APPENDIX A

TRAFFIC STUDY SCOPE OF WORK

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: Ramona Expressway and State Street Shopping Center
Project Address: SEC of State Street and Ramona Expressway, San Jacinto - See attached Figure 1 Vicinity Map & Figure 2 Existing Site Aerial.
Project Description: 105,856 SF Shopping Center, 16 VFP Gas Station with 5,200 SF Convenience Store, 110' Tunnel Express Wash (3,596 SF)

	Consultant	Developer
Name:	Linscott, Law & Greenspan, Engineers	Rich Development Company
Address:	2 Executive Circle, Suite 250	600 N Tustin Avenue, Suite #150
	Irvine, CA 92614	Santa Ana, CA 92705
Telephone:	(949) 825-6175	
Fax:	(949) 825-6173	

A. Trip Generation Source: ITE 11th Edition Trip Generation Manual

Current GP Land Use	Community Commercial	Proposed Land Use	Community Commercial
Current Zoning	--	Proposed Zoning	--

Current Trip Generation	In	Out	Total	Proposed Trip Generation	In	Out	Total
AM Trips	--	--	--		283	198	481
PM Trips	--	--	--		357	383	740

See attached Table 1 Project Traffic Generation Forecast.

Internal Trip Allowance ☐ Yes ☑ No (% Trip Discount)
Pass-By Trip Allowance ☑ Yes ☐ No (See Table 1. % Trip Discount)

The passby trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

B. Trip Geographic Distribution: (attach exhibit for detailed assignment) N 25 % S 35 % E 20 % W 20 %

See attached Figure 4 Project Traffic Distribution Pattern.

C. Background Traffic

Project Build-out Year: 2024 Annual Ambient Growth Rate: 2 %

Phase Year(s) N/A
Other area projects to be analyzed: List of cumulative projects will be based on coordination with San Jacinto.

Model/Forecast methodology N/A

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

See attached Figure 1 Vicinity Map.

1. State Street at Quandt Ranch Road
2. State Street at Community College Drive
3. State Street at Ramona Expressway
4. State Street at Idyllwild Drive
5. Village at San Jacinto/Project Dwy No. 3 at Ramona Expressway
6. Eagle Road at Ramona Expressway
7. Eagle Road at Idyllwild Drive
8. State Street at Project Dwy No. 1 (right-in/right-out)
9. Project Dwy No. 2 at Ramona Expressway (right-in/right-out)
10. Project Dwy No. 4 at Ramona Expressway (right-in/right-out)
11. Eagle Road at Project Dwy No. 5 (full access)
12. Eagle Road at Project Dwy No. 6 (full access)

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

1. N/A
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: Riverside County

F. Site Plan (please attach reduced copy) See attached Figure 3 Proposed Site Plan.

G. 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.)

VMT Screening Analysis, On-Site Circulation, Driveway LOS Calculations, Evaluate the need for acceleration/deceleration lanes at Ramona Expressway driveways

H. Existing Conditions

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.
Date of counts New traffic counts will be conducted to reflect existing baseline conditions.

***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:

Daniel A Ohlson 6-2-22

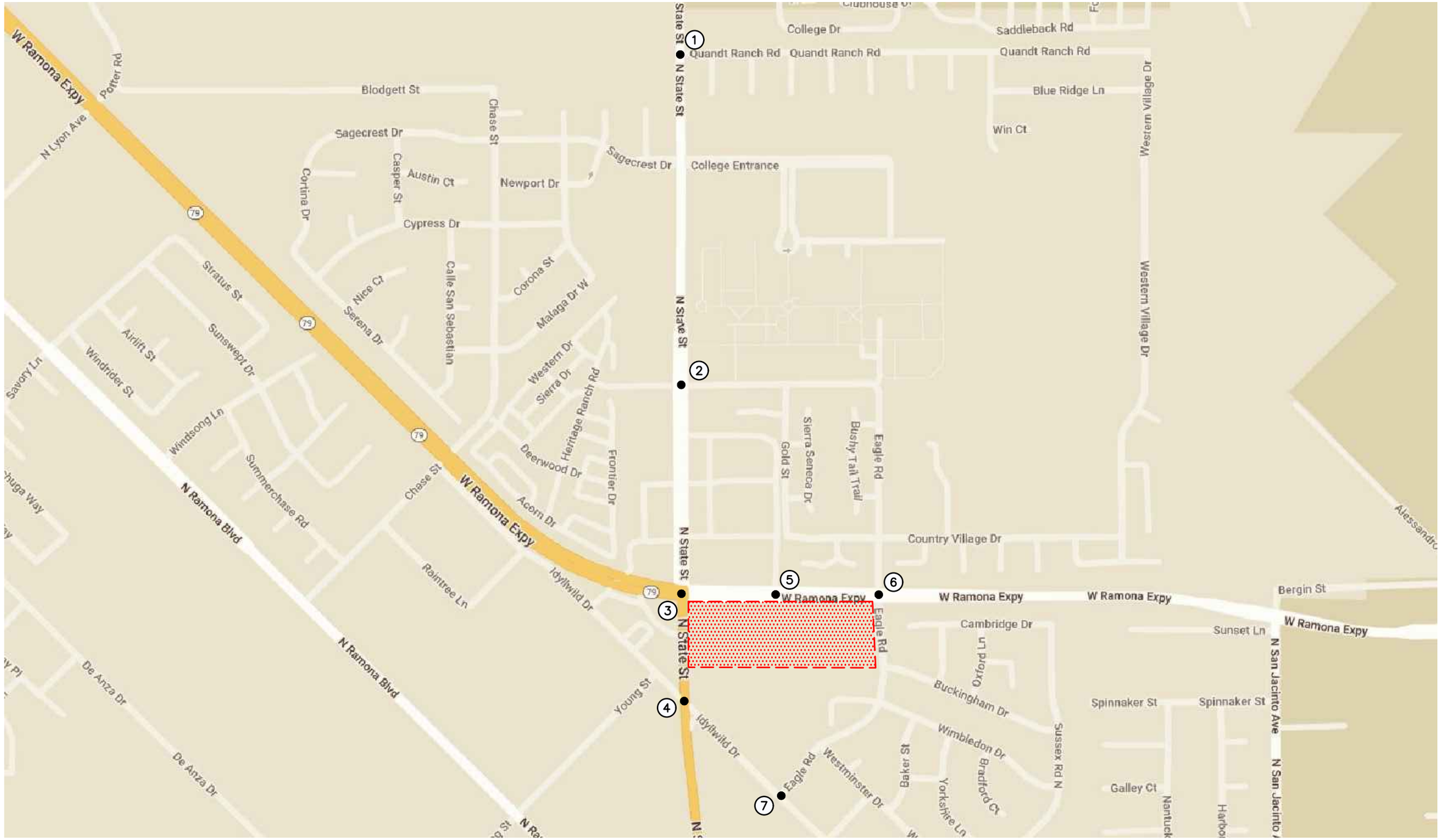
Consultant's Representative — Date

Approved Scoping Agreement:

City of San Jacinto — Date

Scoping Agreement Submitted on _____

Revised on _____



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 1

VICINITY MAP

RAMONA EXPRESSWAY AND STATE STREET SHOPPING CENTER, SAN JACINTO

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LINSCOTT LAW & GREENSPAN engineers

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SOURCE: GOOGLE

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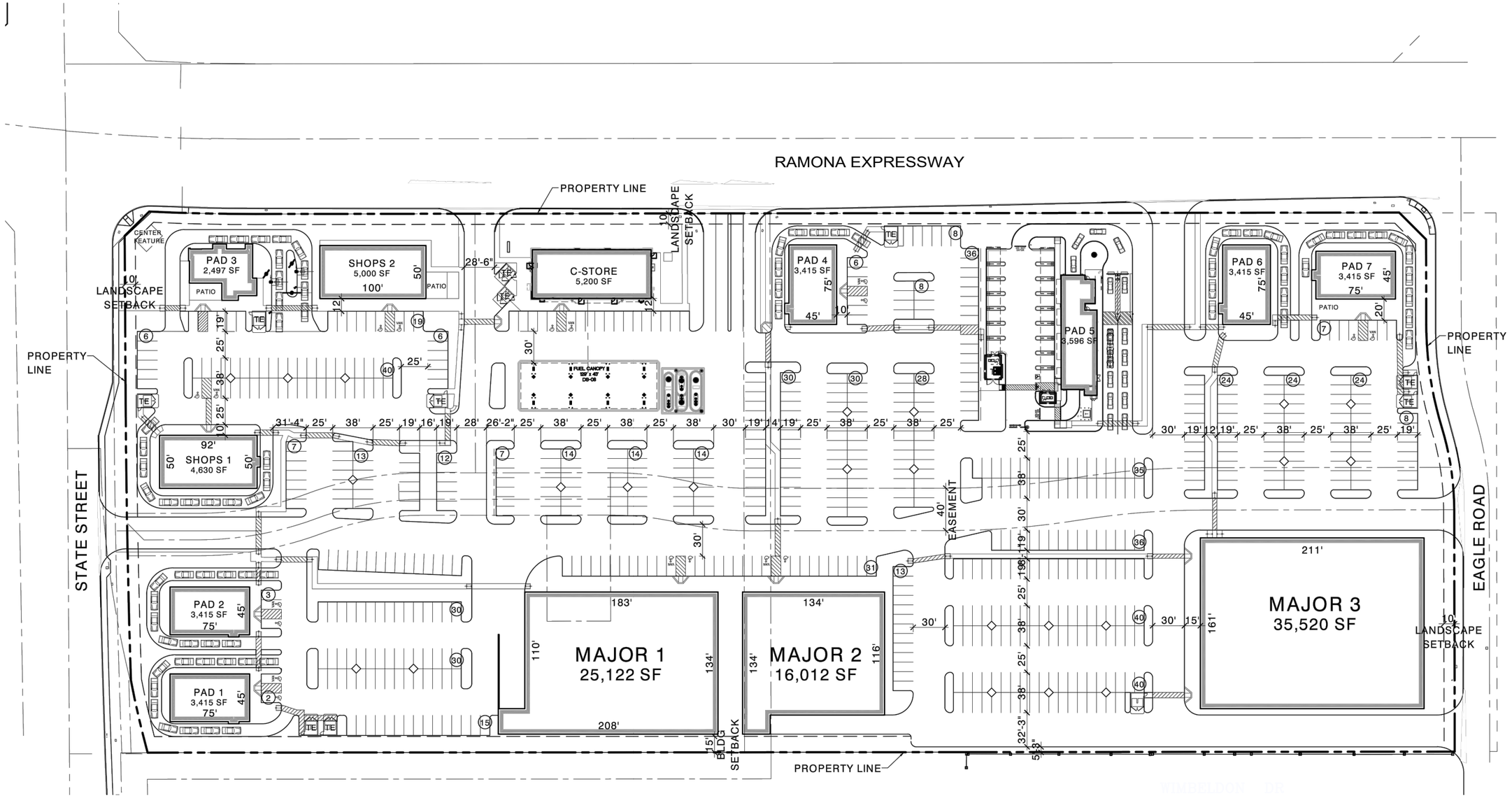
= PROJECT SITE

FIGURE 2

EXISTING SITE AERIAL

RAMONA EXPRESSWAY AND STATE STREET SHOPPING CENTER, SAN JACINTO



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LINSCOTT LAW & GREENSPAN engineers

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SOURCE: GOOGLE

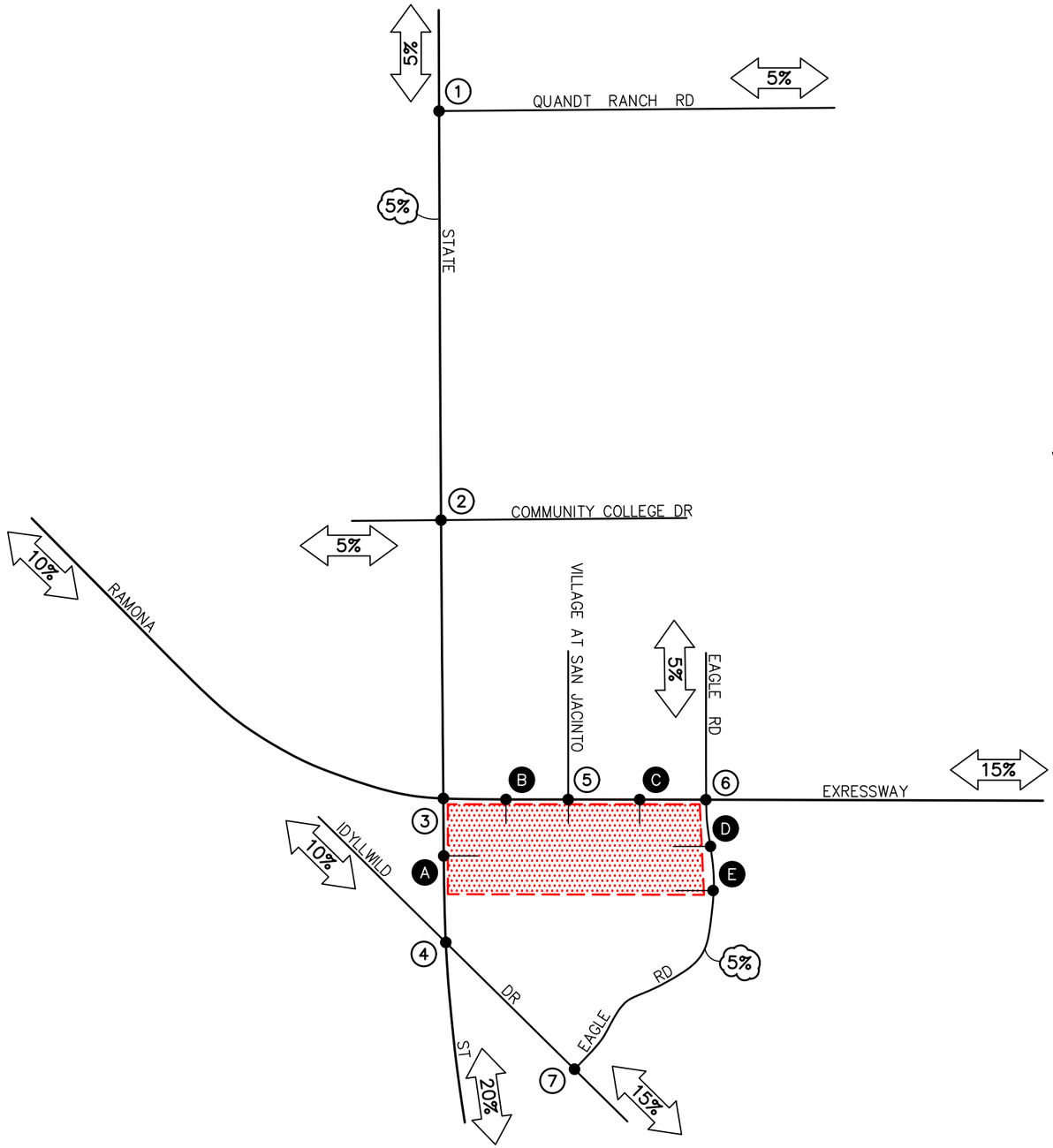
KEY

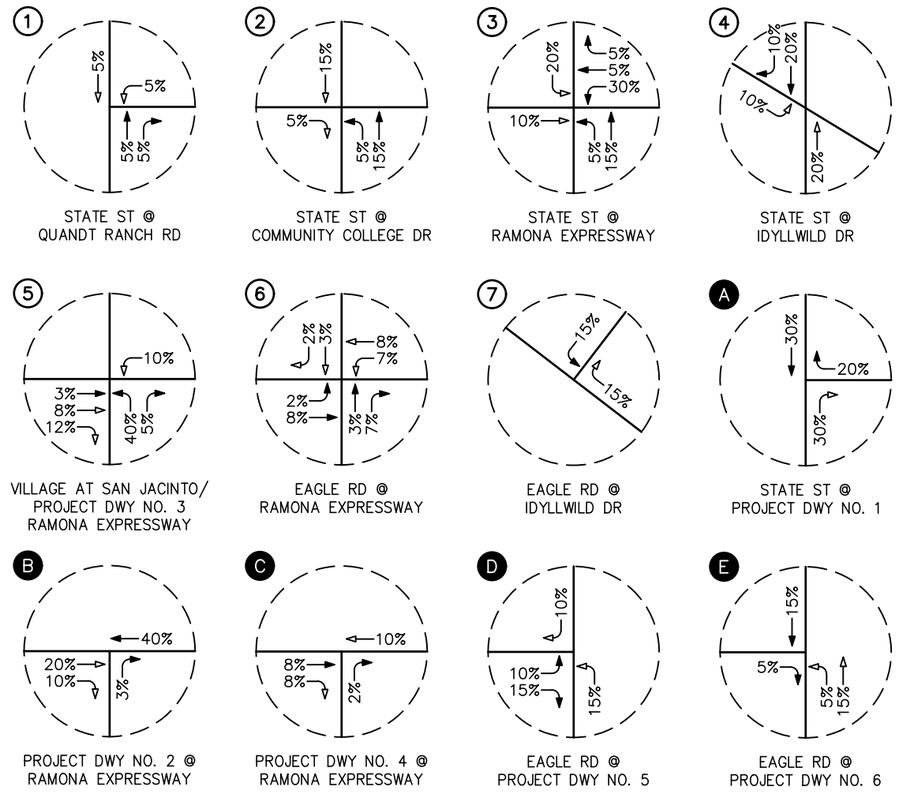
= PROJECT SITE

FIGURE 3

PROPOSED SITE PLAN

RAMONA EXPRESSWAY AND STATE STREET SHOPPING CENTER, SAN JACINTO





LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

(#) = STUDY INTERSECTION
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
= PROJECT SITE

FIGURE 4

PROJECT TRIP DISTRIBUTION PATTERN

RAMONA EXPRESSWAY AND STATE STREET SHOPPING CENTER, SAN JACINTO

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TABLE 1

PROJECT TRIP GENERATION RATES AND FORECAST[1]

RAMONA EXPRESSWAY AND STATE STREET SHOPPING CENTER, SAN JACINTO

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Generation Rates:							
▪ 821: Shopping Plaza [40k – 150k With Supermarket] (TE/TSF)	94.49	62%	38%	3.53	48%	52%	9.03
▪ 945: Gasoline Service Station With Convenience Store [GFA 4 – 5.5k] (TE/VFP)[2]	257.13	50%	50%	27.04	50%	50%	22.76
▪ Express Car Wash (TW/LFWT)[3]	8.663	0.275	0.204	0.479	0.450	0.463	0.913
Proposed Project Generation Forecast:							
▪ Retail (105,856 SF)	10,002	232	142	374	459	497	956
Pass-By (Daily: 25%, AM: 10%, PM: 40%)[4]	-2,501	-23	-14	-37	-184	-198	-382
Subtotal	*7,501*	*209*	*128*	*337*	*275*	*299*	*574*
▪ Gas Station with Convenience Store (16 VFP)	4,114	216	217	433	182	182	364
Pass-By (Daily: 25%, AM: 76%, PM: 75%)[4]	-1,029	-164	-165	-329	-137	-136	-273
Subtotal	*3,085*	*52*	*52*	*104*	*45*	*46*	*91*
▪ Express Wash (110 Feet)	953	30	23	53	50	50	100
Pass-By (Daily: 25%, AM: 25%, PM: 25%)[4]	-238	-8	-5	-13	-13	-12	-25
Subtotal	*715*	*22*	*18*	*40*	*37*	*38*	*75*
Total Net Proposed Project Trip Generation Forecast	**11,301**	**283**	**198**	**481**	**357**	**383**	**740**

Note:

- TE/TSF = Trip End per Thousand Square Feet
- TE/VFP = Trip End per Vehicle Fueling Position
- TE/LFWT = Trip End per Linear Feet Wash Tunnel

1 Source*: Trip Generation, 11th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2021)].

2 The proposed convenience store is 5,200 SF.

3 *Trip Generation Manual, 11th Edition* does not include trip generation rates for the express car wash land use. The trip rates are derived from traffic counts conducted on Friday, February 7, 2014 at the Victorville Speedwash located at 12147 Industrial Boulevard, Victorville.

4 Pass-By Trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets, which contain direct access to the generator. For this analysis, the following pass-by reduction factors were used (Source: *Trip Generation Manual, 11th Edition*, ITE 2021):

- 821: Shopping Plaza: Daily/AM peak hour/PM peak hour = 25% (assumed)/10% (assumed)/40%
- 945: Gas Station with Convenience Store: Daily/AM peak hour/PM peak hour = 25% (assumed)/76%/75%
- Express Wash: Daily/AM peak hour/PM peak hour = 25% (assumed)/25% (assumed)/25% (assumed)