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. PAR 220015 (PP is forthcoming)
Related Cases-
SP No.
EIR No.
GPA No.
CZ No.
Project Name: 22740 Temescal Canyon Warehouse
Project Address: 22740 Temescal Canyon Road
Project Description: 201,844 square foot warehouse

	Consultant	Developer Representative
Name:	Urban Crossroads Inc. - Charlene So	Herdman Architecture & Design, Inc. - Bridget Herdman
Address:	1133 Camelback St. #8329	100 Bayview Circle, Suite 100
	Newport Beach, CA 92658	Newport Beach, CA 92660
Telephone:	(949) 861-0177	(714) 389-2800
Email:	cso@urbanxroads.com	projectadmin@herdman-ad.com

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

Current GP Land Use	LI		Proposed Land Use	LI	
Current Zoning	M-SC		Proposed Zoning	M-SC	

	Current Trip Generation			Proposed Trip Generation			
	In	Out	Total	In	Out	Total	
AM Trips				**30**	**10**	**40**	(PCE)
PM Trips				**15**	**30**	**45**	(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: 2 %
Phase Year(s) N/A

Other area Projects to be analyzed: Not Applicable
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-15 Freeway, City of Corona

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: New counts to be conducted once scope has been approved.

***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

6/9/2022

Consultant's Representative — Date

Approved Scoping Agreement:

Riverside County Transportation Department — Date

Scoping Agreement Revised on

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June 9, 2022

Ms. Tracy Zinn
T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602

22740 TEMESCAL CANYON WAREHOUSE TRIP GENERATION ASSESSMENT

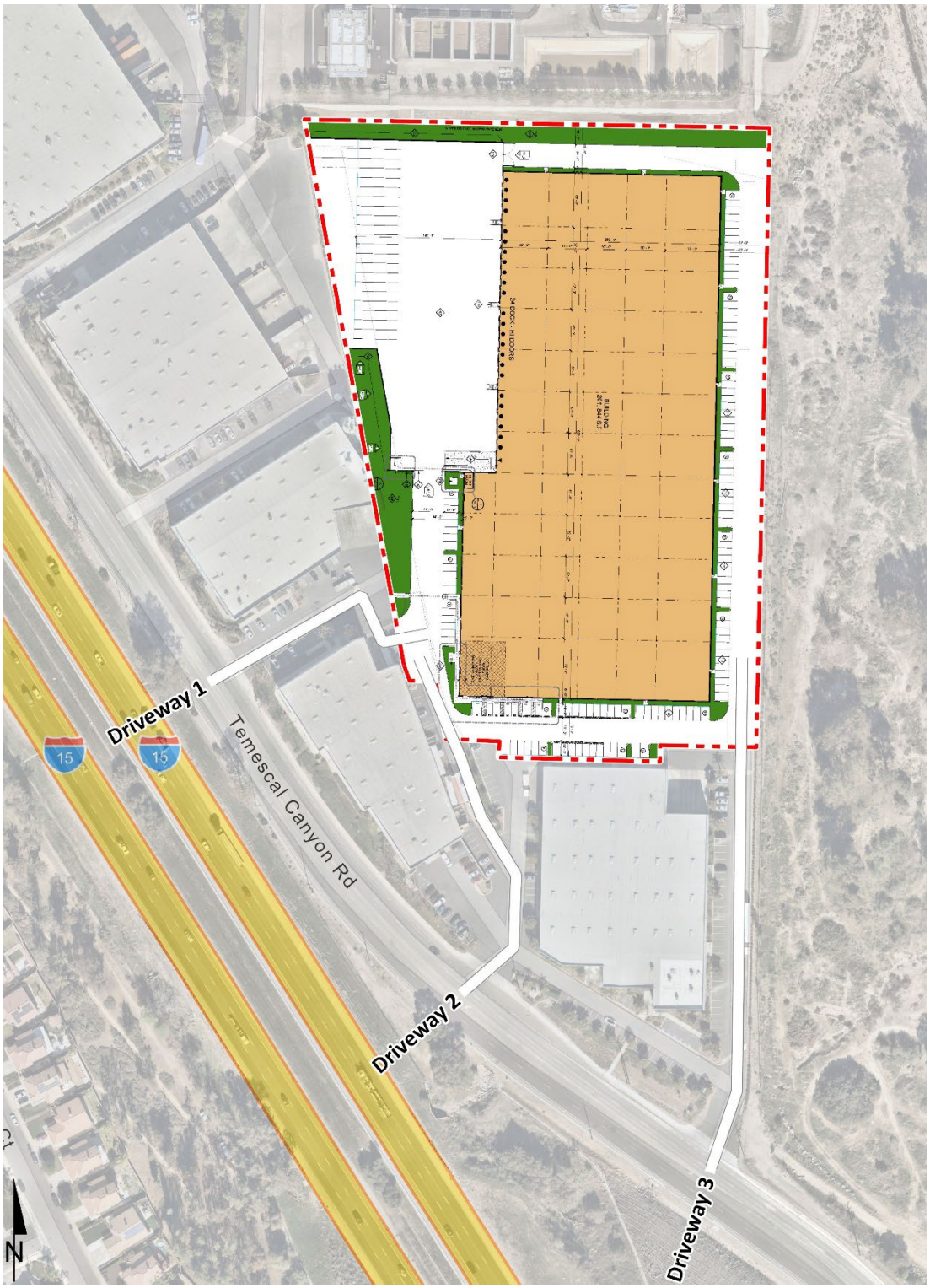
Ms. Tracy Zinn,

Urban Crossroads, Inc. is pleased to submit this Trip Generation Assessment for the proposed 22740 Temescal Canyon Warehouse development (**Project**), which is bounded by Temescal Canyon Road to the south and Lee Lake Water District Road to the north in the County of Riverside. It should be noted that this trip generation assessment has been prepared in accordance with the County's Transportation Analysis Guidelines for Level of Service Vehicles Miles Traveled (December 2020) (**County Guidelines**).

PROPOSED PROJECT

It is our understanding that the Project is to consist of a 201,844 square foot industrial warehouse building (see Exhibit 1). Access is to be accommodated to the west and to the south through adjoining properties to get access to Temescal Canyon Road.

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 201,844 square feet of the proposed Project. A warehouse is primarily devoted to the storage of materials but may also include office and maintenance areas. 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 (AM=88.2%, PM=83.3%, Daily=64.9%)			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (AM=1.97%, PM=2.79%, Daily=5.86%)			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks (AM=2.44%, PM=3.46%, Daily=7.27%)			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks (AM=7.39%, PM=10.45%, Daily=21.97%)			0.007	0.006	0.013	0.010	0.009	0.019	0.376
Passenger Car Equivalent (PCE) Trip Generation									
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.

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 346 two-way trips per day with 32 AM peak hour trips and 37 PM peak hour trips (in actual vehicles). In comparison, the proposed Project is anticipated to generate a total of 532 PCE two-way trips per day with 40 PCE AM peak hour trips and 45 PCE PM peak hour trips (see Table 2).

TABLE 2: PROPOSED PROJECT TRIP GENERATION SUMMARY

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
Actual Vehicles:									
Warehousing	201.844	TSF							
Passenger Cars:			24	6	30	7	23	30	224
2-axle Trucks:			0	0	0	1	0	1	20
3-axle Trucks:			0	0	0	1	1	2	26
4+-axle Trucks:			1	1	2	2	2	4	76
Total Truck Trips (Actual Vehicles):			1	1	2	4	3	7	122
Total Trips (Actual Vehicles)[2]			25	7	32	11	26	37	346
Passenger Car Equivalent (PCE):									
Warehousing	201.844	TSF							
Passenger Cars:			24	6	30	7	23	30	224
2-axle Trucks:			1	0	1	1	1	2	30
3-axle Trucks:			1	1	2	1	1	2	50
4+-axle Trucks:			4	3	7	6	5	11	228
Total Truck Trips (PCE):			6	4	10	8	7	15	308
Total Trips (PCE)[2]			30	10	40	15	30	45	532

[1] TSF = thousand square feet

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

FINDINGS

The traffic impact study area is to be defined in conformance with the requirements of the County Guidelines, which state that any project which can demonstrate, based on the most recent edition of the Trip Generation Manual published by the ITE or other approved trip generation data, trip generation of less than 100 vehicle trips during the peak hours. Based on this criterion, the Project is anticipated to generate fewer than 100 peak hour trips during any peak hour and would contribute fewer than 100 peak hour trips to any off-site study area intersection. As such, additional traffic analysis beyond this trip generation assessment/scoping agreement does not appear to be necessary.

A vehicle miles traveled (VMT) screening assessment has been conducted under separate cover.

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