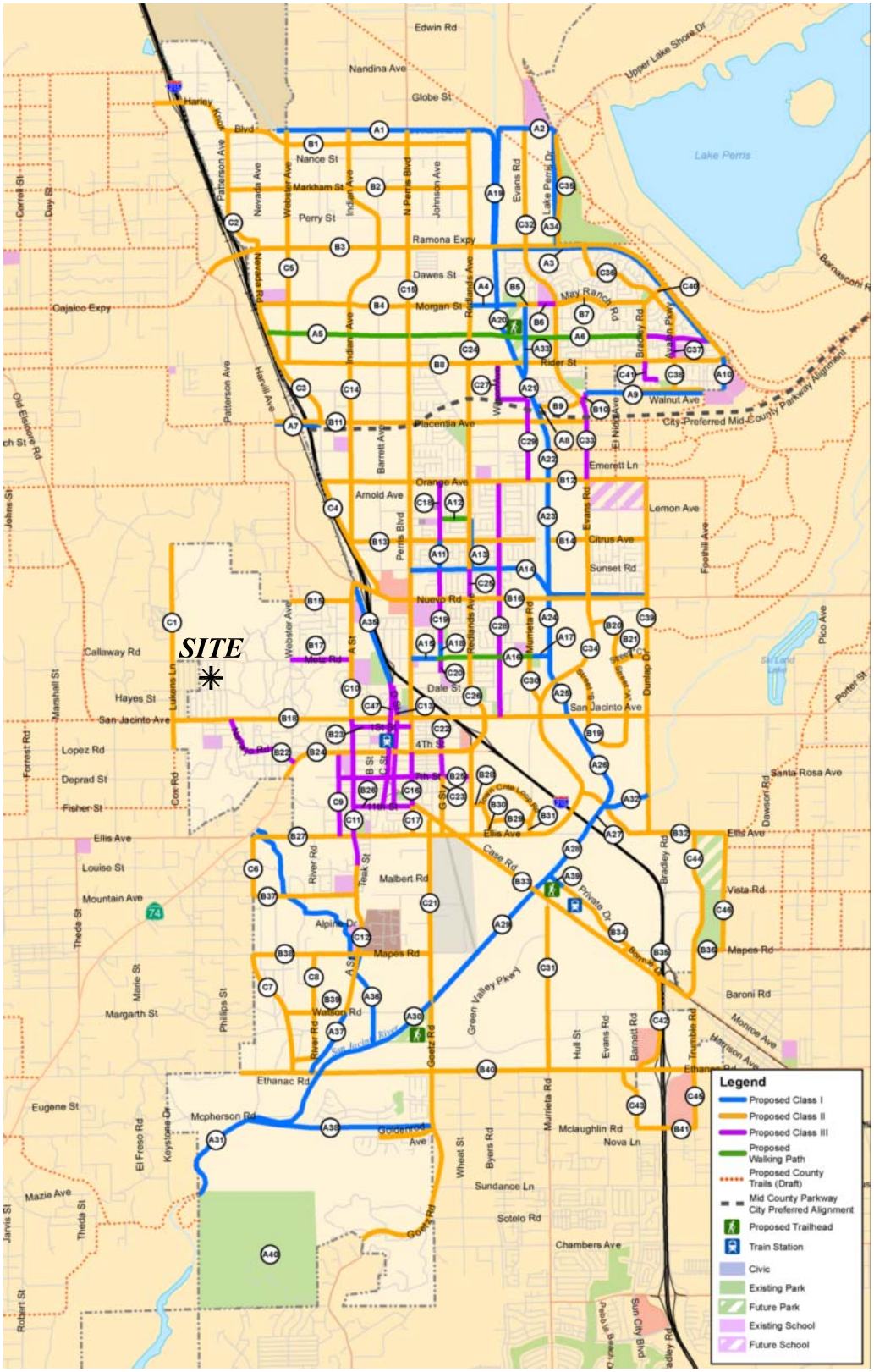


EXHIBIT 3: CITY OF PERRIS PROPOSED BIKEWAYS AND TRAIL IMPROVEMENTS



SOURCE: CITY OF PERRIS (FEBRUARY 20, 2015)

EXHIBIT 4: EXISTING PEDESTRIAN FACILITIES

EXHIBIT 5: SITE ADJACENT ROADWAY AND SITE ACCESS RECOMMENDATIONS