

Exhibit B

SCOPING AGREEMENT FOR TRAFFIC IMPACT ANALYSIS

This following form shall be used to acknowledge preliminary approval of the scope for the traffic impact analysis (TIA) of the following project. The TIA must follow the City of Rialto Traffic Impact Analysis – Report Guidelines and Requirements, adopted by the City Council on February 5, 2014.

City of Rialto

Traffic Impact Analysis

Scoping Agreement

Case No. _____

Related Cases -

SP No. _____

EIR No. _____

GPA No. _____

ZC No. _____

Project Name: Dedeaux Industrial Center

Project Address: North of Merrill Av. & East of Yucca Av.

Project Description: 36,500 square feet of warehousing use

Consultant

Developer

Name: Charlene So, Urban Crossroads

Dedeaux Properties c/o First Carbon Solutions

Address: 260 E. Baker St., Suite 200
Costa Mesa, CA 92626

250 Commerce, Suite 250
Irvine, CA 92602

Telephone: 949-336-5982

714-508-4100

Fax: N/A

N/A

*Project under trip threshold. Merrill Ave is developed
Yucca requires sidewalks & st. lights. Merrill/Cactus
has signal. NO FURTHER study required.
FAIR SHARE to signal at Merrill/Cactus shall be assessed*

1. Trip Generation Source: ITE 9th Ed Trip Gen Manual (2012) + Rialto TIA Guidelines for Truck Mix

Existing GP Land Use LI Proposed Land Use LI

Current Zoning: M-1 Proposed Zoning: M-1

Total Daily Project Trips: 228 (PCE)

Current Trip Generation			Proposed Trip Generation		
In	Out	Total	In	Out	Total
AM Trips			<u>15 PCE</u>	<u>4 PCE</u>	<u>19 PCE</u>
PM Trips			<u>5 PCE</u>	<u>15 PCE</u>	<u>20 PCE</u>
Internal Trip Allowance	Yes	No	(0 % Trip Discount)		
Pass-By Trip Allowance	Yes	No	(0 % Trip Discount)		

For appropriate land uses, a pass-by trip discount may be allowed not to exceed 25%. Discount trips shall be indicated on a report figure for intersections and access locations.

2. Trip Geographic Distribution: NVaries % SVaries % EVaries % WVaries %

(Detailed exhibits of trip distribution must be attached with Trucks as a separate exhibit)

3. Background Growth Traffic

Project Completion Year: 2021 Annual Background Growth Rate: 2.0 %

Other Phase Years N/A

Other area projects to be considered: To be provided by the City

(Contact Planning for Lists. Correlate projects to exhibit map and also indicate which projects have been included in study area forecasts for existing + background growth + project + cumulative)

Model/Forecast methodology: N/A

4. Study Intersections: (NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies received.)

- | | |
|---|-------------|
| 1. <u>Yucca Av. & Driveway 1</u> | 6. <u></u> |
| 2. <u>Yucca Av. & Driveway 2</u> | 7. <u></u> |
| 3. <u>Yucca Av. & Merrill Av.</u> | 8. <u></u> |
| 4. <u>* All intersections have < 50 peak hr. trips</u> | 9. <u></u> |
| 5. <u></u> | 10. <u></u> |

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

- | | |
|----------|-----------|
| 1. _____ | 6. _____ |
| 2. _____ | 7. _____ |
| 3. _____ | 8. _____ |
| 4. _____ | 9. _____ |
| 5. _____ | 10. _____ |

6. Other Jurisdictional Impacts

Is this project within any other Agency's Sphere of Influence or within one-mile of another jurisdictional boundary? _____YES ☒NO

If so, name of Jurisdiction: _____

7. Site Plan (please attach 11" x 17" legible copy)

8. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (to be filled out by the City of Rialto Public Works 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 un-signalized 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.)

9. Existing Conditions

Traffic count data must be new or within one year. Provide traffic count dates if using other than new counts.

Date of counts: Must obtain historic counts, or collect new counts and apply an adjustment factor

NOTE Fees are due and must be submitted with, or prior to submittal of this form. The City will not process the Scoping Agreement prior to the receipt of the processing fee.

Fees Paid: _____ Date _____

Traffic Impact Analysis – Report Guidelines and Requirements
Exhibit B
Scoping Agreement

Recommended:

Scoping Agreement Submittal date 4/16/2020

Scoping Agreement Resubmittal date 4/20/2020

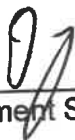


Applicant/Engineer

4/16/2020

Date

Land Use Concurrence:

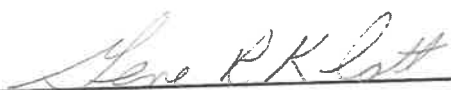


Development Services Department

5-18-2020

Date

Approved by:



Public Works Department

4/21/2020

Date

NOTE:

The Applicant/Engineer acknowledges that the Scoping Agreement is intended to assist in the preparation of any required TIA. It is preliminary in nature and the City does not have sufficient data to determine the ultimate conditions that may be imposed for the project. It does not provide nor limit the requirements imposed on the Project but is intended only to provide initial input into the parameters for review of the traffic generated by the Project and the initial areas to be considered and studied. Subsequent changes to scope of required analysis to be included in the TIA may be required by the Transportation Commission, Planning Commission, and/or the City Council upon Public Works Director/City Engineer review and approval.

May 8, 2020

Mr. Gene Klatt
City of Rialto
335 W. Rialto Avenue
Rialto, CA 92376

SUBJECT: DEDEAUX INDUSTRIAL CENTER TRAFFIC IMPACT ANALYSIS – SCOPING AGREEMENT

Dear Mr. Gene Klatt:

Urban Crossroads, Inc. is pleased to submit this scoping letter to City of Rialto regarding the Traffic Impact Analysis for the proposed Dedeaux Industrial Center development ("Project"), which is located north of Merrill Avenue and east of Yucca Avenue in the City of Rialto. The Project is to consist of a single 36,500 square foot warehouse building. This letter describes the draft proposed project trip generation, trip distribution, and analysis methodology, which have been used to establish the draft proposed project study area and analysis locations.

A preliminary site plan for the proposed Project is shown on Exhibit 1. Exhibit 2 depicts the location of the proposed Project in relation to the existing roadway network. It is anticipated that the Project would be developed in a single phase with an anticipated Opening Year of 2021. For the purpose of this analysis, the following driveways will be assumed to provide access to the Project site:

- Driveway 1 on Yucca Avenue – Full Access (passenger cars and trucks)
- Driveway 2 on Yucca Avenue – Full Access (passenger cars only)

The proposed Project is anticipated to operate 24 hours a day, 7 days a week. There would be approximately 15 employees during the day shift and 10 employees during the evening shift. Although hours are not limited, there is a reduced amount of truck trips anticipated during the evening hours.

TRIP GENERATION

In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition, 2012) for Warehousing (ITE Land Use Code 150) were used. The vehicle and truck mix were sourced from the City of Rialto's Public Works Department's Traffic Impact Analysis Report Guidelines and Requirements (2013). Table 1 presents the trip generation rates and the resulting trip generation summary for the proposed Project. As shown in Table 1, the Project is anticipated to generate a net total of 134 trip-ends per day with 12 AM peak hour trips and 12 PM peak hour trips.

TRIP DISTRIBUTION

The trip distribution pattern is heavily influenced by the geographical location of the site, the location of surrounding uses, and the proximity to the regional freeway system. The Project trip distribution patterns are graphically depicted on Exhibit 3 for passenger cars and Exhibit 4 for truck.

ANALYSIS SCENARIOS

Consistent with the City's TIA guidelines, intersection analysis will be provided for the following analysis scenarios:

- Existing (2020) Conditions
- Existing plus Project Conditions (E+P)
- Existing Plus Ambient Growth Plus Project (E+A+P) (2021)
- Existing Plus Ambient Growth Plus Project Plus Cumulative (E+A+P+C) (2021)

Please confirm if the City is still requiring the analysis of E+P traffic conditions. All study area intersections will be analyzed using the HCM (6th Edition) methodology. Pursuant to discussions with City staff, a focused analysis will be conducted of the site adjacent intersection of Yucca Avenue at Merrill Avenue in conjunction with Project driveways although the Project is anticipated to contribute fewer than 50 peak hour trips to off-site intersections.

STUDY AREA

The traffic impact study area was defined in excess of the requirements of the City's TIA guidelines, which state that the minimum area to be studied shall include any intersection of "Collector" or higher classification street, with "Collector" or higher classification streets, at which the proposed project will add 50 or more peak hour trips. The Project is anticipated to contribute fewer than 50 peak hour trips to off-site study area intersections identified on Exhibit 2. The San Bernardino County Transportation Authority (SBCTA) Congestion Management Program (CMP) for traffic impact reports shall be implemented at the CMP intersections (if applicable). The general preparation of the traffic impact study for this Project will be in conformance with the typical requirements of the City's TIA guidelines and the San Bernardino County Traffic Study Guidelines (July 2019).

ANALYSIS METHODOLOGY

The City of Rialto requires signalized intersection operations analysis based on the methodology described in the Highway Capacity Manual (HCM) (6th Edition). Intersection level of service (LOS) operations are based on an intersection's average control delay. Unsignalized intersections will be evaluated using the methodology described in the HCM (6th Edition). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement

from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole. The default parameters, including saturation flow rates, which will be utilized in the traffic analysis will be consistent with Exhibit C of the City of Rialto's TIA guidelines.

LEVEL OF SERVICE (LOS) CRITERIA

The City of Rialto 2010 General Plan Update has established minimum LOS standards. Specifically, General Plan Policies 4-1.20 and 4-1.21 establish the minimum standards to be applied to any TIA, as follows:

- Policy 4-1.20: Design City streets so that signalized intersections operate at Level of Service (LOS) D or better during the morning and evening peak hours and require new development to mitigate traffic impacts that degrade LOS below that level.
- Policy 4-1.21: Design City streets so that unsignalized intersections operate with no vehicular movement having an average delay greater than 120 seconds during the morning and evening peak hours, and require new development to mitigate traffic impacts that increase delay above that level.

EXISTING COUNT DATA

In light of the current economic conditions and social-distancing practices in effect, Urban Crossroads recommends that we use historic data that we obtain from the City or local count company. Counts older than the current calendar year (2020) would be brought to current conditions through the application of a growth factor. The growth factor used can either be 2.0 percent per year or the average population, employment, and household growth per the RTP for the City of Rialto. If no historic traffic counts are available for this location, then we suggest collecting a traffic count for the study area intersections and perhaps another City intersection that is close by where historic data is available in order to establish an adjustment factor to be applied to the 2020 traffic counts.

AMBIENT GROWTH

Pursuant to discussion with City staff and consistent with other studies performed in the area, an ambient growth rate of 2% per year is proposed for the study area intersection to approximate background growth not identified by nearby cumulative development projects.

FAIR SHARE CALCULATION METHODOLOGY

Improvements found to be included in a local or regional fee program will be identified as such. For improvements that do not appear to be in either of the pre-existing fee programs, a fair share financial

contribution based on the Project's fair share impact may be imposed in order to mitigate the Project's share of impacts in lieu of construction.

If the intersection is currently operating at deficient LOS under Existing traffic conditions, the Project's fair share cost of improvements would be determined based on the following equation, which is the ratio of Project traffic to total traffic:

$$\text{Project Fair Share \%} = \text{Project Traffic} / \text{EAPC Total Traffic}$$

If the intersection is currently operating at acceptable LOS under Existing traffic conditions, the Project's fair share cost of improvements would be determined based on the following equation, which is the ratio of Project traffic to new traffic, where new traffic is total future traffic less existing baseline traffic:

$$\text{Project Fair Share \%} = \text{Project Traffic} / (\text{EAPC Total Traffic} - \text{Existing Traffic})$$

SPECIAL ISSUES

The following special issue will also be addressed as part of the TIA:

- Traffic Signal Warrant Analysis: Traffic signal warrant analysis will be performed for all full-access unsignalized study area intersections utilizing the Caltrans peak-hour warrants for existing intersections, and the Caltrans daily warrant for new intersections.
- Site Access Evaluation: The turn pocket lengths will be determined through peak hour traffic simulations developed using Synchro and SimTraffic software in an effort to identify the required storage capacity for turn lanes at each Project driveway.
- Vehicle Miles Traveled (VMT): analysis will be prepared under separate cover.

FEE PROGRAM

It is requested that the City provide a list of facilities that are included in the City's fee program.

CUMULATIVE DEVELOPMENT PROJECTS

We request the City staff provide a list of projects that have been recently added or completed for inclusion in the traffic study. Consistent with City guidance, the warehouse trip generation rate will be utilized by any high-cube warehouse/distribution center project within the City of Rialto as the City does not recognize the use of the high-cube warehouse/distribution center ITE trip generation rates/SCAQMD vehicle mix recommended for use by the SCAQMD.

Mr. Gene Klatt
City of Rialto
April 20, 2020
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If you have any questions, please contact me directly at (949) 336-5982.

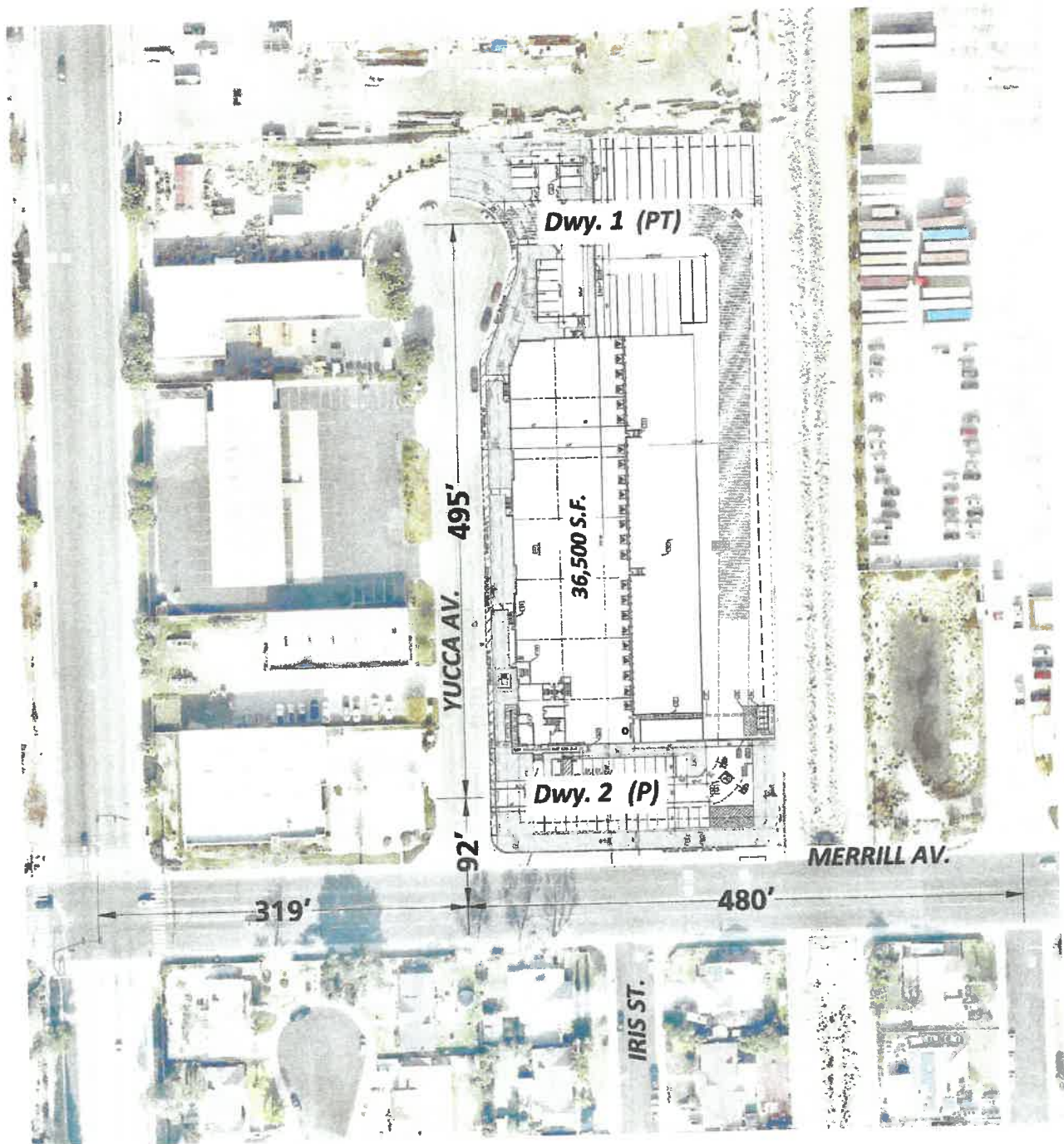
Respectfully submitted,

URBAN CROSSROADS, INC.

A handwritten signature in black ink that reads "Charlene So". The signature is written in a cursive, flowing style.

Charlene So, PE
Associate Principal

EXHIBIT 1: PRELIMINARY SITE PLAN

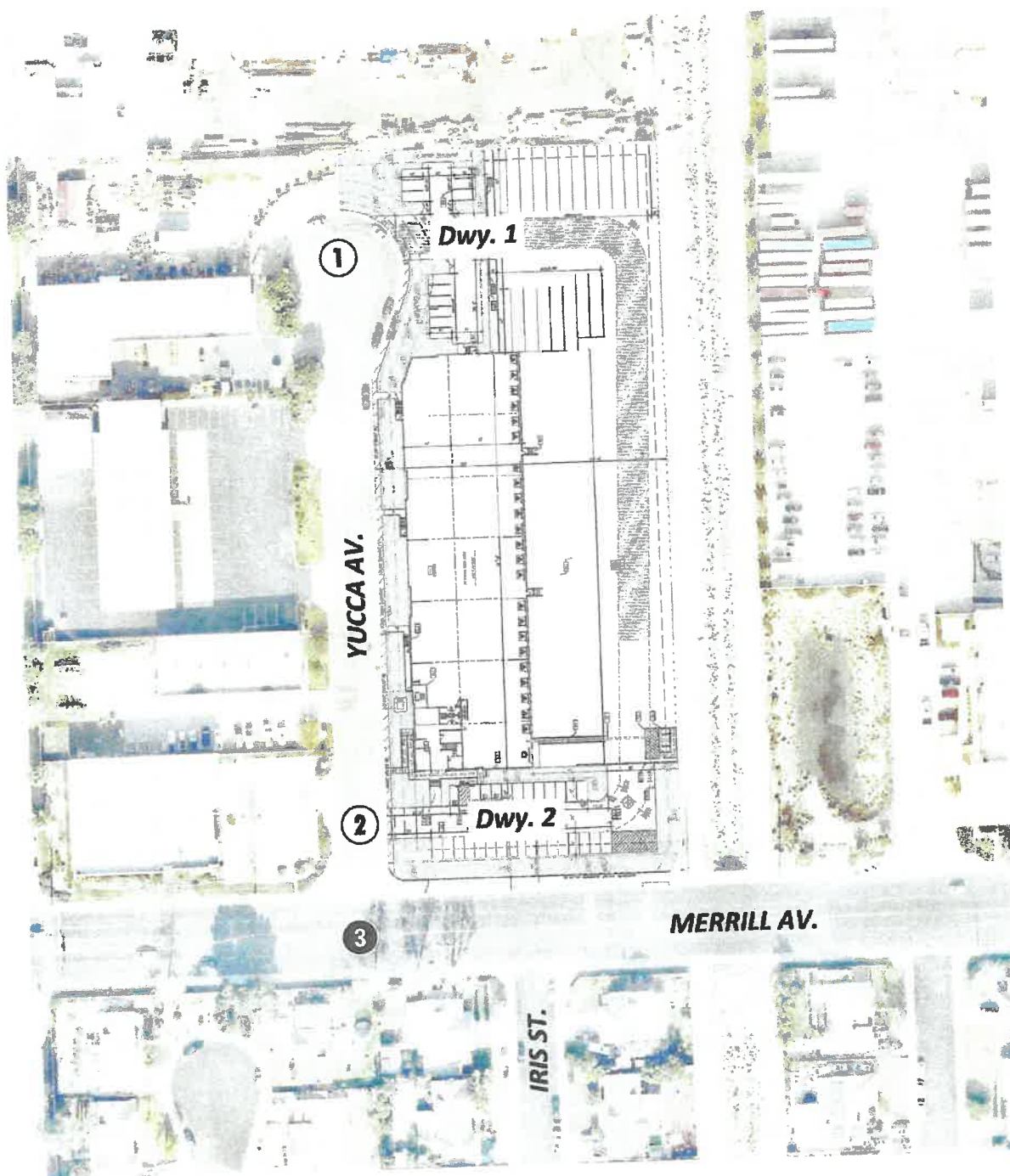


LEGEND:

- P = PASSENGER CARS ONLY
- PT = PASSENGER CARS AND TRUCKS



EXHIBIT 2: LOCATION MAP

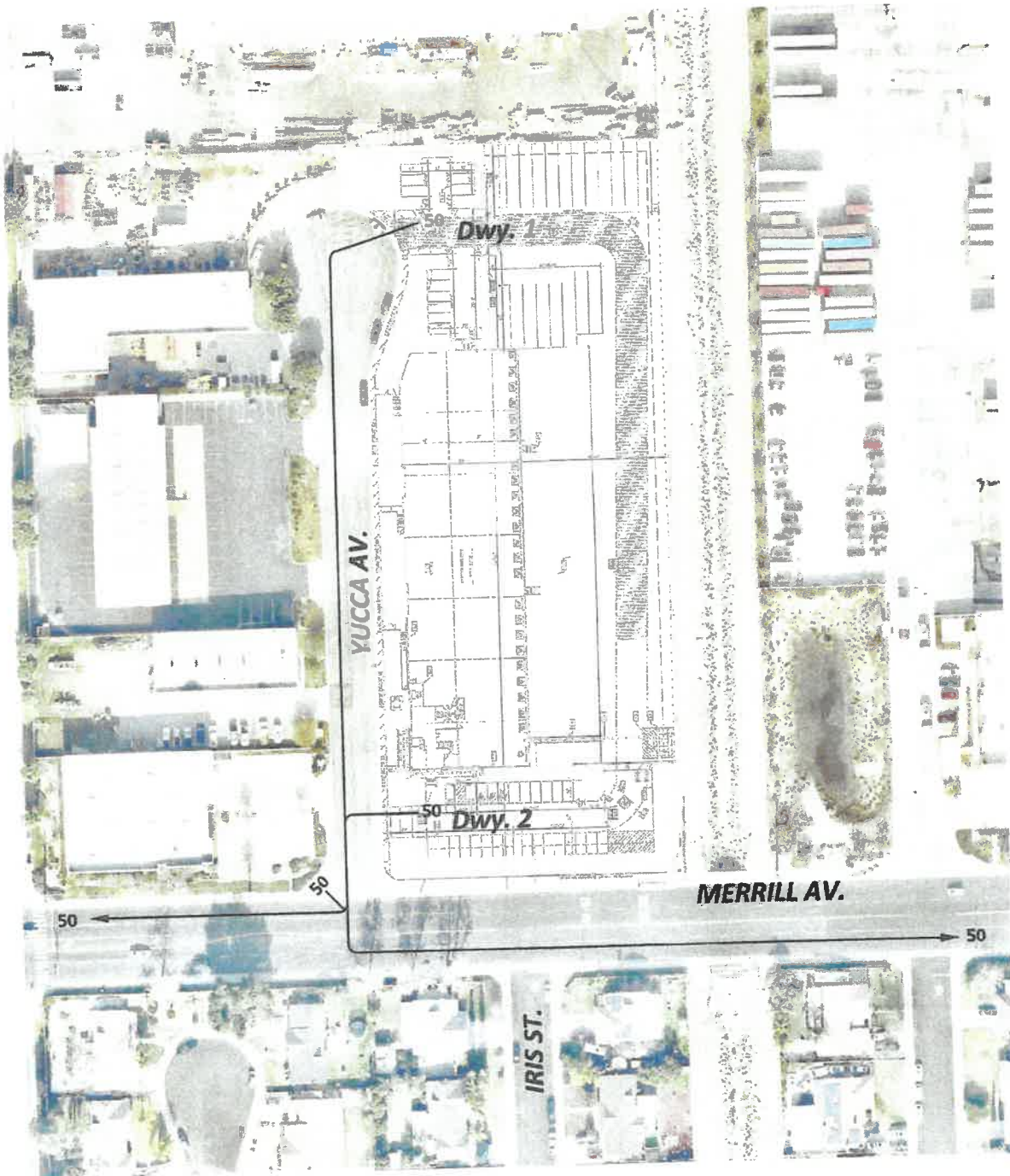


LEGEND:

- (1) = EXISTING INTERSECTION ANALYSIS LOCATION
- (2) = FUTURE INTERSECTION ANALYSIS LOCATION



EXHIBIT 3: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION

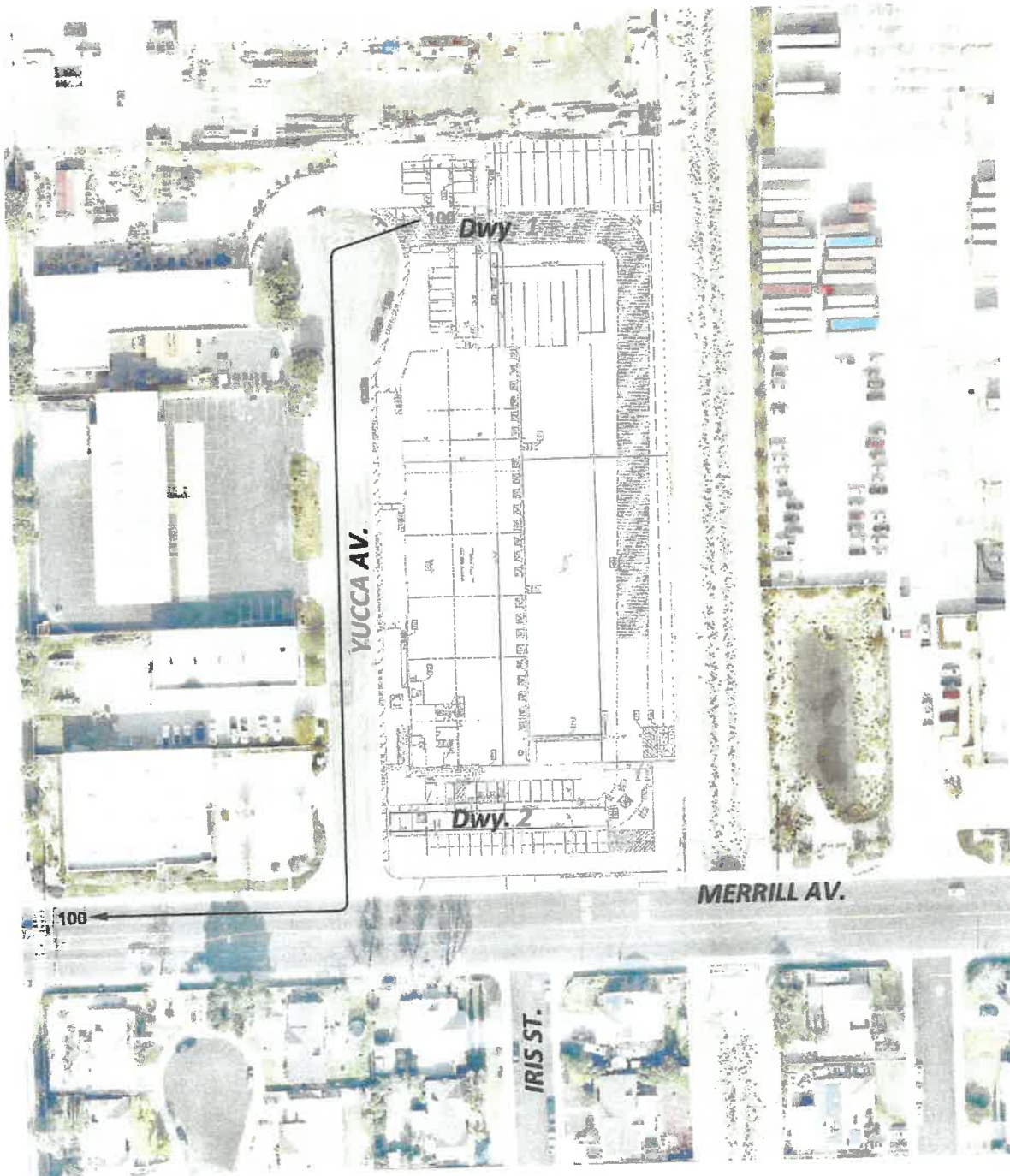


LEGEND:

10 = PERCENT TO/FROM PROJECT



EXHIBIT 4: PROJECT (TRUCK) TRIP DISTRIBUTION



LEGEND:

10 = PERCENT TO/FROM PROJECT



Table 1

Project Trip Generation Rates

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily ³
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
Warehousing ³	150	TSF	0.240	0.060	0.300	0.080	0.240	0.320	3.560
	Passenger Cars (60.0%)		0.144	0.036	0.180	0.048	0.144	0.192	2.136
	2-Axle Trucks (0.8%)		0.002	0.001	0.003	0.001	0.002	0.003	0.029
	3-Axle Trucks (11.2%)		0.027	0.007	0.034	0.009	0.027	0.036	0.399
	4-Axle+ Trucks (28.0%)		0.067	0.016	0.083	0.022	0.067	0.089	0.996
PCE Trip Generation Rates									
Warehousing ³	150	TSF	0.240	0.060	0.300	0.080	0.240	0.320	3.560
	Passenger Cars (60.0%)		0.144	0.036	0.180	0.048	0.144	0.192	2.136
	2-Axle Trucks (0.8%) (PCE = 1.5) ⁴		0.003	0.002	0.005	0.002	0.003	0.005	0.044
	3-Axle Trucks (11.2%) (PCE = 2.0) ⁴		0.054	0.014	0.068	0.018	0.054	0.072	0.798
	4-Axle+ Trucks (28.0%) (PCE = 3.0) ⁴		0.201	0.048	0.249	0.066	0.201	0.267	2.988

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Ninth Edition (2012).

² TSF = thousand square feet

³ Vehicle and Truck Mix Source: City of Rialto Public Works Department Traffic Impact Analysis Report Guidelines and Requirements (2013).

⁴ PCE rates are per City of Rialto Public Works Department Traffic Impact Analysis Report Guidelines and Requirements (2013).

Table 2

Project Trip Generation Summary

Project	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles									
Dedeaux Industrial Center	36.500	150							
Passenger Cars:			5	1	7	2	5	7	78
Truck Trips:									
2-axle:			0	0	0	0	0	0	2
3-axle:			1	0	1	0	1	2	16
4+-axle:			2	1	4	1	2	3	38
- Truck Trips			4	1	5	1	4	5	56
Total Trips (Actual Vehicles) ²			9	2	12	3	9	12	134

Passenger Car Equivalent (PCE)									
Dedeaux Industrial Center	36.500	150							
Passenger Cars:			5	1	7	2	5	7	78
Truck Trips:									
2-Axle (PCE = 1.5)			0	0	0	0	0	0	4
3-Axle (PCE = 2.0)			2	1	2	1	2	3	32
4+-Axle (PCE = 3.0)			7	2	9	2	7	10	114
- Truck Trips (PCE)			9	2	12	3	9	13	150
Total Trips (PCE)²			15	4	19	5	15	20	228

¹ TSF = Thousand Square Feet² Total Trips = Passenger Cars + Truck Trips