EXHIBIT B

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the Riverside County Transportation Department requirements for traffic impact analysis of the following project. The analysis must follow the Riverside County Transportation Department Traffic Study Guidelines dated December 2020.

Case No.
Related Cases-
SP No.
EIR No.
GPA No.
CZ No.
Project Name: Thrifty Oil Warehouse
Project Address: Northeast corner of Tobacco Road and Water Street
Project Description: 194,479 square foot warehouse

	Consultant	Developer Representative
Name:	Urban Crossroads Inc. - Charlene So	Lilburn Corporation - Cheryl Tubbs
Address:	1133 Camelback Street, #8329	1905 Business Center Drive
	Newport Beach, CA 92658	San Bernardino, CA 92408
Telephone:	(949) 861-0177	
Fax:		

A. Trip Generation Source: ITE, Trip Generation Manual, 11th Edition (2021)

Current GP Land Use	BP	Proposed Land Use	BP	
Current Zoning	I-P	Proposed Zoning	I-P	

	Current Trip Generation			Proposed Trip Generation			
	In	Out	Total	In	Out	Total	
AM Trips				**29**	**10**	**39**	(PCE)
PM Trips				**15**	**29**	**44**	(PCE)

Internal Trip Allowance ☐ Yes ■ No (0 % Trip Discount)
Pass-By Trip Allowance ☐ Yes ■ No (0 % Trip Discount)

A passby trip discount of 25% is allowed for appropriate land uses. The passby trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

B. Trip Geographic Distribution:

N **varies** % S **varies** % E **varies** % W **varies** %

C. Background Traffic

Project Build-out Year: 2024 Annual Ambient Growth Rate: N/A %
Phase Year(s) N/A

Other area Projects to be analyzed: To be provided by the County
Model/Forecast Methodology:

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D. Study Intersections: *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments form other agencies).* (See Exhibit 2)

1.	Not Applicable	11.	
2.		12.	
3.		13.	
4.		14.	
5.		15.	
6.		16.	
7.		17.	
8.		18.	
9.		19.	
10.		20.	

E. Study Roadway Segments: *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments form other agencies).*

1.	Not applicable	2.	

F. Other Jurisdictional Impacts

Is this project within a City's Sphere of influence or one mile radius of City boundaries? ■ Yes ☐ No

If so, name of City jurisdiction: Caltrans - I-215 Freeway; City of Perris

G. Site Plan (please attach reduced copy)

H. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Transportation Department)
(NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted", or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.

I. Existing Conditions
Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.
Date of counts: Not applicable

***NOTE* Traffic Study Submittal Form and appropriate fee must be submitted with, or prior to submittal of this form. Transportation Department staff will not process the Scoping Agreement prior to receipt of the fee.**

Recommended by:

Charlene So 4/28/2022

Consultant's Representative Date

Approved Scoping Agreement:

Riverside County Transportation Department Date

Scoping Agreement Revised on

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April 28, 2022

Ms. Cheryl Tubbs
Lilburn Corporation
1905 Business Center Drive
San Bernardino, CA 92408

THRIFTY OIL WAREHOUSE TRIP GENERATION ASSESSMENT

Ms. Cheryl Tubbs,

Urban Crossroads, Inc. is pleased to provide the following Trip Generation Assessment for Thrifty Oil Warehouse development which is located on the northeast corner of Tobacco Road and Water Street in the County of Riverside. The purpose of this work effort is to determine whether additional traffic analysis is necessary for the proposed Project based on the County of Riverside's Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (December 2020).

PROPOSED PROJECT

The Project is proposed to consist of a 194,479 square foot warehouse building (see Exhibit 1). The Project is anticipated to be developed in a single phase with a projected Opening Year of 2024. Access is accommodated off of Tobacco Road and Water Street for both passenger cars and trucks. Access to the I-215 Freeway is anticipated to occur via Placentia Avenue to the north, where a new interchange at the I-215 Freeway will be completed by Summer 2022.

EXHIBIT 1: PRELIMINARY SITE PLAN

TRIP GENERATION

The trip generation rates used for this analysis are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual (11th Edition, 2021) for the proposed warehousing use (ITE Land Use Code 150) (see Table 1). The following summarizes the proposed land use and vehicle mix:

- Warehousing – ITE Land Use Code 150 has been used to derive site specific trip generation estimates for the proposed Project. The vehicle mix has also been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (SCAQMD) recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

TABLE 1: TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	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
Actual Vehicle Trip Generation Rates									
Warehousing[3]	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks			0.007	0.006	0.013	0.010	0.009	0.019	0.376
Passenger Car Equivalent (PCE) Trip Generation Rates[4]									
Warehousing[3]	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (PCE = 1.5)			0.003	0.002	0.005	0.005	0.003	0.008	0.150
3-Axle Trucks (PCE = 2.0)			0.004	0.004	0.008	0.006	0.006	0.012	0.248
4+-Axle Trucks (PCE = 3.0)			0.021	0.017	0.038	0.030	0.026	0.056	1.127

[1] Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = thousand square feet

[3] Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

[4] PCE factors: 2-axle = 1.5; 3-axle = 2.0; 4+-axle = 3.0.

The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project in actual and passenger car equivalent (PCE) vehicles are shown on Table 2. As shown in Table 2, the proposed Project is anticipated to generate a total of 334 two-way trips per day with 31 AM peak hour trips and 36 PM peak hour trips (in actual vehicles). In comparison, the proposed Project is anticipated to generate a total of 514 PCE two-way trips per day with 39 PCE AM peak hour trips and 44 PCE PM peak hour trips.

TABLE 2: PROPOSED PROJECT TRIP GENERATION SUMMARY

			AM Peak Hour			PM Peak Hour			
Land Use	Quantity	Units[1]	In	Out	Total	In	Out	Total	Daily
Actual Vehicles:									
Warehousing	194.479	TSF							
Passenger Cars:			23	6	29	7	22	29	216
2-axle Trucks:			0	0	0	1	0	1	20
3-axle Trucks:			0	0	0	1	1	2	24
4+-axle Trucks:			1	1	2	2	2	4	74
Total Truck Trips (Actual Vehicles):			1	1	2	4	3	7	118
Total Trips (Actual Vehicles)[2]			24	7	31	11	25	36	334
Passenger Car Equivalent (PCE):									
Warehousing	194.479	TSF							
Passenger Cars:			23	6	29	7	22	29	216
2-axle Trucks:			1	0	1	1	1	2	30
3-axle Trucks:			1	1	2	1	1	2	48
4+-axle Trucks:			4	3	7	6	5	11	220
Total Truck Trips (PCE):			6	4	10	8	7	15	298
Total Trips (PCE)[2]			29	10	39	15	29	44	514

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

CONCLUSION

The County's traffic study guidelines indicates that any use which can demonstrate, based on the most recent edition of the ITE Trip Generation Manual or other approved trip generation data, trip generation of less than 100 vehicle trips during the peak hours are generally exempt from Traffic Analysis requirements. The Project is anticipated to generate fewer than 100 peak hour trips (see Table 2). As such, additional traffic analysis is not required for this Project based on the County's traffic study guidelines.

If you have any questions or comments, I can be reached at (949) 861-0177.

Respectfully submitted,

URBAN CROSSROADS, INC.

Charlene So

Charlene So, PE
Principal