Appendix M
Alternatives–Trip Generation

Table 1: Project Alternative 1 (Approved Specific Plan)

Land Use	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
Single Family Detached Residential	3,292	DU	624	1,843	2,467	2,074	1,218	3,292	31,340
Multifamily Residential	358	DU	36	147	183	143	78	221	2,381
Parks	48.0	AC	41	35	76	107	107	214	1,894
Recreational Community Center	8.000	TSF	10	6	16	10	11	21	271
Elementary School	1,200	STU	300	240	540	84	96	180	1,548
Shopping Center	250.000	TSF	170	102	272	532	576	1,108	12,320
Internal Capture Trip Reductions			-471	-469	-940	-599	-597	-1,196	-11,854
Commercial Pass-by/Diverted Trips			-22	-22	-44	-88	-88	-176	-1,972
Approved Project Total External (Off-Site) Trips			**688**	**1,882**	**2,570**	**2,263**	**1,401**	**3,664**	**35,928**
High Cube Fulfillment Center (Sort)	1,400.000	TSF	987	231	1,218	655	1,025	1,680	9,018
General Light Industrial	2,800.000	TSF	1,824	248	2,072	255	1,565	1,820	13,638
Parks	66.5	AC	67	67	133	133	133	266	3,326
Fire Station	12.000	TSF	4	2	6	2	4	6	58
Public Works Facility	4.500	TSF	9	1	10	2	8	10	56
Single Family Residential	2,860	DU	521	1,481	2,002	1,694	995	2,689	26,970
Multifamily (Low-Rise) Residential	790	DU	76	240	316	254	149	403	5,326
Elementary School	1,200	STU	480	408	888	88	104	192	2,724
Mixed Use (Commercial)	300.000	TSF	207	126	333	618	669	1,287	13,452
General Office	240.000	TSF	321	44	365	59	287	346	2,602
Proposed Project Passenger Cars			4,465	2,823	7,287	3,731	4,911	8,642	76,200
Internal Capture Trip Reductions			-582	-516	-1,098	-322	-395	-717	-8,540
Proposed Project Trucks (Actual Vehicles)			31	25	56	28	28	56	970
Project Total External Trips (Actual Vehicles)			**3,914**	**2,332**	**6,245**	**3,437**	**4,544**	**7,981**	**68,630**
Net Change in Vehicles (Approved Project - Proposed Project)			**-3,226**	**-450**	**-3,675**	**-1,174**	**-3,143**	**-4,317**	**-32,702**

Note: Trip generation rates used are based on Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition, 2012).

[1] TSF = thousand square feet; DU = dwelling units; AC = acres; STU = Students

Table 2: Project Alternative 2 (Business Park Use Restrictions)

Land Use	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
High-Cube Fulfillment Center (Non-Sort) (Cars)	700.000	TSF	78	13	91	40	65	105	1,106
High-Cube Fulfillment Center (Sort) (Cars)	700.000	TSF	487	109	596	321	505	826	4,376
General Light Industrial (Cars)	2,800.000	TSF	1,807	237	2,044	241	1,551	1,792	12,936
Parks	66.5	AC	67	67	133	133	133	266	3,326
Fire Station	12.000	TSF	4	2	6	2	4	6	58
Public Works Facility	4.500	TSF	9	1	10	2	8	10	56
Single Family Residential	2,860	DU	521	1,481	2,002	1,694	995	2,689	26,970
Multifamily (Low-Rise) Residential	790	DU	76	240	316	254	149	403	5,326
Elementary School	1,200	STU	480	408	888	88	104	192	2,724
Mixed Use (Commercial)	300.000	TSF	207	126	333	618	669	1,287	13,452
General Office	240.000	TSF	321	44	365	59	287	346	2,602
Alternative 2 Passenger Cars			4,057	2,728	6,784	3,451	4,470	7,921	72,932
Internal Capture Trip Reductions			-582	-516	-1,098	-322	-395	-717	-8,540
Alternative 2 Trucks (Actual Vehicles)			29	25	54	24	24	48	1,000
Alternative 2 Total External Trips (Actual Vehicles)			**3,504**	**2,237**	**5,740**	**3,153**	**4,099**	**7,252**	**65,392**
Proposed Project Passenger Cars (Includes Internal Capture)			3,883	2,307	6,189	3,409	4,516	7,925	67,660
Proposed Project Trucks (Actual Vehicles)			31	25	56	28	28	56	970
Project Total External Trips (Actual Vehicles)			**3,914**	**2,332**	**6,245**	**3,437**	**4,544**	**7,981**	**68,630**
Net Change in Vehicles (Alternative 2 - Proposed Project)			**-410**	**-95**	**-505**	**-284**	**-445**	**-729**	**-3,238**

[1] TSF = thousand square feet; DU = dwelling units; AC = acres; STU = Students

Table 3: Project Alternative 3 (Business Park Use Restrictions and Increased Residential Density)/Alternative 4 (County Line Road EVA Only)

Land Use	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
High-Cube Fulfillment Center (Non-Sort) (Cars)	1,260.000	TSF	876	195	1,071	577	910	1,487	7,876
High-Cube Fulfillment Center (Sort) (Cars)	2,520.000	TSF	1,626	214	1,840	217	1,396	1,613	11,642
Parks	66.5	AC	67	67	133	133	133	266	3,326
Fire Station	12.000	TSF	4	2	6	2	4	6	58
Public Works Facility	4.500	TSF	9	1	10	2	8	10	56
Single Family Residential	1,314	DU	239	681	920	778	457	1,235	12,392
Multifamily (Low-Rise) Residential	2,336	DU	224	710	934	751	441	1,192	15,746
Elementary School	1,200	STU	480	408	888	88	104	192	2,724
Mixed Use (Commercial)	300.000	TSF	207	126	333	618	669	1,287	13,452
General Office	216.000	TSF	289	39	328	53	258	311	2,342
Alternative 3 Passenger Cars			4,021	2,443	6,463	3,218	4,380	7,598	69,614
Internal Capture Trip Reductions			-624	-525	-1,149	-343	-433	-776	-9,782
Alternative 3 Trucks (Actual Vehicles)			30	24	54	28	26	54	870
Alternative 3 Total External Trips (Actual Vehicles)			**3,427**	**1,942**	**5,368**	**2,903**	**3,973**	**6,877**	**60,702**
Proposed Project Passenger Cars (Includes Internal Capture)			3,883	2,307	6,189	3,409	4,516	7,925	67,660
Proposed Project Trucks (Actual Vehicles)			31	25	56	28	28	56	970
Project Total External Trips (Actual Vehicles)			**3,914**	**2,332**	**6,245**	**3,437**	**4,544**	**7,981**	**68,630**
Net Change in Vehicles (Alternative 3 - Proposed Project)			**-487**	**-390**	**-877**	**-534**	**-570**	**-1,104**	**-7,928**

[1] TSF = thousand square feet; DU = dwelling units; AC = acres; STU = Students

Table 4: Project Alternative 5 (Active Adult)

Land Use	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
High-Cube Fulfillment Center (Non-Sort) (Cars)	1,400.000	TSF	973	217	1,190	641	1,011	1,652	8,750
High-Cube Fulfillment Center (Sort) (Cars)	2,800.000	TSF	1,807	237	2,044	241	1,551	1,792	12,936
Parks	66.5	AC	67	67	133	133	133	266	3,326
Fire Station	12.000	TSF	4	2	6	2	4	6	58
Public Works Facility	4.500	TSF	9	1	10	2	8	10	56
Single Family Residential	1,240	DU	226	642	868	734	431	1,165	11,694
Multifamily (Low-Rise) Residential	790	DU	76	240	316	254	149	403	5,326
Active Adult (Detached)	1,620	DU	128	260	388	296	190	486	6,982
Elementary School	600	STU	240	204	444	44	52	96	1,362
Mixed Use (Commercial)	300.000	TSF	207	126	333	618	669	1,287	13,452
General Office	240.000	TSF	321	44	365	59	287	346	2,602
Alternative 5 Passenger Cars			4,058	2,040	6,097	3,023	4,485	7,508	66,544
Internal Capture Trip Reductions			-338	-294	-632	-227	-270	-498	-6,048
Alternative 5 Trucks (Actual Vehicles)			31	25	56	28	28	56	970
Alternative 5 Total External Trips (Actual Vehicles)			**3,750**	**1,771**	**5,521**	**2,824**	**4,243**	**7,067**	**61,466**
Proposed Project Passenger Cars (Includes Internal Capture)			3,883	2,307	6,189	3,409	4,516	7,925	67,660
Proposed Project Trucks (Actual Vehicles)			31	25	56	28	28	56	970
Project Total External Trips (Actual Vehicles)			**3,914**	**2,332**	**6,245**	**3,437**	**4,544**	**7,981**	**68,630**
Net Change in Vehicles (Alternative 5 - Proposed Project)			**-163**	**-561**	**-724**	**-613**	**-301**	**-914**	**-7,164**

[1] TSF = thousand square feet; DU = dwelling units; AC = acres; STU = Students

Table 5: Project Alternative 6 (Reduced Industrial Uses)

Land Use	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
High-Cube Fulfillment Center (Sort)	700.000	TSF	493	116	609	327	512	839	4,510
High-Cube Fulfillment Center (Non-Sort)	700.000	TSF	84	20	105	44	68	111	1,270
High-Cube Transload/Short-Term Storage	1,900.000	TSF	117	35	152	54	136	190	2,662
High-Cube Cold Storage	200.000		17	4	21	7	17	24	426
Warehousing	700.000	TSF	91	27	119	35	90	126	1,200
Single Family Detached Residential	2,860	DU	521	1,481	2,002	1,694	995	2,689	26,970
Multifamily Residential	790	DU	76	240	316	254	149	403	5,326
Fire Station/Public Works Facility	16.500	TSF	13	3	16	3	12	15	114
Parks	66.5	AC	67	67	133	133	133	266	3,326
Elementary School	1,200	STU	480	408	888	88	104	192	2,724
Shopping Center	300.000	TSF	207	126	333	618	669	1,287	13,452
General Office	240.000	TSF	321	44	365	59	287	346	2,602
Alternative 6 Passenger Cars			2,447	2,529	4,975	3,282	3,141	6,423	63,290
Internal Capture Trip Reductions			-582	-516	-1,098	-322	-395	-717	-8,540
Alternative 6 Trucks (Actual Vehicles)			40	42	84	34	31	65	1,292
Alternative 6 Total External Trips (Actual Vehicles)			**1,905**	**2,055**	**3,961**	**2,994**	**2,777**	**5,771**	**56,042**
Project Buildout Passenger Cars			4,465	2,823	7,287	3,731	4,911	8,642	76,200
Internal Trip Capture Reduction[2]			-582	-516	-1,098	-322	-395	-717	-8,540
Project Buildout Trucks (Actual Vehicles)			31	25	56	28	28	56	970
Project Buildout Total External Trips (Actual Vehicles)			**3,914**	**2,332**	**6,245**	**3,437**	**4,544**	**7,981**	**68,630**
Net Change in Vehicles (Alternative 6 - Proposed Project)			**-2,009**	**-277**	**-2,284**	**-443**	**-1,767**	**-2,210**	**-12,588**

Note: Trip generation rates used are based on Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021).

[1] TSF = thousand square feet; DU = dwelling units; AC = acres; STU = students