

Exhibit B

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the City of Lake Elsinore requirements for traffic impact analysis of the following project. The analysis must follow the City of Lake Elsinore Traffic Study Guidelines dated May 2020.

Case No. (i.e. TR, PM, CUP, PP) TBD (APN 379-160-002)

Related Cases -

SP No. Provide SP No. and list of other approved or active projects within the SP.

EIR No. _____

GPA No. _____

CZ No. _____

Project Name: Sunny Express Car Wash Lake Elsinore

Project Address: 31401 Riverside Drive

Project Description: 5,436 s.f. express car wash

	<u>Consultant</u>	<u>Developer</u>
Name:	<u>TJW Engineering</u>	<u>Bradon Choi</u>
Address:	<u>6 Venture, Suite 225</u> <u>Irvine, CA 92618</u>	<u>29140 Medea Lane #1104</u> <u>Agoura Hills, CA 91301</u>
Telephone:	<u>949-878-3509</u>	<u>213-249-4070</u>

A. Trip Generation Source: (ITE 10th Edition + Supplement or other) SANDAG Traffic Generation Rates
(See Attached)

Current GP Land Use	<u>General Commercial</u>	Proposed Land Use	<u>General Commercial</u>
Current Zoning	<u>C2 (General Commercial)</u>	Proposed Zoning	<u>C2 (General Commercial)</u>

	Current Trip Generation			Proposed Trip Generation (PCE)		
	In	Out	Total	In	Out	Total
AM Trips	<u>0</u>	<u>0</u>	<u>0</u>	<u>14</u>	<u>14</u>	<u>28</u>
PM Trips	<u>0</u>	<u>0</u>	<u>0</u>	<u>33</u>	<u>33</u>	<u>66</u>
					<u>Daily Trips</u>	<u>720</u>
Internal Trip Allowance	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/> No	(_____ % Trip Discount)		
Pass-By Trip Allowance	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/> No	(<u>20</u> % Trip Discount)		

See attached trip generation

Internal and Pass-By trip allowance percentages shall be per NCHRP 684 and the ITE Trip Generation Manual. The pass-by trips at adjacent study area intersections and project driveways shall be indicated on a report figure. Internal trips that use external streets shall be indicated on a report figure.

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

C. Background Traffic

Project Build-out Year: 2023

Annual Ambient Growth Rate: _____%

Phase Year(s), if needed: Single phase

Other area projects to be analyzed: (to be provided by the City planning department)

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 from other agencies.)

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

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

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

E. Other Jurisdictional Impacts

Is this project within one-mile radius of another jurisdiction or a State Highway? ☒ Yes ☐ No

If so, name of Agency: Caltrans

F. Site Plan (please attach figure)

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

H. Existing Conditions

Traffic count data must be new or recent within 1 calendar year. Provide traffic count dates if using other than new counts. Date of counts: _____

I. Traffic Study Requirements

Traffic Study Required: _____

Focused Study Required: _____

Except from Analysis: X

Less than 100 vehicle trips in the AM or PM Peak Hours

VMT screening memo required - NL

Recommended by:

Jeffrey Chinchilla - TJW Engineering

Consultant's Representative

01/26/21

Date

Scoping Agreement Submitted on 01/26/21

Revised on _____

Approved Scoping Agreement:

Nicholas Lowe

City of Lake Elsinore Engineering
Department

2/4/2021

Date

Table 1: Proposed Project Trip Generation

Proposed Land Use ¹	Qty	Unit	Daily Trips (ADTs)		AM Peak Hour					PM Peak Hour					Pass By %'s ²		
			Rate	Volume	Rate	In:Out Split	Volume			Rate	In:Out Split	Volume					
							In	Out	Total			In	Out	Total	AM	PM	Daily
Single-Tunnel Automated Car Wash	1.00	Tunnel	900	900	36.00	50:50	18	18	36	190.00	50:50	41	41	82	20%	20%	20%
Pass-By Trips				-180			-4	-4	-8			-8	-8	-16			
Net Total				720			14	14	28			33	33	66			

1: SANDAG, April 2002

2: LADOT Traffic Study Policies and Procedures (2017)

1	PANT STRIPES	8	(N) TRANSFORMER PAD
2	BENCH/ WATER FEATURE	9	MECHANICAL ROOM. SEE 02, 06, 08, 11/A-CUP-7.2 FOR ELEVATIONS
3	6" HIGH CURB	10	PAY STATION
4	PUBLIC ACCESS	11	EXISTING FIRE HYDRANT
5	CUSTOMER SERVICE BOOTH. SEE 03, 06, 09, 12/A-CUP-7.2 FOR ELEVATIONS	12	PAY STATION CANOPY
6	TRASH ENCLOSURE/ RECYCLE. SEE 03, 06, 09, 12/A-CUP-7.2 FOR ELEVATIONS	13	ZERO CURB
7	FLOOR MAT WASHER	14	KNOW BOX

 LANDSCAPE

(NOT SO)

BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES
FOR THE SAN DIEGO REGION

APRIL 2002



401 B Street, Suite 800
San Diego, California 92101
(619) 699-1900 • Fax (619) 699-1950

NOTE: This listing only represents a *guide* of average, or estimated, traffic generation "driveway" rates and some very general trip data for land uses (emphasis on acreage and building square footage) in the San Diego region. These rates (both local and national) are subject to change as future documentation becomes available, or as regional sources are updated. For more specific information regarding traffic data and trip rates, please refer to the San Diego Traffic Generators manual. *Always check with local jurisdictions for their preferred or applicable rates.*

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY] ^p	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 6:00-9:30 A.M. Between 3:00-6:30 P.M.				TRIP LENGTH (Miles) ^l
AGRICULTURE (Open Space)	[80:18:2]	2/acre**					10.8
AIRPORT	[78:20:2]						12.5
Commercial		60/acre, 100/flight, 70/1000 sq. ft. * **	5%	(6:4)	6%	(5:5)	
General Aviation		6/acre, 2/flight, 6/based aircraft * **	9%	(7:3)	15%	(5:5)	
Heliports		100/acre**					
AUTOMOBILE ^s							
Car Wash							
Automatic		900/site, 600/acre**	4%	(5:5)	9%	(5:5)	
Self-serve		100/wash stall**	4%	(5:5)	8%	(5:5)	
Gasoline	[21:51:28]						2.8
with/Food Mart		160/vehicle fueling space**	7%	(5:5)	8%	(5:5)	
with/Food Mart & Car Wash		155/vehicle fueling space**	8%	(5:5)	9%	(5:5)	
Older Service Station Design		150/vehicle fueling space, 900/station**	7%	(5:5)	9%	(5:5)	
Sales (Dealer & Repair)		50/1000 sq. ft., 300/acre, 60/service stall * **	5%	(7:3)	8%	(4:6)	
Auto Repair Center		20/1000 sq. ft., 400/acre, 20/service stall*	8%	(7:3)	11%	(4:6)	
Auto Parts Sales		60/1000 sq. ft. **	4%		10%		
Quick Lube		40/service stall**	7%	(6:4)	10%	(5:5)	
Tire Store		25/1000 sq. ft., 30/service stall**	7%	(6:4)	11%	(5:5)	
CEMETERY		5/acre*					
CHURCH (or Synagogue)	[64:25:11]	9/1000 sq. ft., 30/acre** (quadruple rates for Sunday, or days of assembly)	5%	(6:4)	8%	(5:5)	5.1
COMMERCIAL/RETAIL ^s							
Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft., w/usually 3+ major stores)		35/1000 sq. ft., ^c 400/acre*	4%	(7:3)	10%	(5:5)	
Regional Shopping Center	[54:35:11]	50/1000 sq. ft., ^c 500/acre*	4%	(7:3)	9%	(5:5)	5.2
(40-80acres, 400,000-800,000 sq. ft., w/usually 2+ major stores)							
Community Shopping Center	[47:31:22]	80/1000 sq. ft., 700/acre* **	4%	(6:4)	10%	(5:5)	3.6
(15-40 acres, 125,000-400,000 sq. ft., w/usually 1 major store, detached restaurant(s), grocery and drugstore)							
Neighborhood Shopping Center (Less than 15 acres, less than 125,000 sq. ft., w/usually grocery & drugstore, cleaners, beauty & barber shop, & fast food services)		120/1000 sq. ft., 1200/acre* **	4%	(6:4)	10%	(5:5)	
Commercial Shops	[45:40:15]						
Specialty Retail/Strip Commercial		40/1000 sq. ft., 400/acre*	3%	(6:4)	9%	(5:5)	4.3
Electronics Superstore		50/1000 sq. ft**			10%	(5:5)	
Factory Outlet		40/1000 sq. ft.**	3%	(7:3)	9%	(5:5)	
Supermarket		150/1000 sq. ft., 2000/acre* **	4%	(7:3)	10%	(5:5)	
Drugstore		90/1000 sq. ft.**	4%	(6:4)	10%	(5:5)	
Convenience Market (15-16 hours)		500/1000 sq. ft.**	8%	(5:5)	8%	(5:5)	
Convenience Market (24 hours)		700/1000 sq. ft.**	9%	(5:5)	7%	(5:5)	
Convenience Market (w/gasoline pumps)		850/1000 sq. ft., 550/vehicle fueling space**	6%	(5:5)	7%	(5:5)	
Discount Club		60/1000 sq. ft., 600/acre* **	7%	(7:3)	9%	(5:5)	
Discount Store		60/1000 sq. ft., 600/acre**	3%	(6:4)	8%	(5:5)	
Furniture Store		6/1000 sq. ft., 100/acre**	4%	(7:3)	9%	(5:5)	
Lumber Store		30/1000 sq. ft., 150/acre**	7%	(6:4)	9%	(5:5)	
Home Improvement Superstore		40/1000 sq. ft.**	5%	(6:4)	8%	(5:5)	
Hardware/Paint Store		60/1000 sq. ft., 600/acre**	2%	(6:4)	9%	(5:5)	
Garden Nursery		40/1000 sq. ft., 90/acre**	3%	(6:4)	10%	(5:5)	
Mixed Use: Commercial (w/supermarket)/Residential		110/1000 sq. ft., 2000/acre* (commercial only) 5/dwelling unit, 200/acre* (residential only)	3%	(6:4)	9%	(5:5)	
			9%	(3:7)	13%	(6:4)	
EDUCATION							
University (4 years)	[91:9:0]	2.4/student, 100 acre*	10%	(8:2)	9%	(3:7)	8.9
Junior College (2 years)	[92:7:1]	1.2/student, 24/1000 sq. ft., 120/acre* **	12%	(8:2)	9%	(6:4)	9.0
High School	[75:19:6]	1.3/student, 15/1000 sq. ft., 60/acre* **	20%	(7:3)	10%	(4:6)	4.8
Middle/Junior High	[63:25:12]	1.4/student, 12/1000 sq. ft. 50/acre**	30%	(6:4)	9%	(4:6)	5.0
Elementary	[57:25:10]	1.6/student, 14/1000 sq. ft., 90/acre* **	32%	(6:4)	9%	(4:6)	3.4
Day Care	[28:58:14]	5/child, 80/1000 sq. ft.**	17%	(5:5)	18%	(5:5)	3.7
FINANCIAL ^s	[35:42:23]						3.4
Bank (Walk-In only)		150/1000 sq. ft., 1000/acre* **	4%	(7:3)	8%	(4:6)	
with Drive-Through		200/1000 sq. ft., 1500/acre*	5%	(6:4)	10%	(5:5)	
Drive-Through only		250 (125 one-way)/lane*	3%	(5:5)	13%	(5:5)	
Savings & Loan		60/1000 sq. ft., 600/acre**	2%		9%		
Drive-Through only		100 (50 one-way)/lane**	4%		15%		
HOSPITAL	[73:25:2]						8.3
General		20/bed, 25/1000 sq. ft., 250/acre*	8%	(7:3)	10%	(4:6)	
Convalescent/Nursing		3/bed**	7%	(6:4)	7%	(4:6)	
INDUSTRIAL							
Industrial/Business Park (commercial included)	[79:19:2]	16/1000 sq. ft., 200/acre* **	12%	(8:2)	12%	(2:8)	9.0
Industrial Park (no commercial)		8/1000 sq. ft., 90/acre**	11%	(9:1)	12%	(2:8)	
Industrial Plant (multiple shifts)	[92:5:3]	10/1000 sq. ft., 120/acre*	14%	(8:2)	15%	(3:7)	11.7
Manufacturing/Assembly		4/1000 sq. ft., 50/acre**	19%	(9:1)	20%	(2:8)	
Warehousing		5/1000 sq. ft., 60/acre**	13%	(7:3)	15%	(4:6)	
Storage		2/1000 sq. ft., 0.2/vault, 30/acre*	6%	(5:5)	9%	(5:5)	
Science Research & Development		8/1000 sq. ft., 80/acre*	16%	(9:1)	14%	(1:9)	
Landfill & Recycling Center		6/acre	11%	(5:5)	10%	(4:6)	

(OVER)

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista and County of San Diego.

ADVISORY/LIAISON MEMBERS: California Department of Transportation, County Water Authority, U.S. Department of Defense, S.D. Unified Port District and Tijuana/Baja California.



TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

February 17, 2021

Mr. Nicholas Lowe
Consultant Traffic Engineer
City of Lake Elsinore
130 South Main Street
Lake Elsinore, CA 92530

SUBJECT: Sunny Express Car Wash Vehicle Miles Traveled Memorandum, City of Lake Elsinore

Dear Mr. Lowe,

TJW Engineering, Inc. (TJW) is pleased to submit this Vehicle Miles Traveled (VMT) memorandum for the proposed Sunny Express Car Wash project in the City of Lake Elsinore. The proposed project includes 5,436 square foot express car wash. A site plan is attached for reference. The purpose of this memorandum is to summarize VMT analysis results.

Proposed Project

The project site is located at 31401 Riverside Drive south west of the intersection Riverside Drive and Walnut Drive in the City of Lake Elsinore. The project will construct a 5,436 square foot express car wash. Site access will be provided at Riverside Drive.

Vehicle Miles Traveled (VMT) Review

Senate Bill (SB) 743 was adopted in 2013 requiring the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within the California Environmental Quality Act (CEQA). For land use projects, OPR has identified Vehicle Miles Traveled (VMT) as the new metric for transportation analysis under CEQA. The regulatory changes to the CEQA guidelines that implement SB 743 were approved on December 28th, 2018 with an implementation date of July 1st, 2020 as the new metric.

The following VMT guidelines are based on the WRCOG Implementation Pathway Study, March 2019, which provides options for both methodologies and VMT screening. As stated in City Traffic Impact Analysis

guidelines adopted June 2020, it is anticipated that the proposed project will be screened out per the following screening steps:

Low VMT Area Screening

Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.

For this screening in the WRCOG area, the RIVTAM travel forecasting model was used to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs). TAZs are geographic polygons similar to Census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population (population plus employment) was estimated for each TAZ. As shown in **Exhibit 1**, the RIVTAM model indicates the proposed project will be located within a low VMT generating area and is presumed to have a less than significant impact.

WRCOG is a screening tool developed by Fehr and Peers which helps figure out whether a project is located within a low VMT area. The jurisdiction thresholds and results from WRCOG screening tool are shown below:

Jurisdictional average 2012 daily total VMT per service population = 36.29
Project TAZ 2012 daily total VMT per service population = 26.83 (Pass)

Jurisdictional average 2012 daily residential home-based VMT per capita = 18.63
Project TAZ 2012 daily residential home-based VMT per capita = 15.12 (Pass)

Jurisdictional average 2012 daily home-based work VMT per worker = 11.76
Project TAZ 2012 daily home-based work VMT per worker = 9.69 (Pass)

Project Type Screening

Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. The proposed project will be local serving under 50,000 square feet and is presumed to have a less than significant impact.

Summary

This memorandum provides an overview of the VMT analysis for the proposed project for consistency with the new CEQA Guidelines. As stated in the City Traffic Impact Analysis guidelines, it was determined the proposed project passes the WRCOG Screening process and is presumed to have a less than significant transportation impact. The proposed project is a local serving retail project with less than 50,000 square feet and is within a low VMT generating area, therefore the proposed project does not require a further VMT analysis.

Please contact us at (949) 878-3509 if you have any questions regarding this memorandum.

Sincerely,



Thomas Wheat, PE, TE
President



Daniel Flores, EIT
Project Engineer

Registered Civil Engineer #69467
Registered Traffic Engineer #2565



Exhibit 1: WRCOG VMT Screening Tool Results

