

EXHIBIT A

Project Scoping Form

This scoping form shall be submitted to the Lead Agency to assist in identifying infrastructure improvements that may be required to support traffic from the proposed project.

Project Identification:

Case Number:	PEN20-0162; PEN20-0163
Related Cases:	
SP No.	
EIR No.	
GPA No.	PEN20-0160
CZ No.	PEN20-0161
Project Name:	Moreno Valley Business Center
Project Address:	Northeast corner of Day Street and Alessandro Boulevard
Project Opening Year:	2022
Project Description:	41,047 SF of high-cube cold storage warehouse use and 123,140 SF of warehousing use

	Consultant:	Developer: (Representative)
Name:	Charlene So, Urban Crossroads, Inc.	David Ornelas, T&B Planning, Inc.
Address:		
Telephone:	949-861-0177	619-501-6041
Email:	cso@urbanxroads.com	

Trip Generation Information:

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

Current General Plan Land Use:
Residential (R30)

Proposed General Plan Land Use:
Business Park/Light Industrial

Current Zoning:
Residential (R30)

Proposed Zoning:
Light Industrial

Peak hour of the Adj. Street Traffic:

	Existing Trip Generation			Proposed Trip Generation (PCE)		
	In	Out	Total	In	Out	Total
AM Trips				22	7	29
PM Trips				11	22	33

Trip Internalization: Yes No (_____% Trip Discount)

Pass-By Allowance: Yes No (_____% Trip Discount)

Tables 1 and 2 summarize the trip generation for the peak hour of the adjacent street traffic while Table 3 and 4 summarize the trip generation for the peak hour the generator.

Potential Screening Checks

Is your project screened from specific analyses (see Page 3 of the guidelines related to LOS assessment and Pages 22-23 for VMT screening criteria).

Is the project screened from LOS assessment? Yes No

LOS screening justification (see Page 3 of the guidelines): _____

The Project is anticipated to generate fewer than 50 peak hour trips.

As shown on Table 3, the proposed Project General Plan Amendment (light industrial) is anticipated to result in a reduction in trips as compared to the current General Plan Land Use (residential, R30). As such, no Horizon Year (2040) traffic analysis is necessary.

Is the project screened from VMT assessment? Yes No

VMT screening justification (see Pages 22-23 of the guidelines): _____ <u>The Project is anticipated to generate fewer than 400 daily trips and is</u> <u>therefore screened from VMT analysis by Project Type Screening</u> _____ _____ _____

Level of Service Scoping

- Proposed Trip Distribution (Attach Graphic for Detailed Distribution):

North	South	East	West
N/A %	N/A %	N/A %	N/A %

Link level of service and data collection:

_____ will be required Based on the proposed trip generation, proposing a trip generation assessment only (no operations analysis required)
X _____ will not be required

- Attach list of study intersections (and roadway segments if applicable)
- Attach site plan
- Other specific items to be addressed:
 - Site access
 - On-site circulation
 - Parking
 - Consistency with Plans supporting Bikes/Peds/Transit
 - Other _____
- Date of Traffic Counts Not Applicable
- Attach proposed analysis scenarios (years plus proposed forecasting approach)
- Attach proposed phasing approach (if the project is phased)

VMT Scoping

For projects that are not screened, identify the following:

- Travel Demand Forecasting Model Used Not Applicable
- Attach WRCOG Screening VMT Assessment output or describe why it is not appropriate for use
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach)

NOTE: Project trip assignment (volumes are in PCE and daily traffic is in actual vehicles) also attached based on the peak hour of the generator trip generation shown on Table 4.

EXHIBIT 1: PRELIMINARY SITE PLAN

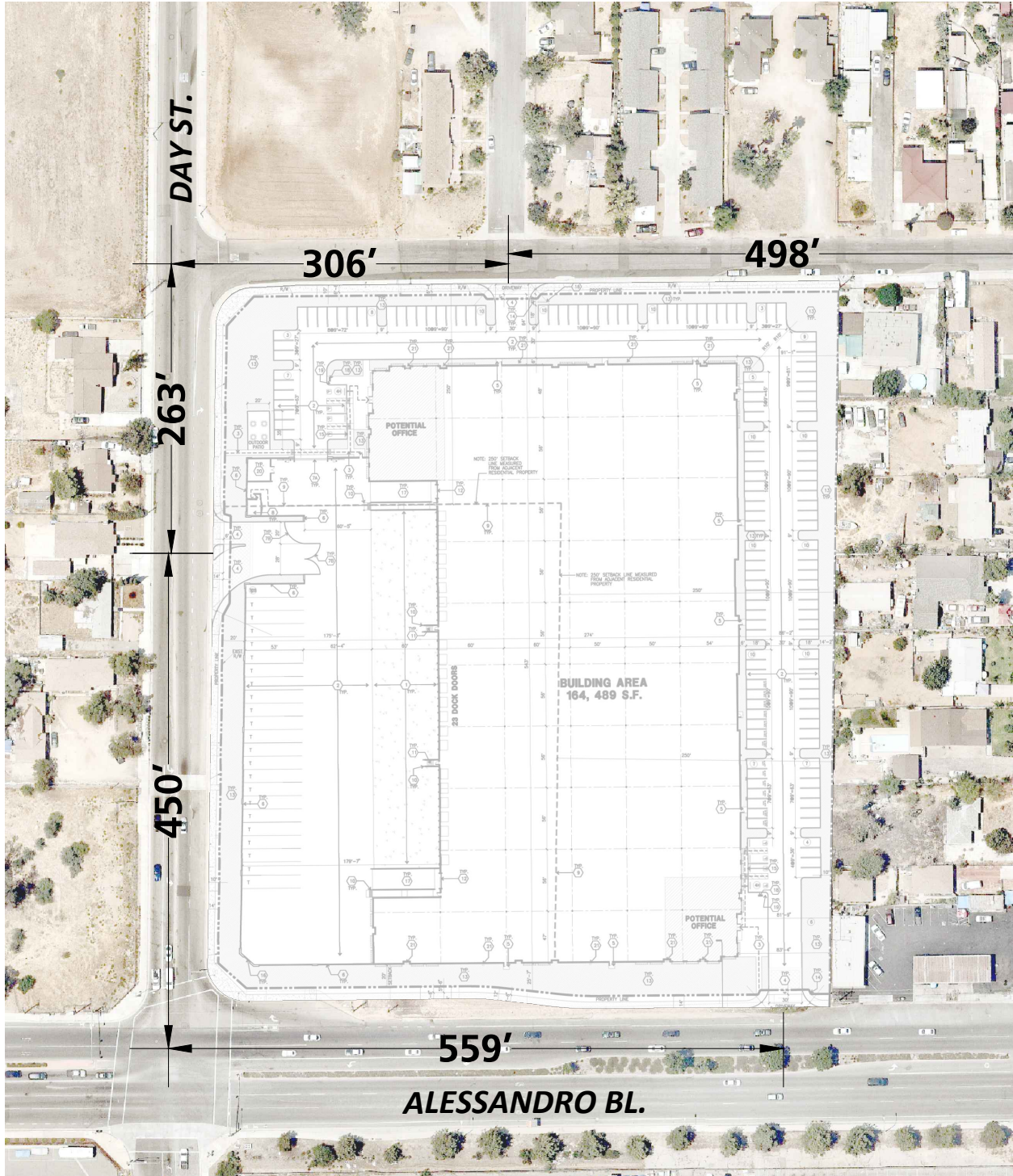


EXHIBIT 1: PRELIMINARY SITE PLAN

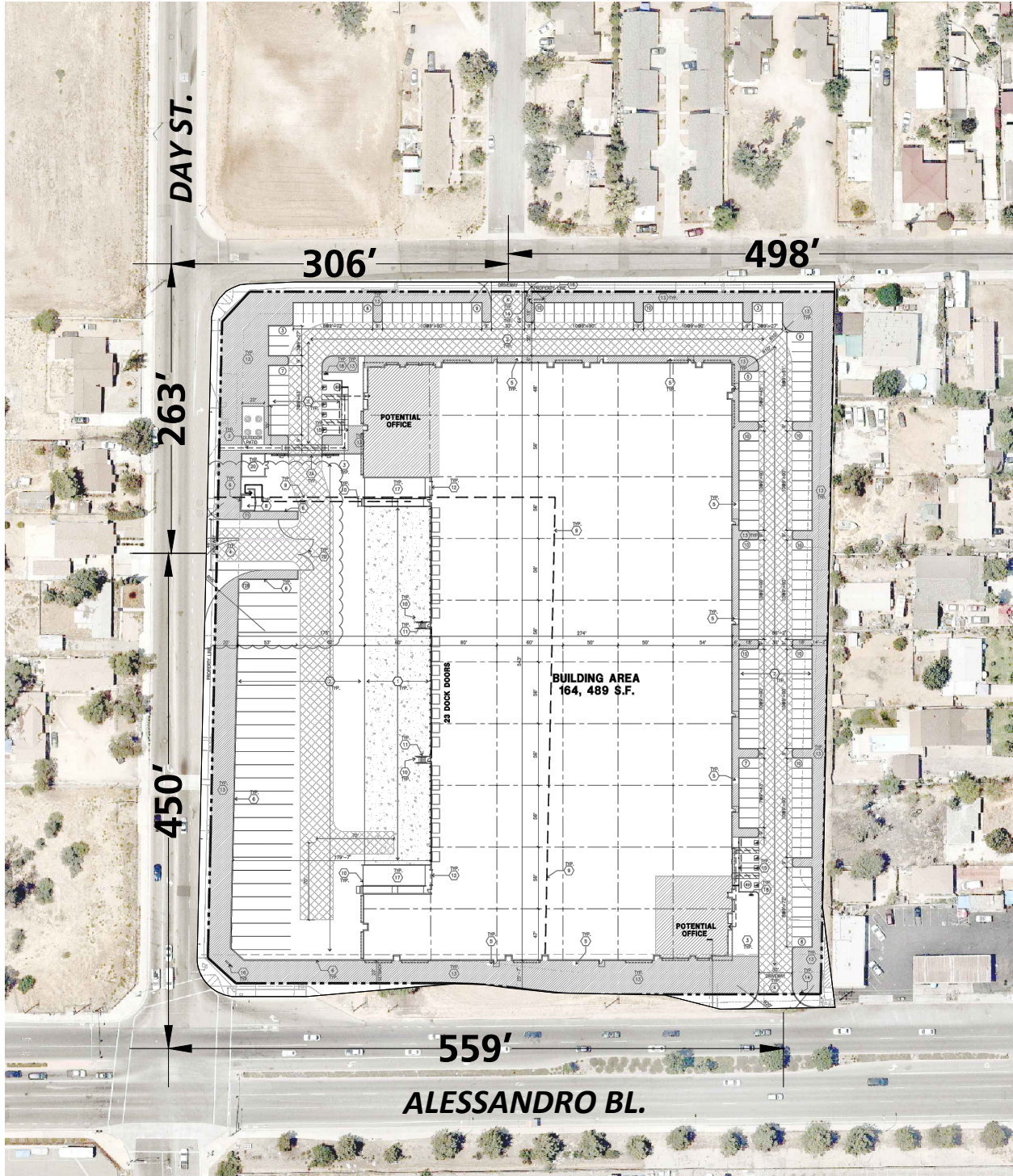


Table 1

Trip Generation Rates (Peak Hour of the Adjacent Street Traffic)

Land Use ¹	Units ²	ITE LU	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
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
High-Cube Cold Storage Warehouse ³	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars (AM=72.7%, PM=75.0%, Daily=64.6%)			0.076	0.004	0.080	0.019	0.071	0.090	1.370
2-Axle Trucks (AM=9.5%, PM=8.7%, Daily=12.3%)			0.003	0.007	0.010	0.005	0.005	0.010	0.260
3-Axle Trucks (AM=3.0%, PM=2.8%, Daily=3.9%)			0.001	0.002	0.003	0.002	0.001	0.003	0.083
4+-Axle Trucks (AM=14.8%, PM=13.6%, Daily=19.2%)			0.005	0.011	0.016	0.008	0.008	0.016	0.407
Passenger Car Equivalent (PCE) Trip Generation Rates⁵									
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
High-Cube Cold Storage Warehouse ³	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.076	0.004	0.080	0.019	0.071	0.090	1.370
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	1.222

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.

Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

Table 2

Proposed Project Trip Generation Summary (Peak Hour of the Adjacent Street Traffic)

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Summary (Actual)									
Warehousing (75%)	123.140	TSF							
Passenger Cars:			15	4	19	4	14	18	138
Truck Trips:									
2-axle:			0	0	0	0	0	1	12
3-axle:			0	0	1	0	0	1	16
4+-axle:			1	1	2	1	1	2	48
- Truck Trips			1	1	2	2	2	4	76
Warehousing Trips (Actual Vehicles) ²			16	5	21	6	16	22	214
High-Cube Cold Storage Warehouse (25%)	41.047	TSF							
Passenger Cars:			3	0	3	1	3	4	56
Truck Trips:									
2-axle:			0	0	0	0	0	0	12
3-axle:			0	0	0	0	0	0	4
4+-axle:			0	0	0	0	0	0	18
- Truck Trips			0	0	0	0	0	0	34
High-Cube Cold Storage Warehouse Trips (Actual Vehicles) ²			3	0	3	1	3	4	90
Total Project Passenger Cars			18	4	22	5	17	22	194
Total Project Trucks (Actual Vehicles)			1	1	2	2	2	4	110
Total Project (Actual Vehicles)			19	5	24	7	19	26	304
Project Trip Generation Summary (PCE)									
Warehousing (75%)	123.140	TSF							
Passenger Cars:			15	4	19	4	14	18	138
Truck Trips:									
2-axle:			0	0	1	1	0	1	20
3-axle:			0	1	1	1	1	2	32
4+-axle:			3	2	5	4	3	7	140
- Net Truck Trips			3	2	6	5	4	9	192
Warehousing Trips (PCE) ²			18	6	25	9	18	27	330
High-Cube Cold Storage Warehouse (25%)	41.047	TSF							
Passenger Cars:			3	0	3	1	3	4	56
Truck Trips:									
2-axle:			0	0	0	0	0	0	16
3-axle:			0	0	0	0	0	0	8
4+-axle:			1	1	2	1	1	2	50
- Truck Trips			1	1	2	1	1	2	74
High-Cube Cold Storage Warehouse Trips (PCE) ²			4	1	5	2	4	6	130
Total Project Passenger Cars			18	4	22	5	17	22	194
Total Project Trucks (PCE)			4	3	7	6	5	11	266
Total Project (PCE)			22	7	29	11	22	33	460

¹ TSF = thousand square feet² TOTAL TRIPS = Passenger Cars + Truck Trips.

Table 3

Trip Generation Rates (Peak Hour of the Generator)

Land Use ¹	Units ²	ITE LU	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Actual Vehicle Trip Generation Rates								
Warehousing ³	TSF	150	0.139	0.071	0.210	0.055	0.175	0.230
Passenger Cars (AM=88.2%, PM=83.3%)			0.122	0.063	0.185	0.046	0.146	0.192
2-Axle Trucks (AM=1.97%, PM=2.79%)			0.003	0.001	0.004	0.002	0.005	0.006
3-Axle Trucks (AM=2.44%, PM=3.46%)			0.003	0.002	0.005	0.002	0.006	0.008
4+-Axle Trucks (AM=7.39%, PM=10.45%)			0.010	0.005	0.016	0.006	0.018	0.024
High-Cube Cold Storage Warehouse ³	TSF	157	0.105	0.031	0.136	0.039	0.106	0.145
Passenger Cars (AM=72.7%, PM=75.0%)			0.076	0.023	0.099	0.029	0.080	0.109
2-Axle Trucks (AM=9.5%, PM=8.7%)			0.010	0.003	0.013	0.003	0.009	0.013
3-Axle Trucks (AM=3.0%, PM=2.8%)			0.003	0.001	0.004	0.001	0.003	0.004
4+-Axle Trucks (AM=14.8%, PM=13.6%)			0.016	0.005	0.020	0.005	0.014	0.020
Passenger Car Equivalent (PCE) Trip Generation Rates⁵								
Warehousing ³	TSF	150	0.139	0.071	0.210	0.055	0.175	0.230
Passenger Cars			0.122	0.063	0.185	0.046	0.146	0.192
2-Axle Trucks (PCE = 1.5)			0.004	0.002	0.006	0.002	0.007	0.010
3-Axle Trucks (PCE = 2.0)			0.007	0.003	0.010	0.004	0.012	0.016
4+-Axle Trucks (PCE = 3.0)			0.031	0.016	0.047	0.017	0.055	0.072
High-Cube Cold Storage Warehouse ³	TSF	157	0.105	0.031	0.136	0.039	0.106	0.145
Passenger Cars			0.076	0.023	0.099	0.029	0.080	0.109
2-Axle Trucks (PCE = 1.5)			0.015	0.004	0.019	0.005	0.014	0.019
3-Axle Trucks (PCE = 2.0)			0.006	0.002	0.008	0.002	0.006	0.008
4+-Axle Trucks (PCE = 3.0)			0.047	0.014	0.060	0.016	0.043	0.059

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.

Peak hour of the generator rates not available for ITE Land Use Code 157. Similar ratio observed for ITE Land Use Code 150

between peak hour of the adjacent street traffic and generator applied (23.5% increase in the AM and 21.1% increase in the PM).

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.

Table 4

Proposed Project Trip Generation Summary (Peak Hour of the Generator)

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Project Trip Generation Summary (Actual)								
Warehousing (75%)	123.367	TSF						
Passenger Cars:			15	8	23	6	18	24
Truck Trips:								
2-axle:			0	0	1	0	1	1
3-axle:			0	0	1	0	1	1
4+-axle:			1	1	2	1	2	3
- Truck Trips			2	1	3	1	4	5
Warehousing Trips (Actual Vehicles) ²			17	9	26	7	22	28
High-Cube Cold Storage Warehouse (25%)	41.122	TSF						
Passenger Cars:			3	1	4	1	3	4
Truck Trips:								
2-axle:			0	0	0	0	0	0
3-axle:			0	0	0	0	0	0
4+-axle:			1	0	1	0	1	1
- Truck Trips			1	0	1	0	1	1
High-Cube Cold Storage Warehouse Trips (Actual Vehicles) ²			4	1	5	1	4	5
Total Project Passenger Cars			18	9	27	7	21	28
Total Project Trucks (Actual Vehicles)			3	1	4	1	5	6
Total Project (Actual Vehicles)			21	10	31	8	26	33
Project Trip Generation Summary (PCE)								
Warehousing (75%)	123.367	TSF						
Passenger Cars:			15	8	23	6	18	24
Truck Trips:								
2-axle:			1	0	1	0	1	1
3-axle:			1	0	1	0	1	2
4+-axle:			4	2	6	2	7	9
- Net Truck Trips			5	2	8	3	9	12
Warehousing Trips (PCE) ²			20	10	31	9	27	36
High-Cube Cold Storage Warehouse (25%)	41.122	TSF						
Passenger Cars:			3	1	4	1	3	4
Truck Trips:								
2-axle:			1	0	1	0	1	1
3-axle:			0	0	0	0	0	0
4+-axle:			2	1	3	1	2	3
- Truck Trips			3	1	4	1	3	4
High-Cube Cold Storage Warehouse Trips (PCE) ²			6	2	8	2	6	8
Total Project Passenger Cars			18	9	27	7	21	28
Total Project Trucks (PCE)			8	3	11	4	12	16
Total Project (PCE)			26	12	38	11	33	44

¹ TSF = thousand square feet² TOTAL TRIPS = Passenger Cars + Truck Trips.

Table 5

Trip Generation Comparison

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
Multifamily (Mid-Rise, 4-10 Floors) Residential	DU	221	0.09	0.28	0.37	0.24	0.15	0.39	4.54

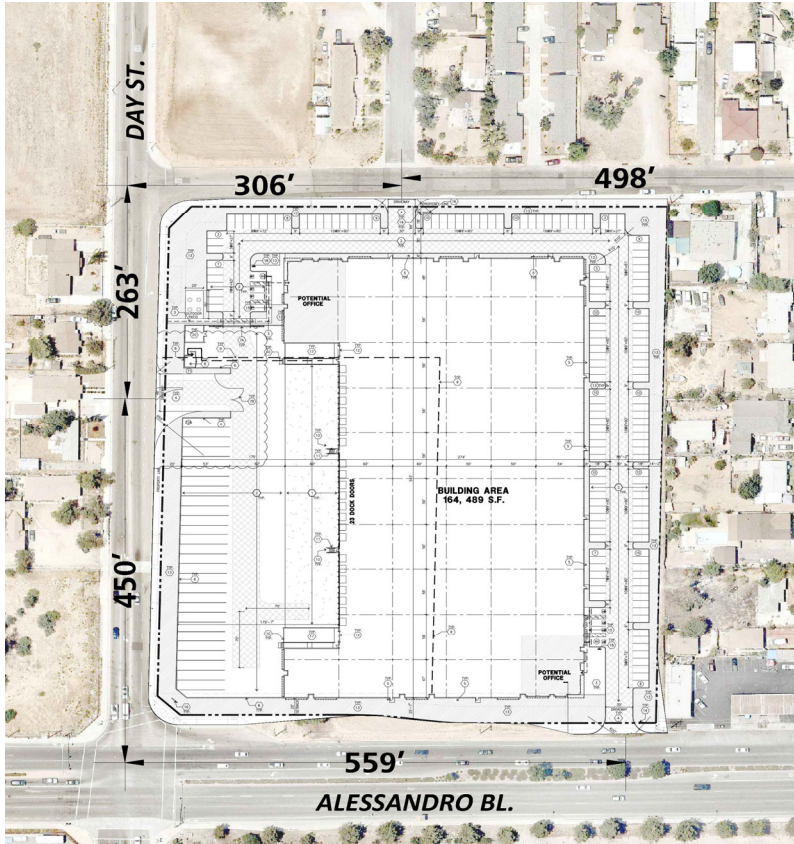
¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

² DU = dwelling units

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Existing General Plan Land Use:									
Residential (R-30) ²	242	DU	21	69	90	58	37	95	1,098
Proposed Project (see Table 3):									
Moreno Valley Business Center (PCE)	164.187	TSF	22	7	29	11	22	33	460
Net Reduction in Trip Generation:			1	-62	-61	-47	-15	-62	-638

¹ DU = dwelling units; TSF = thousand square feet

² Current General Plan land use and zoning is Residential (R-30).



1	Day St. & Driveway 1	2	Day St. & Alessandro Bl.	3	Driveway 2 & Alessandro Bl.
	100	100	200	200	100
	↖ 3(12) ↗ 1(3) ↘ 8(4)	↖ 3(12) ↗ 8(4) ↘ 13(5)	↖ 1(3) ↗ 6(15) ↘ 1(3)	↖ 9(21) ↗ 14(8)	↖ 18(7)
	100	250	200	200	100

##(##) AM(PM) Peak Hour Intersection Volumes
 ## Average Daily Trips