

TECHNICAL MEMORANDUM

DATE: April 9, 2026
TO: Sonny Dhillon, United Truck Parking, LLC
FROM: Charlene So, Urban Crossroads, Inc.
JOB NO: 17016-01 TG Memo



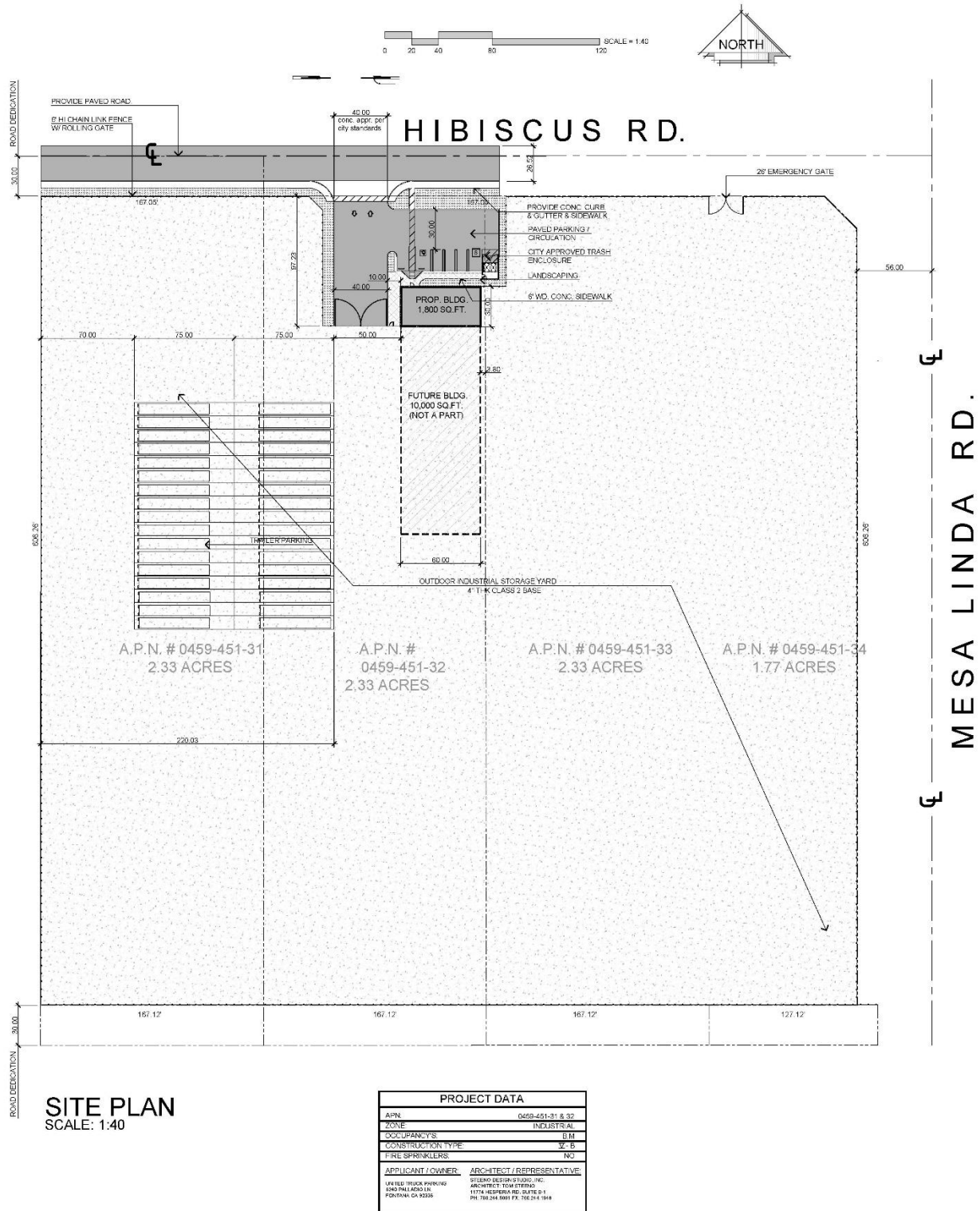
SUBJECT: DHILLON INDUSTRIAL YARD (PAR25-10) TRIP GENERATION ASSESSMENT

Urban Crossroads, Inc. has prepared the following Trip Generation Assessment for the Dhillon Industrial yard (Project), which is located on the southwest corner of Hibiscus Road and Mesa Linda Road in the City of Adelanto (Assessor's Parcel Numbers 0459-451-31 through 34). This letter describes the proposed Project trip generation methodology in order to determine whether any traffic operations analysis is required based on the City's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS) (City Guidelines) dated July 2020.

PROJECT DESCRIPTION

The proposed Project consists of a secure outdoor storage facility intended for commercial trucks, trailers, and shipping containers. The Project is designed to support local and regional transportation, logistics, and industrial-related businesses by providing a safe, organized, and professionally managed storage environment. The hours of operation will be from 7 AM to 4 PM, 7 days a week. There will be two full-time employees on site during the hours of 7 AM to 4 PM. Most of the trucks will be stationary for a few days before leaving or coming in again. The site is approximately 8.76 acres. The preliminary site plan is provided in Exhibit 1.

EXHIBIT 1: PRELIMINARY SITE PLAN



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 proposed Project includes the development of a truck and trailer parking lot on 8.76-acres. Trip generation estimates for the proposed Project have been developed using data from the Institute of Transportation Engineers (ITE) Trip Generation Manual (12th Edition, 2025) for the Truck & Trailer Parking Lot (ITE Land Use Code 35) land use category. Table 1 summarizes the ITE trip generation rates and the resulting Project trip generation. The proposed Project is anticipated to generate 218 two-way trips per day with 13 AM peak hour trips and 16 PM peak hour trips.

Passenger Car Equivalent (PCE) factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. Since the ITE Trip Generation Manual does not provide a breakdown in splits between axle types, all truck trips are assumed to be 4+-axle for this land use category. As such, a PCE factor of 3.0 has been utilized and reflected in Table 1.

The proposed Project is anticipated to generate 29 PCE AM peak hour trips and 34 PCE PM peak hour trips.

TABLE 1: PROPOSED PROJECT TRIP GENERATION SUMMARY

Land Use	ITE LU Code	Units	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily
Truck and Trailer Parking - Cars	35	Acres	0.386	0.205	0.590	0.276	0.574	0.850	10.480
Truck and Trailer Parking - Trucks	35	Acres	0.395	0.545	0.940	0.608	0.422	1.030	14.430

Notes:

Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 12th Edition (2025).

Trip Generation	Quantity	Units	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily
Truck & Trailer - Cars	8.76	Acres	3	2	5	2	5	7	92
Truck & Trailer - Trucks	--	--	3	5	8	5	4	9	126
Project Total (Actual Vehicles)	--	--	6	7	13	7	9	16	218
Truck & Trailer - Trucks (PCE = 3.0)	--	--	9	15	24	15	12	27	378
Project Total (PCE)	--	--	12	17	29	17	17	34	470

FINDINGS

The City Guidelines indicate that any development project which contributes more than 50 peak hour trips during either the AM or PM peak hour to any intersection may require additional level of service (LOS) based traffic operations analysis. As shown in Table 1, the Project is anticipated to generate fewer than 50 peak hour trips. As such, additional traffic operations analysis is not required for this Project based on the City Guidelines. The City reserves the right to require additional traffic analysis in the event there are safety concerns, a project is located in a sensitive area, access/operational issues, presence of nearby substandard intersection or roadway segment, and/or request from an affected agency.

If you have any questions, please contact me directly at cso@urbanxroads.com.