

# 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 \_\_\_\_\_.

### City of Rialto

### Traffic Impact Analysis

### Scoping Agreement

Case No. \_\_\_\_\_

Related Cases -

SP No. \_\_\_\_\_

EIR No. \_\_\_\_\_

GPA No. \_\_\_\_\_

ZC No. \_\_\_\_\_

Project Name: 935 South Lilac Avenue Project

Project Address: 935 South Lilac Avenue

Project Description: 5,180 SF office/retail and 1,500 SF Fast Food

#### Consultant

#### Developer

Name: Kunzman Associates

Gevork Consulting Engineering

Address: 1111 West Town & Country, Suite 34

285 East Imperial Highway, Suite 208

Telephone: (714) 904-2821

(714) 680-6182

Fax: \_\_\_\_\_

\_\_\_\_\_

**1. Trip Generation Source:** \_\_\_\_\_

Existing GP Land Use Residential Proposed Land Use Commercial

Current Zoning: A-1 Proposed Zoning: C-3

Total Daily Project Trips: 669

	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	<u>0</u>	<u>1</u>	<u>1</u>	<u>33</u>	<u>12</u>	<u>45</u>
PM Trips	<u>1</u>	<u>0</u>	<u>1</u>	<u>31</u>	<u>46</u>	<u>77</u>

Internal Trip Allowance Yes  No  ( \_\_\_\_\_ % Trip Discount)

Pass-By Trip Allowance Yes  No  (See Table 2 % 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:** N 35 % S 35 % E 15 % W 15 %

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

**3. Background Growth Traffic**

Project Completion Year: 2024 Annual Background Growth Rate: 2 %

Other Phase Years NA

Other area projects to be considered: NA

(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: Ambient Growth

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

1. Lilac/Bloomington/Randall 6. \_\_\_\_\_
2. Lilac Avenue/Project Access 7. \_\_\_\_\_
3. Project Access/Randall Avenue 8. \_\_\_\_\_
4. \_\_\_\_\_ 9. \_\_\_\_\_
5. \_\_\_\_\_ 10. \_\_\_\_\_

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

- |  |                                |
|--|--------------------------------|
| 1. <u>Lilac North of Randall</u>       | 6. <u>Randal East of Lilac</u> |
| 2. <u>Lilac South of Randall</u>       | 7. _____                       |
| 3. <u>Bloomington North of Randall</u> | 8. _____                       |
| 4. <u>Bloomington South of Randall</u> | 9. _____                       |
| 5. <u>Randall West of Lilac</u>        | 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.)

A traffic impact analysis is likely not required  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**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: New counts will be collected.

**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 \_\_\_\_\_

**Recommended:**

Scoping Agreement Submittal date \_\_\_\_\_

Scoping Agreement Resubmittal date \_\_\_\_\_



4-18-2023

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Applicant/Engineer

Date

**Land Use Concurrence:**

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Development Services Department

Date

**Approved by:**

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Public Works Department

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.

**Table 1**

**Existing Development Trip Generation<sup>1</sup>**

Land Use	Quantity	Units <sup>2</sup>	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
<u>Trip Generation Rates</u>									
Single-Famil Detached Residntial	1.000	DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43
<u>Trips Generated</u>									
Single-Famil Detached Residntial	1.000	DU	0	1	1	1	0	1	9

<sup>1</sup> Source: Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021, Land Use Category 210.

<sup>2</sup> DU = Dwelling Unit

**Table 2**

**Proposed Project Trip Generation<sup>1</sup>  
Option C (50% Retail/50% Medical Office)**

Land Use	Quantity	Units <sup>2</sup>	Peak Hour						Daily
			Morning			Evening			
			Inbound	Outbound	Total	Inbound	Outbound	Total	
<u>Trip Generation Rates</u>									
Medical Office	1.000	TSF	2.50	0.60	3.10	1.18	2.75	3.93	36.00
Strip Retail Plaza	1.000	TSF	1.42	0.94	2.36	3.30	3.29	6.59	54.45
<u>Trips Generated</u>									
Medical Office	9.418	TSF	24	6	30	11	26	37	339
Strip Retail Plaza	9.418	TSF	13	9	22	31	31	62	513
- Pass-By (34%, 34%, 34%) <sup>3</sup>			-4	-3	-7	-11	-11	-22	-174
<b>Total</b>			<b>33</b>	<b>12</b>	<b>45</b>	<b>31</b>	<b>46</b>	<b>77</b>	<b>678</b>

<sup>1</sup> Source: Institute of Transportation Engineers, Trip Generation, 11th Edition, 2021, Land Use Categories 720 and 822.

<sup>2</sup> TSF = Thousand Square Feet

<sup>3</sup> Source: Institute of Transportation Engineers, Trip Generation Handbook, 3rd Edition, 2017, Land Use Category 820. Only PM peak hour data is available. PM peak hour data assumed for AM, PM, and Daily traffic volumes.

**Table 3**

**Trip Generation Comparison<sup>1</sup>**

Project	Peak Hour						Daily
	Morning			Evening			
	Inbound	Outbound	Total	Inbound	Outbound	Total	
Existing Development	0	1	1	1	0	1	9
Proposed Development	33	12	45	31	46	77	678
Total New Trips	33	11	44	30	46	76	669

<sup>1</sup> See Tables 1 and 2.

Figure 1  
Project Location Map





Figure 2  
Site Plan

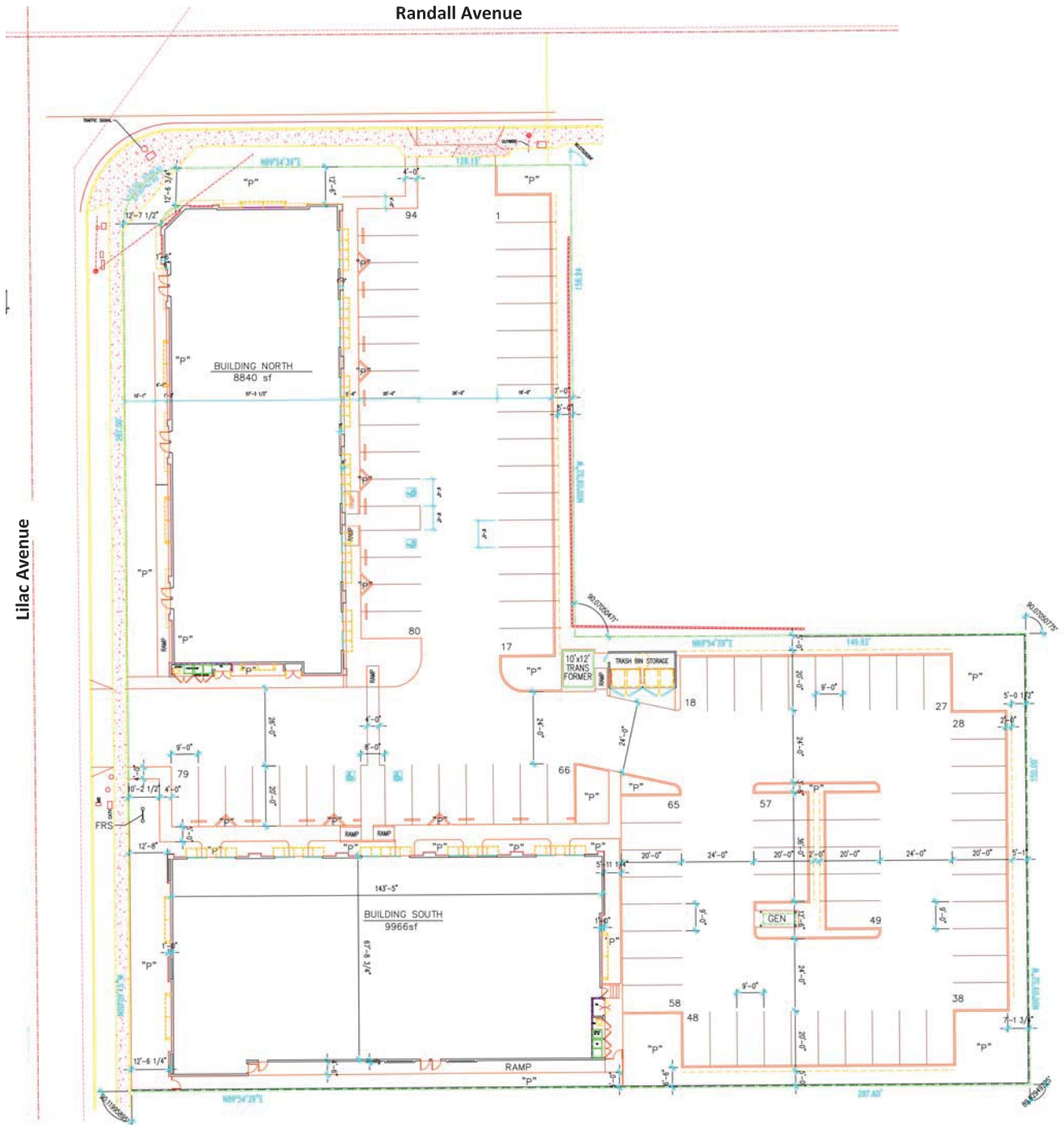


Figure 3  
Project Outbound Trip Distribution



Figure 4  
Project Inbound Trip Distribution

