Exhibit B

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the City of Fontana Engineering Department requirements for traffic impact analysis of the following project. The analysis must follow the SBCTA Congestion Management Plan (CMP) Guidelines Updated 2016.

Case No. (i.e. TR, PM, CUP, PP) PAM 21-094 MCN21-090
Related Cases -
SP No.
EIR No.
GPA No.
CZ No.
Project Name: Sierra Industrial Facility (Shea)
Project Address: East side of Sierra Avenue and north of Casa Grande Avenue (APN 0239-151-09 & 0239-151-38)
Project Description: 203,000 SF warehouse building (20,300 SF of high-cube cold storage & 182,700 SF of high-cube fulfillment non-sort)

	Consultant	Developer
Name:	Urban Crossroads, Inc. - Charlene So	Shea Properties
Address:		
Telephone:	949-861-0177	
Fax:		

A. Trip Generation Source: (ITE 11th Edition) - ITE Land Use Code 155 & 157

Current GP Land Use	R-MFH	Proposed Land Use	I-L
Current Zoning	R-5	Proposed Zoning	M-1

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips				25	11	36 (PCE)
PM Trips				14	21	34 (PCE)

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

A pass-by trip discount is allowed for appropriate land uses per ITE trip generation handbook 3rd edition. The pass-by trips at adjacent study area intersections and project driveways shall be indicated on a report figure. (Attach table for detailed trip generation)

B. Trip Geographic Distribution: N % S % E % W %
(attach exhibit for detailed assignment)

C. Background Traffic

See attached distributions

Project Opening & Future Build-Out Year: 2024
Annual Ambient Growth Rate: %
Phase Year(s) Not Applicable
Other area projects to be analyzed:

Model/Forecast methodology

D. Study intersections: *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments from other agencies.)*

1. Not Applicable
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

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

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

E. 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: Rialto

F. Site Plan (please attach reduced copy)

G. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Engineering 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.)

_____

H. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.
Date of counts_____

I. VMT Assessment

Provide VMT screening/assessment per the latest TIA & VMT Guidelines.

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 11/3/2021
Consultant's Representative Date

Approved Scoping Agreement:

Mahmoud Khodr 11/4/2021
City of Fontana Traffic Engineer Date

Scoping Agreement Submitted on 11/3/2021

Revised on _____

URBAN CROSSROADS

urbanxroads.com

October 27, 2021

Mr. Mahmoud Khodr
City of Fontana
8353 Sierra Avenue
Fontana, CA 92335

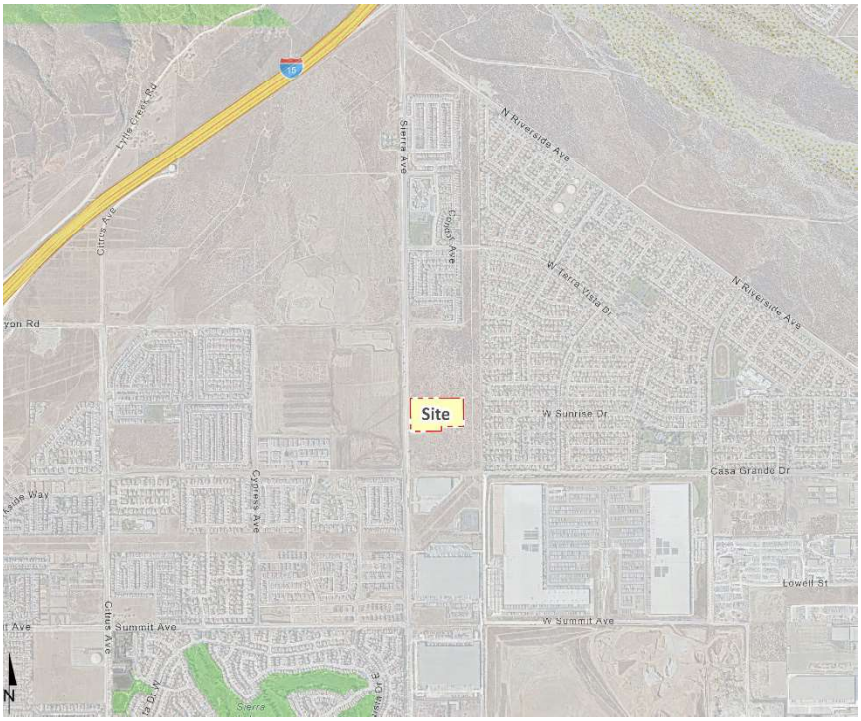
SUBJECT: SCOPING AGREEMENT FOR THE SIERRA INDUSTRIAL FACILITY (SHEA) TRAFFIC ASSESSMENT

Dear Mr. Mahmoud Khodr:

The firm of Urban Crossroads, Inc. is pleased to submit this letter documenting the recommended Scope of Work for the traffic assessment in support of the proposed Sierra Industrial Facility (Shea) development (**Project**), which is located north of Casa Grande Drive and east of Sierra Avenue in the City of Fontana. Exhibit 1 depicts the location of the proposed Project in relation to the existing roadway network.

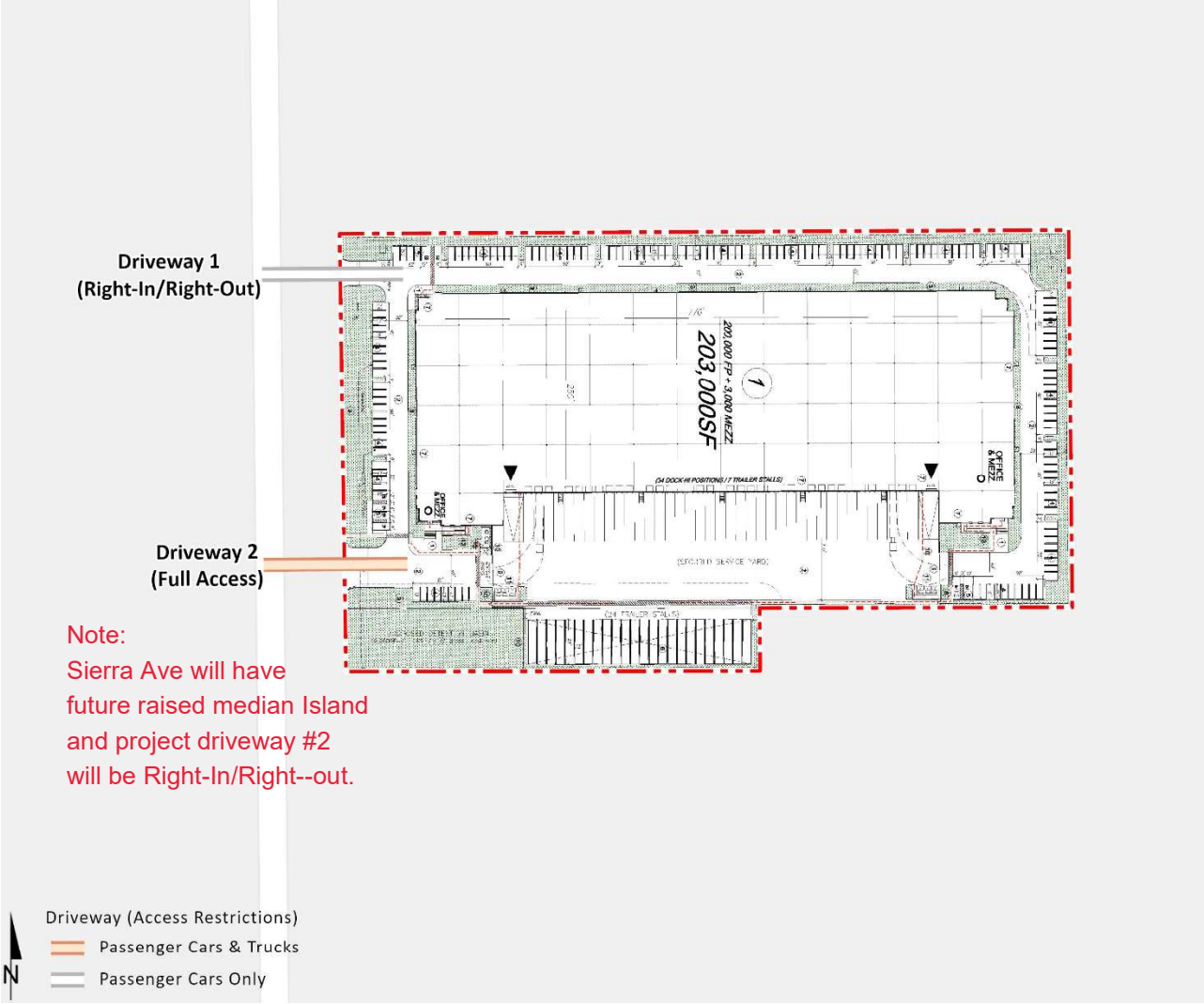
Our goal is to obtain comments from City of Fontana staff, to ensure that the traffic assessment fully addresses the potential effects of the proposed Project. The remainder of this letter describes the draft proposed analysis methodology, project trip generation, and trip distribution for the Project.

EXHIBIT 1: LOCATION MAP



The Project is to consist of a 203,000 square foot warehouse building (this includes a 3,000 square foot mezzanine). A preliminary site plan for the proposed Project is shown on Exhibit 2. As indicated on Exhibit 2, access to the Project site will be provided to Sierra Avenue. The northerly driveway (Driveway 1) is proposed to have right-in/right-out access only with full access assumed at the southerly driveway (Driveway 2).

EXHIBIT 2: PRELIMINARY SITE PLAN



PROJECT TRIP GENERATION

The Project consists of the development of a 203,000 square foot warehouse building (see Exhibit 2). Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. 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 (11th Edition, 2021) was used to estimate the trip generation. Trip generation rates for the Project are shown in Table 1.

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									
High-Cube Fulfillment Center (Non-Sort)[3]	TSF	155	0.122	0.028	0.150	0.062	0.098	0.160	1.810
Passenger Cars			0.105	0.025	0.130	0.059	0.091	0.150	1.580
2-Axle Trucks			0.002	0.001	0.003	0.001	0.001	0.002	0.038
3-Axle Trucks			0.002	0.002	0.004	0.001	0.001	0.002	0.048
4+-Axle Trucks			0.006	0.007	0.013	0.003	0.003	0.006	0.144
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.062	0.018	0.080	0.025	0.065	0.090	1.665
2-Axle Trucks			0.003	0.007	0.010	0.005	0.005	0.010	0.260
3-Axle Trucks			0.001	0.002	0.003	0.002	0.001	0.003	0.083
4+-Axle Trucks			0.005	0.011	0.016	0.008	0.008	0.016	0.113
Passenger Car Equivalent (PCE) Trip Generation Rates[4]									
High-Cube Fulfillment Center (Non-Sort)[3]	TSF	155	0.122	0.028	0.150	0.062	0.098	0.160	1.810
Passenger Cars			0.105	0.025	0.130	0.059	0.091	0.150	1.580
2-Axle Trucks (PCE = 1.5)			0.003	0.002	0.005	0.002	0.001	0.003	0.058
3-Axle Trucks (PCE = 2.0)			0.005	0.005	0.010	0.003	0.003	0.005	0.119
4-Axle+ Trucks (PCE = 3.0)			0.018	0.020	0.038	0.009	0.010	0.019	0.432
High-Cube Cold Storage Warehouse[3]	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.062	0.018	0.080	0.025	0.065	0.090	1.665
2-Axle Trucks (PCE = 1.5)			0.005	0.011	0.016	0.008	0.008	0.016	0.390
3-Axle Trucks (PCE = 2.0)			0.002	0.005	0.007	0.004	0.003	0.007	0.165
4-Axle+ Trucks (PCE = 3.0)			0.015	0.034	0.049	0.024	0.025	0.049	0.338

[1] Trip Generation 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.
Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

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

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. The PCE factors are consistent with the recommended PCE factors in the City's Traffic Impact Analysis Guidelines for VMT and LOS Assessment (October 2020, referred to as **City's Guidelines**).

For purposes of this scoping agreement, the following ITE land use codes and vehicle mixes will be utilized for the proposed Project:

- High-Cube Fulfillment Center Warehouse (ITE Land Use Code 155) has been used to derive site specific trip generation estimates for up to 182,700 square feet of the proposed Project (or 90% of the overall building square footage). The ITE Trip Generation Manual has trip generation rates for high-cube fulfillment center use for both non-sort and sort facilities (ITE land use code 155). As defined by ITE, *a high-cube warehouse is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical high-cube warehouse has a high level of on-site automation and logistics management. The automation and logistics enable highly-efficient processing of goods through the high-cube warehouse.* The ITE Trip Generation Manual has two subcategories for the High-Cube Fulfillment Center use: sort and non-sort. ITE describes a sort facility as a *fulfillment center that ships out smaller items, requiring extensive sorting, typically by manual means*. In comparison, *a non-sort facility is a fulfillment center that ships large box items that are processed primarily with automation rather than through manual means*. Some limited assembly and repackaging may occur within the facility. Given this description, a non-sort facility has been assumed for the purposes of calculating trip generation for the Project. The vehicle mix (passenger cars versus trucks) has been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.
- High-Cube Cold Storage Warehouse (ITE Land Use Code 157) has been used to derive site specific trip generation estimates for up to 20,300 square feet (10% of the overall building square footage). High-cube cold storage warehouses include warehouses characterized by the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. The High-Cube Cold Storage Warehouse vehicle mix has been obtained from the ITE's Trip Generation Manual. The truck percentages were further broken down by axle type per the following SCAQMD recommended truck mix: 2-Axle = 34.7%; 3-Axle = 11.0%; 4+-Axle = 54.3%.

The trip generation summary for the Project in actual vehicles is shown on Table 2. As shown on Table 2, the Project is anticipated to generate a total of 378 two-way trips per day with 27 AM peak hour trips and 31 PM peak hour trips.

TABLE 2: PROJECT TRIP GENERATION SUMMARY (ACTUAL VEHICLES)

		AM Peak Hour			PM Peak Hour			
Land Use	**Quantity Units[1]**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**Daily**
High-Cube Cold Storage (10%)	20.300 TSF							
Passenger Cars:		1	0	1	1	1	2	34
2-axle Trucks:		0	0	0	0	0	0	6
3-axle Trucks:		0	0	0	0	0	0	2
4+-axle Trucks:		0	0	0	0	0	0	2
Total Truck Trips (Actual Vehicles):		0	0	0	0	0	0	10
Total Trips (Actual Vehicles)[2]		1	0	1	1	1	2	44
High-Cube Fulfillment (Non-Sort) (90%)	182.700 TSF							
Passenger Cars:		19	5	24	11	17	27	290
2-axle Trucks:		0	0	1	0	0	0	8
3-axle Trucks:		0	0	1	0	0	0	10
4+-axle Trucks:		1	1	2	1	1	1	26
Total Truck Trips (Actual Vehicles):		1	1	2	1	1	2	44
Total Trips (Actual Vehicles)[2]		20	6	26	12	18	29	334
Passenger Cars:		**20**	**5**	**25**	**12**	**18**	**29**	**324**
Total Truck Trips (Actual Vehicles):		**1**	**1**	**2**	**1**	**1**	**2**	**54**
Total Project Trips (Actual Vehicles)[2]		**21**	**6**	**27**	**13**	**19**	**31**	**378**

[1] TSF = thousand square feet

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

The trip generation summary for the Project in PCE is shown on Table 3. As shown on Table 3, the Project is anticipated to generate a total of 458 PCE two-way trips per day with 36 PCE AM peak hour trips and 34 PCE PM peak hour trips.

TABLE 3: PROJECT TRIP GENERATION SUMMARY (PCE)

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 Cold Storage (10%)	20.300	TSF							
Passenger Cars:			1	0	1	1	1	2	34
2-axle Trucks:			0	0	0	0	0	0	8
3-axle Trucks:			0	0	0	0	0	0	4
4+-axle Trucks:			0	1	1	0	1	1	8
Total Truck Trips (PCE):			0	1	1	0	1	1	20
Total Trips (PCE)[2]			1	1	2	1	2	3	54
High-Cube Fulfillment (Non-Sort) (90%)	182.700	TSF							
Passenger Cars:			19	5	24	11	17	27	290
2-axle Trucks:			1	0	1	0	0	0	12
3-axle Trucks:			1	1	2	0	0	1	22
4+-axle Trucks:			3	4	7	2	2	3	80
Total Truck Trips (PCE):			5	5	10	2	2	4	114
Total Trips (PCE)[2]			24	10	34	13	19	31	404
Passenger Cars:			**20**	**5**	**25**	**12**	**18**	**29**	**324**
Total Truck Trips (PCE):			**5**	**6**	**11**	**2**	**3**	**5**	**134**
Total Project Trips (PCE)[2]			**25**	**11**	**36**	**14**	**21**	**34**	**458**

[1] TSF = thousand square feet

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

According to the City's Guidelines:

- If a project generates less than 50 peak hour trips, a traffic analysis shall not be required, and a trip generation memo will be considered sufficient unless the City has specific concerns related to project access and interaction with adjacent intersections.

TRIP GENERATION COMPARISON

The Project is proposing a General Plan Amendment and Zone Change to revise the General Plan Land use from Multi-Family High Density Residential to Light Industrial and the zoning from Multi-Family High Density (R-5) to Light Industrial (M-1). The R-5 zoning designation allows up to a maximum of 50 dwelling units per acre. Based on the Project's acreage of 11.26 acres, approximately 563 high density dwelling units could be developed on site. A trip generation comparison is shown on Table 4 to demonstrate the net change in trip generation is an overall reduction from the currently adopted land use/zoning.

TABLE 4: TRIP GENERATION COMPARISON

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
Currently Zoning: Multifamily Housing (Mid-Rise)	563	DU							
Passenger Cars:			48	160	208	134	86	220	2,556
Proposed Project: Industrial	203.000	TSF							
Passenger Cars:			20	5	25	12	18	29	324
Total Truck Trips (PCE):			5	6	11	2	3	5	134
Total Trips (PCE)			25	11	36	14	21	34	458
VARIANCE			**-23**	**-149**	**-172**	**-120**	**-65**	**-186**	**-2,098**

[1] TSF = thousand square feet; DU = Dwelling Units

TRIP DISTRIBUTION

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. Exhibits 4 and 5 illustrate the passenger car and truck trip distribution patterns through the study area intersections, respectively.

EXHIBIT 4: PROJECT (TRUCK) TRIP DISTRIBUTION

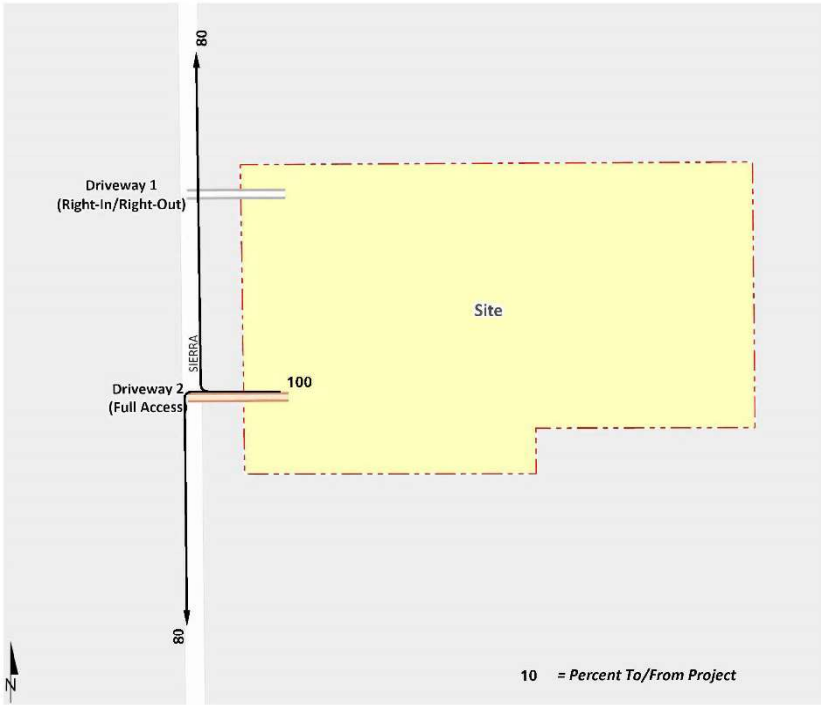
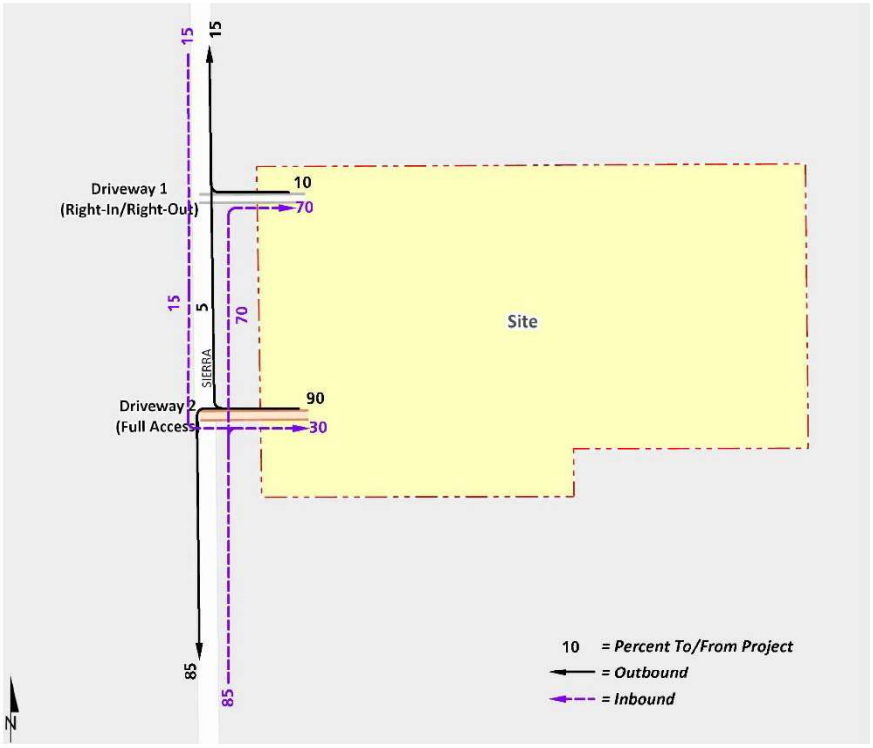


EXHIBIT 5: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION



STUDY AREA

Based on the Project's anticipated trip generation, the Project would generate fewer than 50 peak hour trips and would contribute fewer than 50 peak hour trips to any study area intersection. As such, no further operations analysis has been proposed for this Project beyond the trip generation assessment discussed above.

SPECIAL ISSUES

A Vehicle Miles Traveled (VMT) analysis will be addressed under separate cover. In addition, a separate SB330 evaluation will be prepared for the site(s) anticipated to accommodate the transfer of 563 dwelling units from the proposed Project site.

If you have any questions, please contact me directly at (949) 861-0177.

Respectfully submitted,

Charlene So, PE
Associate Principal