

**Date:** June 27, 2025

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**To:** City of Hemet

**Site:** Simpson Road Warehouse

**Subject:** **Summary of Change in Trip Generation Under Revised Simpson Road Warehouse Project**

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This technical memorandum evaluates the change in trip generation resulting from changes to the proposed project for the Newland Simpson Road Warehouse Project in the City of Hemet.

### **Project Description**

The Project site is located on the southwest corner of the intersection of Simpson Road and Warren Road in the City of Hemet. The Project site is identified by Assessor's Parcel Numbers (APN) 465-140-043 and 465-140-042. EPD previously analyzed the development of two high-cube warehouse buildings of 883,080 square feet (SF) and 309,338 SF, totaling 1,192,418 SF ("Previous Project"). The *Simpson Road Warehouse Traffic Impact Analysis* dated May 30th, 2024, prepared by EPD for the Previous Project, was approved by the City of Hemet on June 21st, 2024.

Since then, the Project has been reduced to one high-cube warehouse building of 884,760 SF ("Revised Project"), instead of two warehouse buildings totaling 1,192,418 SF.

### **Project Trip Generation**

The Previous Project was analyzed in the *Simpson Road Warehouse Traffic Impact Analysis*, using trip rates from the *Transportation Uniform Mitigation Fee (TUMF) High-Cube Warehouse Trip Generation Study* (WSP, January 29, 2019). As shown in the previous Traffic Impact Analysis, the project was estimated to generate approximately 2,539 daily trips, 146 AM peak hour trips, and 197 PM peak hour trips. In terms of passenger car equivalent (PCE), the Previous Project is estimated to generate approximately 3,235 daily PCE trips, 188 AM peak hour PCE trips, and 240 PM peak hour PCE trips. The Previous Project site plan is shown in Figure 1. Table 1 presents the trip generation calculations for the Previous Project.

The Revised Project was evaluated using trip rates from the *TUMF High-Cube Warehouse Trip Generation Study* (WSP, January 29, 2019). As shown in Table 2, the Revised Project is estimated to generate approximately 1,884 daily trips, 108 AM peak hour trips, and 146 PM peak hour trips. In terms of PCE, the Revised Project is estimated to generate approximately 2,400 daily PCE trips, 139 AM peak hour PCE trips, and 178 PM peak hour PCE trips. The Revised Project site plan is shown in Figure 2.

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As shown in Table 3, compared to the Previous Project, the Revised Project would result in 655 net fewer daily trips, 38 net fewer AM peak hour trips and 51 net fewer PM peak hour trips. In terms of PCE, the Revised Project would result in 835 net fewer daily PCE trips, 49 net fewer AM peak hour PCE trips and 62 net fewer PM peak hour PCE trips. Because the Revised Project would result in fewer vehicle trips than the Previous Project, the analysis provided in the *Simpson Road Warehouse Traffic Impact Analysis* would be a conservative estimate of traffic impacts. There would be no new impacts from the Revised Project, therefore no further analysis is required.

If you have any questions about this analysis, please contact us at (949) 794-1180 or [techservices@epdsolutions.com](mailto:techservices@epdsolutions.com).

Figure 1: Previous Project Site Plan

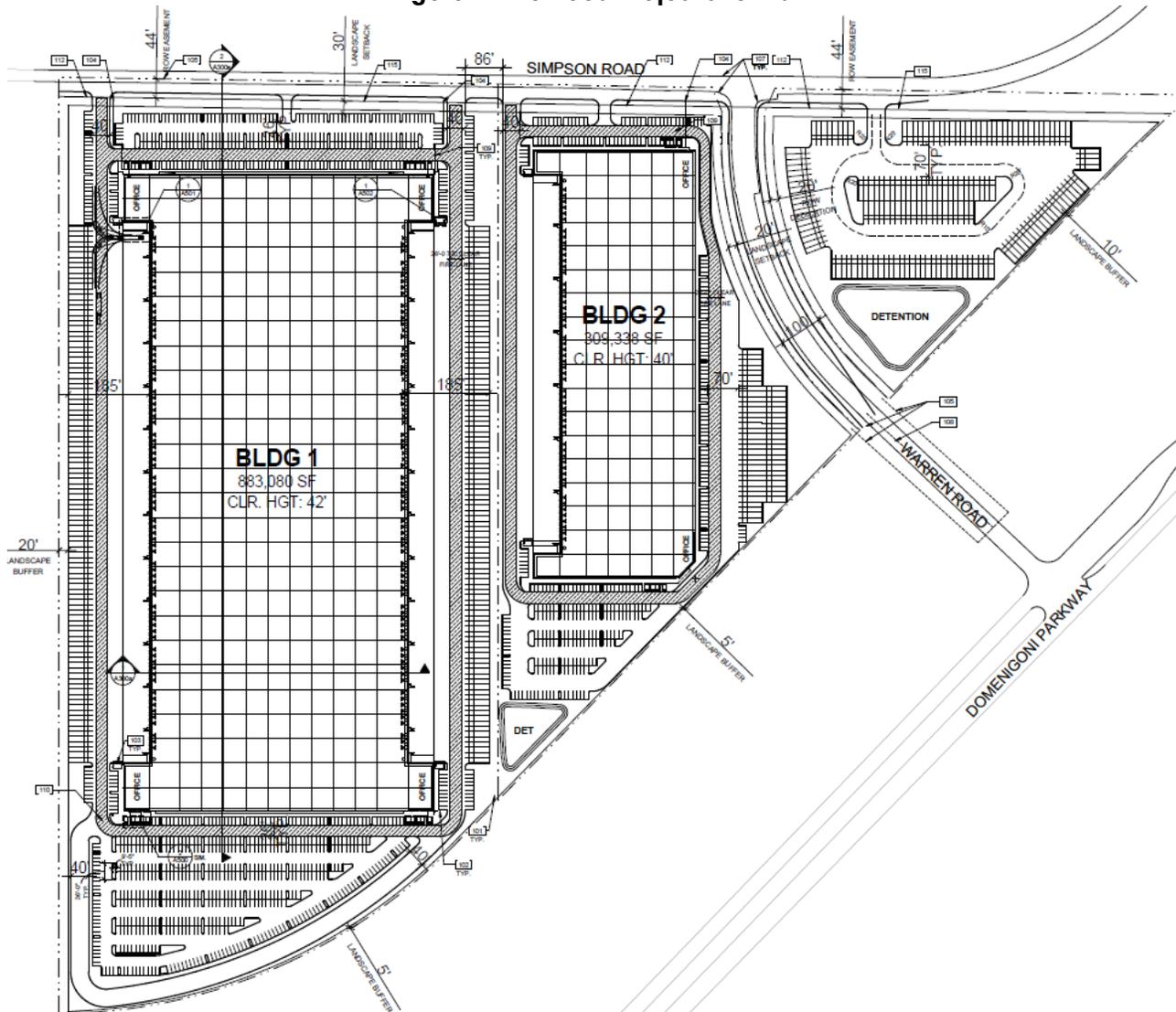
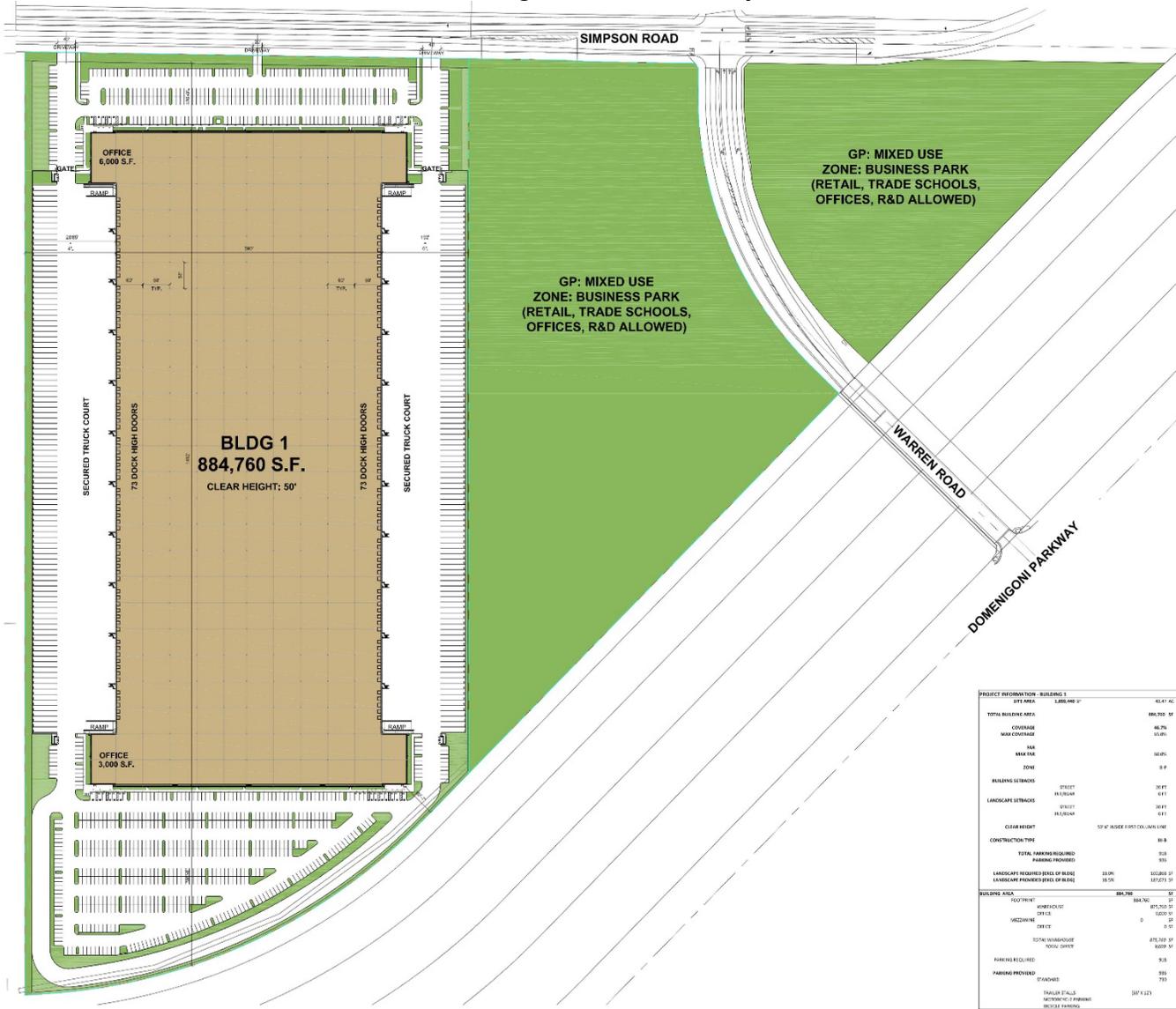


Figure 2: Revised Project Site Plan



PROJECT INFORMATION - BUILDING 1		DATE
SITE AREA	5,617 SQ. FT.	04.15.2022
TOTAL BUILDING AREA	884,760 SQ. FT.	
COVERAGE	46.7%	
MAX COVERAGE	50.0%	
FAR	50.0%	
MAX FAR	50.0%	
ZONE	G P	
BUILDING SETBACKS	FRONT 30' FT	
	REAR 10' FT	
LANDSCAPE SETBACKS	FRONT 30' FT	
	REAR 10' FT	
CLEAR HEIGHT	50' AT BUILDING FIRST COLUMN LINE	
CONSTRUCTION TYPE	9-8	
TOTAL PARKING REQUIRED	918	
PARKING PROVIDED	918	
LANDSCAPE REQUIRED (LEVEL OF BUILDING)	20.0%	102,000 SQ. FT.
LANDSCAPE PROVIDED (LEVEL OF BUILDING)	18.0%	102,000 SQ. FT.
BUILDING AREA		
FLOOR FINISH	884,760	SQ. FT.
HOME/INDUST	875,760	SQ. FT.
OFFICE	9,000	SQ. FT.
MEZZANINE	0	SQ. FT.
OFFICE	0	SQ. FT.
100% HOME/INDUST	875,760	SQ. FT.
100% OFFICE	9,000	SQ. FT.
PARKING REQUIRED	918	
PARKING PROVIDED	918	
STANDARD	75%	
TRAILER STALLS	307 X 121	200
METRONOMIC PARKING	0	
MOBILE OFFICES	0	

A CONCEPTUAL SITE PLAN  
SCALE: 1" = 80'

PROJECT  
SCHEME 4  
SITE PLAN

NEWLAND CAPITAL GROUP - SIMPSON RD  
HEMET, CA

**HERDMAN**  
ARCHITECTURE + DESIGN

3800 E. Coast Highway, Ste 6  
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info@herdman-ad.com

ACA 2007  
04.22.2022

CONCEPTUAL  
SITE PLAN

Table 1: Previous Project Trip Generation

Land Use	Units	AM Peak Hour			PM Peak Hour					
		Daily	In	Out	Total	In	Out	Total		
<b>Trip Rates</b>										
High-Cube Transload and Short-Term Storage Warehouse <sup>1</sup>	TSF	2,129	0.094	0.028	0.122	0.046	0.119	0.165		
<b>Project Trip Generation Building 1</b>										
Industrial Building 1 <sup>1</sup>	883,080 TSF	1,880	83	25	108	41	105	146		
<b>Vehicle Mix<sup>1</sup></b>	<b>% Daily</b>	<b>% AM</b>	<b>% PM</b>							
Passenger Vehicles	82.20%	84.40%	87.30%	1,546	71	20	91	36	92	128
2-Axle Trucks	3.80%	1.10%	1.10%	71	1	0	1	0	1	1
3-Axle Trucks	2.50%	2.20%	2.20%	47	2	1	3	1	2	3
4-Axle Trucks	1.30%	3.30%	3.30%	24	3	1	4	1	4	5
5+-Axle Trucks	10.20%	9.00%	6.10%	192	6	3	9	3	6	9
	100.00%	100.00%	100.00%	1,880	83	25	108	41	105	146
<b>PCE Trip Generation<sup>2</sup></b>										
		<b>PCE Factor</b>								
Passenger Vehicles		1.0	1,546	71	20	91	36	92	128	
2-Axle truck		1.5	107	1	1	2	1	1	2	
3-Axle truck		2.0	94	5	1	6	2	4	6	
4+-Axle Trucks		3.0	649	26	12	38	13	29	42	
Industrial Building 1 Total PCE Trip Generation			2,396	103	34	137	52	126	178	
<b>Project Trip Generation Building 2</b>										
Industrial Building 2 <sup>1</sup>	309,338 TSF	659	29	9	38	14	37	51		
<b>Vehicle Mix<sup>1</sup></b>	<b>% Daily</b>	<b>% AM</b>	<b>% PM</b>							
Passenger Vehicles	82.20%	84.40%	87.30%	541	24	8	32	12	32	44
2-Axle Trucks	3.80%	1.10%	1.10%	25	0	0	0	0	1	1
3-Axle Trucks	2.50%	2.20%	2.20%	16	1	0	1	0	1	1
4-Axle Trucks	1.30%	3.30%	3.30%	9	1	0	1	1	1	2
5+-Axle Trucks	10.20%	9.00%	6.10%	67	3	1	4	1	2	3
	100.00%	100.00%	100.00%	659	29	9	38	14	37	51
<b>PCE Trip Generation<sup>2</sup></b>										
		<b>PCE Factor</b>								
Passenger Vehicles		1.0	541	24	8	32	12	32	44	
2-Axle truck		1.5	38	0	1	1	0	1	1	
3-Axle truck		2.0	33	1	1	2	1	1	2	
4+-Axle Trucks		3.0	227	12	4	16	6	9	15	
Industrial Building 2 Total PCE Trip Generation			839	37	14	51	19	43	62	
<b>Project Total Passenger Vehicle Trip Generation</b>			<b>2,087</b>	<b>95</b>	<b>28</b>	<b>123</b>	<b>48</b>	<b>124</b>	<b>172</b>	
<b>Project Total Truck Trip Generation</b>			<b>452</b>	<b>17</b>	<b>6</b>	<b>23</b>	<b>7</b>	<b>18</b>	<b>25</b>	
<b>Project Total Trip Generation</b>			<b>2,539</b>	<b>112</b>	<b>34</b>	<b>146</b>	<b>55</b>	<b>142</b>	<b>197</b>	
<b>Project Total PCE Trip Generation</b>			<b>3,235</b>	<b>140</b>	<b>48</b>	<b>188</b>	<b>71</b>	<b>169</b>	<b>240</b>	

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

<sup>1</sup> Trip rates and truck percentages from the TUMF High-Cube Warehouse Trip Generation Study, WSP, January 29, 2019.<sup>2</sup> Passenger Car Equivalent (PCE) factors from the Riverside County Transportation Analysis Guidelines, December 2020.

**Table 2: Revised Project Trip Generation**

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour				
			In	Out	Total	In	Out	Total		
<b>Trip Rates</b>										
High-Cube Transload and Short-Term Storage Warehouse <sup>1</sup>	TSF	2,129	0.094	0.028	0.122	0.046	0.119	0.165		
<b>Project Trip Generation Building 1</b>										
Industrial Building 1 <sup>1</sup>	884,760 TSF	1,884	83	25	108	41	105	146		
<b>Vehicle Mix<sup>1</sup></b>										
	<b>% Daily</b>	<b>% AM</b>	<b>% PM</b>							
Passenger Vehicles	82.20%	84.40%	87.30%	1,549	70	21	91	35	92	128
2- Axle Trucks	3.80%	1.10%	1.10%	72	1	0	1	0	1	1
3-Axle Trucks	2.50%	2.20%	2.20%	47	2	0	2	1	2	3
4-Axle Trucks	1.30%	3.30%	3.30%	24	3	1	4	1	4	5
5+-Axle Trucks	10.20%	9.00%	6.10%	192	7	3	10	3	6	9
	100.00%	100.00%	100.00%	1,884	83	25	108	41	105	146
<b>PCE Trip Generation<sup>2</sup></b>										
		<b>PCE Factor</b>								
Passenger Vehicles		1.0	1,549	70	21	91	35	93	128	
2-Axle truck		1.5	107	2	0	2	1	1	2	
3-Axle truck		2.0	94	4	0	4	2	4	6	
4+-Axle Trucks		3.0	650	30	12	42	13	29	42	
Industrial Building 1 Total PCE Trip Generation			2,400	106	33	139	51	127	178	
<b>Project Total Passenger Vehicle Trip Generation</b>			<b>1,549</b>	<b>70</b>	<b>21</b>	<b>91</b>	<b>35</b>	<b>93</b>	<b>128</b>	
<b>Project Total Truck Trip Generation</b>			<b>335</b>	<b>13</b>	<b>4</b>	<b>17</b>	<b>6</b>	<b>13</b>	<b>18</b>	
<b>Project Total Trip Generation</b>			<b>1,884</b>	<b>83</b>	<b>25</b>	<b>108</b>	<b>41</b>	<b>106</b>	<b>146</b>	
<b>Project Total PCE Trip Generation</b>			<b>2,400</b>	<b>106</b>	<b>33</b>	<b>139</b>	<b>51</b>	<b>127</b>	<b>178</b>	

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

<sup>1</sup> Trip rates from TUMF High-Cube Warehouse Trip Generation Study Update, Fehr & Peers, November 13, 2023. In/Out splits from the Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021. Land Use Code 155 - High-Cube Fulfillment Center Warehouse.

<sup>2</sup> Passenger Car Equivalent (PCE) factors from the Riverside County Transportation Analysis Guidelines, December 2020.

**Table 3: Change in Project Trip Generation**

Land Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>Previous Project</b>							
Total Auto Trips	2,087	95	28	123	48	124	172
Total Truck Trips	452	17	6	23	7	18	25
Total Trips	2,539	112	34	146	55	142	197
Total PCE Trips	3,235	140	48	188	71	169	240
<b>Revised Project</b>							
Total Auto Trips	1,549	70	21	91	35	93	128
Total Truck Trips	335	13	4	17	6	13	18
Total Trips	1,884	83	25	108	41	106	146
Total PCE Trips	2,400	106	33	139	51	127	178
<b>Change in Trips</b>							
Total Auto Trips	-538	-25	-7	-32	-13	-31	-44
Total Truck Trips	-117	-4	-2	-6	-1	-5	-7
Total Trips	-655	-29	-9	-38	-14	-36	-51
Total PCE Trips	-835	-34	-15	-49	-20	-42	-62