TECHNICAL MEMORANDUM

DATE: May 7, 2026
TO: Michael Thornton, City of Calimesa
FROM: Alex So, Urban Crossroads, Inc.
JOB NO: 17009-01 VMT.docx

SUBJECT: QUICK QUACK CARWASH (DPR-25-4) VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Urban Crossroads, Inc. has completed the following Vehicle Miles Traveled (VMT) Screening Evaluation for the Quick Quack Carwash (DPR-25-4) (Project) located at the northeast corner of Cherry Valley Boulevard and Desert Lawn Drive in the City of Calimesa.

PROJECT OVERVIEW

The Project proposes to develop the site with a 3,366 square foot single tunnel automated carwash. A site plan is provided in Attachment A.

BACKGROUND

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. The VMT analysis presented in this report has been developed based on the adopted Final City of Calimesa Transportation Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (LOS) (May 2020) (City Guidelines) (1).

VMT SCREENING

City Guidelines describe specific screening steps that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed project-level VMT analysis. For the purposes of this analysis, the Western Riverside Council of Governments (WRCOG) Riverside County Transportation Model (RIVCOM v.4.0.1) and the WRCOG VMT screening tool has been used to evaluate criteria that use map-based information. The following screening steps are described within the City Guidelines:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Project Type Screening

A land use project needs only to meet one of the above screening steps to result in a less than significant impact and is not subject to further VMT analysis.

STEP 1: TRANSIT PRIORITY AREA (TPA) SCREENING

Consistent with guidance identified in the City Guidelines, projects located within a TPA (i.e., within ½ mile of an existing "major transit stop"[1] or an existing stop along a "high-quality transit corridor"[2]) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate or high-income residential units.

Based on the WRCOG VMT Screening tool, the Project is not located in a TPA (see Attachment B).

TPA screening step is not met.

STEP 2: LOW VMT AREA SCREENING

The City Guidelines state that "residential and office projects located within a low VMT-generating area are 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 service population that is similar to the existing land uses in the low VMT area." City Guidelines identify low VMT-generating traffic analysis zones (TAZ) as those that generate VMT per service population below the City of Calimesa General Plan Buildout VMT per service population.

The latest RIVCOM version was used to determine the VMT per service population for the Project TAZ. The project was identified within RIVCOM and is located in TAZ 142. To calculate the 2025 baseline Project TAZ VMT per service population, existing data from the base year and cumulative year RIVCOM models were extracted, and straight-line interpolation was applied. Table 1 presents the VMT, service population, and VMT per service population for both the Project and the City's threshold.

[1] Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").

[2] Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

TABLE 1: VMT PER SERVICE POPULATION

	Baseline TAZ 142	Citywide General Plan Buildout (City Threshold)
VMT	112,490	1,256,791
Service Population	2,514	33,143
VMT per Service Population	36.9	37.9

TAZ 142 generates 36.9 VMT per service population, which is below the Citywide General Plan Buildout threshold of 37.9 VMT per service population. Therefore, the Project is located within a low VMT-generating area based on the applicable VMT per service population metric.

Low VMT Area screening step is met.

STEP 3: PROJECT TYPE SCREENING

The City Guidelines identify certain project types that may be presumed to have a less than significant VMT impact because they are local-serving in nature or are small enough to not warrant additional assessment. These project types include local-serving K-12 schools, local parks, day care centers, local-serving gas stations, local-serving banks, local-serving hotels, student housing projects, local-serving medical facilities, local-serving community colleges, and projects generating fewer than 110 daily vehicle trips. The City Guidelines also state that local-serving retail projects less than 50,000 square feet may be presumed to have a less than significant VMT impact because local-serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.

The proposed Project consists of a 3,366 square foot single-tunnel automated carwash. Although a carwash is not specifically listed as one of the example land uses in the City Guidelines, the Project is substantially smaller than the 50,000 square foot local-serving retail screening size and would function as a local-serving commercial service use. The Project would provide a routine vehicle maintenance service for nearby residents, employees, and motorists already traveling along the Cherry Valley Boulevard and Desert Lawn Drive corridors.

The Project is not a unique regional attraction or destination use that would be expected to independently draw substantial long-distance trips. Rather, carwash trips are typically local in nature and are commonly combined with existing travel, such as commuting, shopping, fueling, dining, or other daily errands. Similar to other local-serving commercial uses, the Project would improve the convenience of accessing routine services close to home or along an existing travel route and would not be expected to substantially alter regional travel patterns.

Project Type screening step is met.

CONCLUSION

In summary, a project needs only to meet one of the City's VMT screening criteria, as outlined in the City Guidelines, to be presumed to have a less than significant VMT impact. Based on review of the City's VMT screening steps, the Project qualifies under the Low VMT Area screening criterion because the Project TAZ generates 36.9 VMT per service population, which is below the Citywide General Plan Buildout threshold of 37.9 VMT per service population. In addition, the Project is

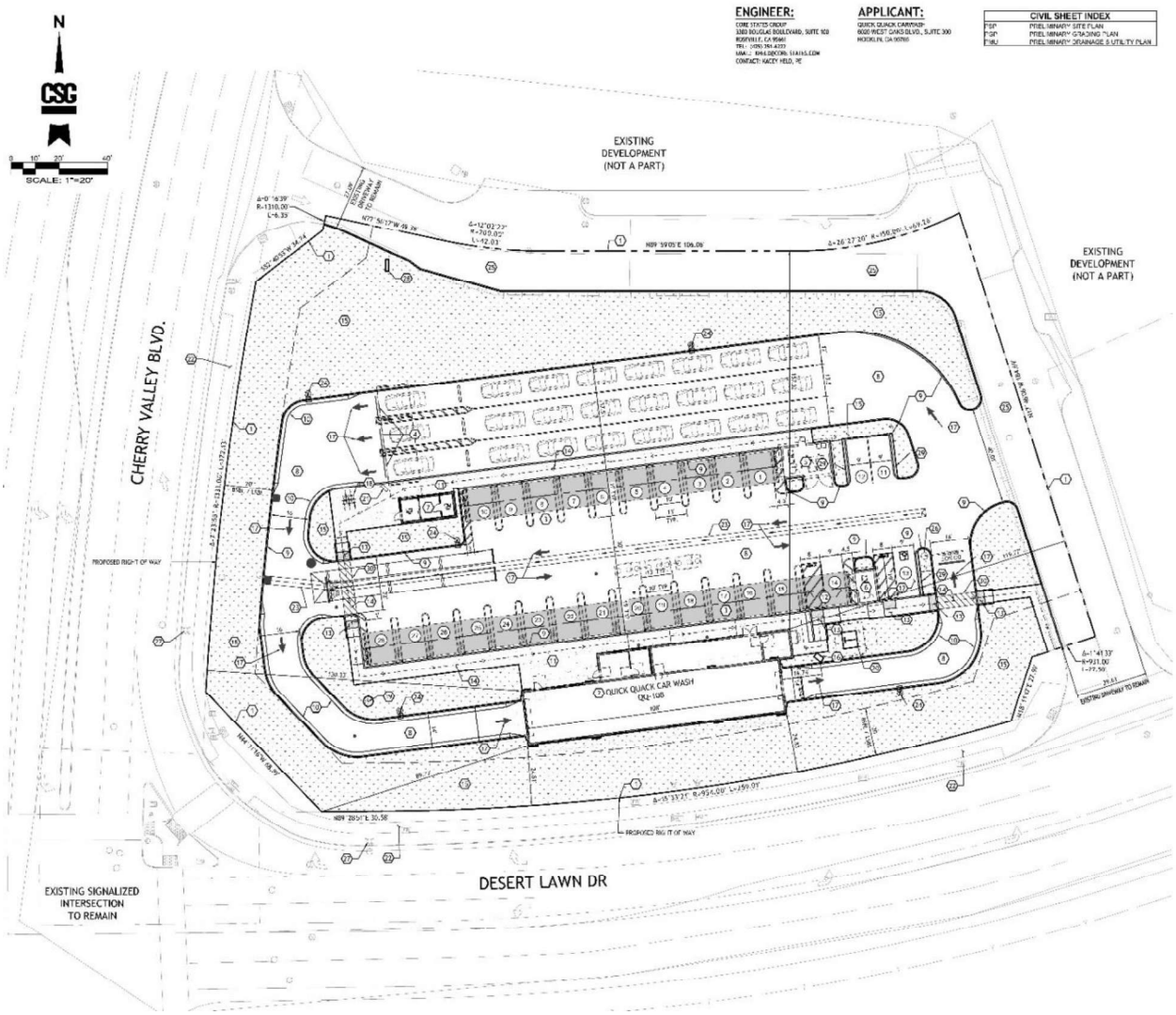
consistent with the intent of the Project Type screening step because it would provide a local- and corridor-serving commercial service use that is not expected to independently attract substantial long-distance trips or alter regional travel patterns. Therefore, the Project is presumed to have a less than significant VMT impact and no further VMT analysis is required.

If you have any questions, please contact me directly at aso@urbanxroads.com.

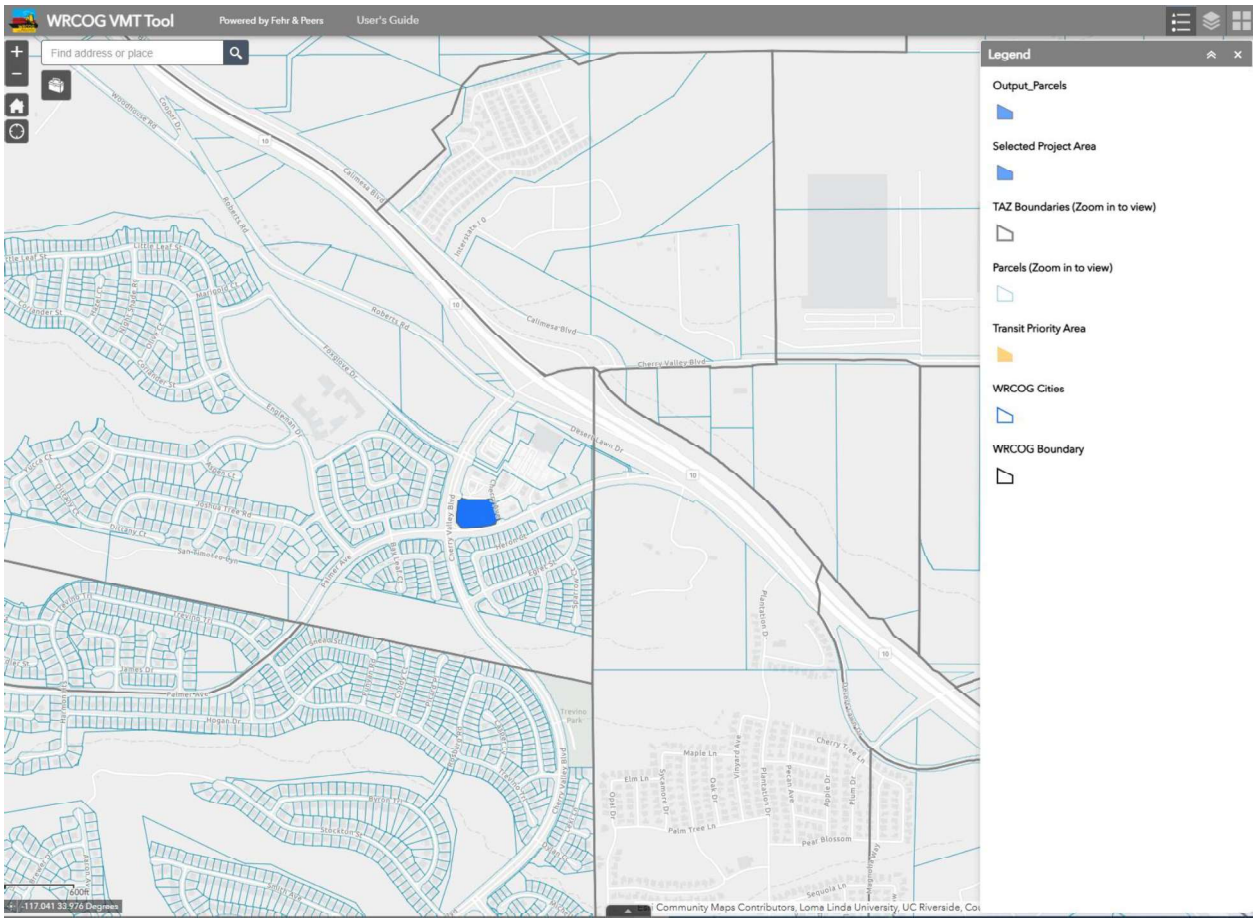
REFERENCES

1. **City of Calimesa.** *Final City of Calimesa Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment.* City of Calimesa : s.n., May 2020.

ATTACHMENT A:
PROJECT SITE PLAN



ATTACHMENT B:
TPA MAP RESULTS



TECHNICAL MEMORANDUM

DATE: May 1, 2026
TO: Donald Shiveley, Quick Quack Carwash
FROM: Charlene So, Urban Crossroads, Inc.
JOB NO: 17009-02 TG Memo

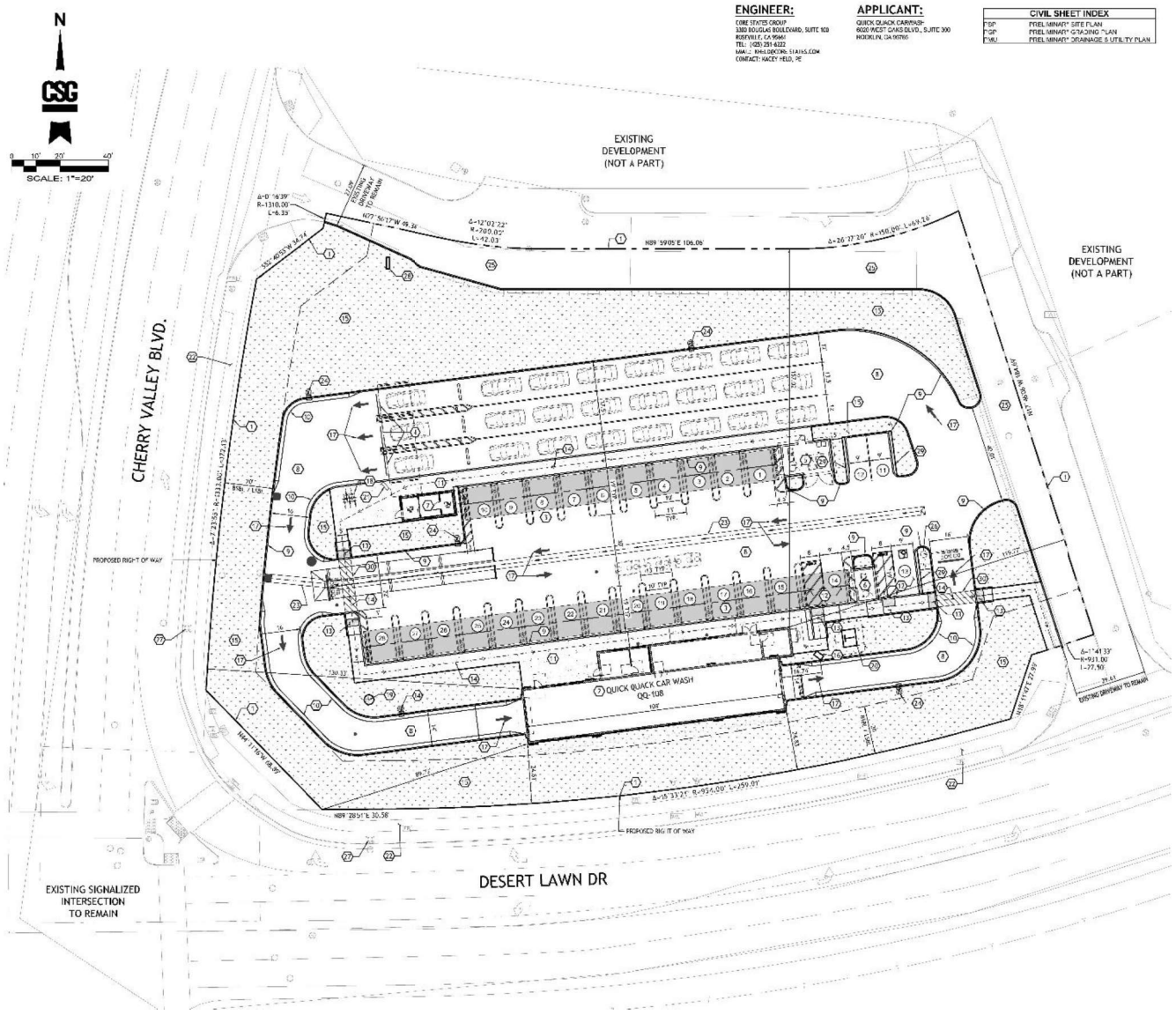
SUBJECT: QUICK QUACK CARWASH (DPR-25-4) TRIP GENERATION ASSESSMENT

Urban Crossroads, Inc. has prepared the following Trip Generation Assessment for the Quick Quack Carwash (Project) which is located at the northeast corner of Tukwet Canyon Parkway and Desert Lawn Drive in the City of Calimesa. This letter describes the proposed Project trip generation methodology in order to determine whether any traffic operations analysis is required based on the City's Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (dated May 2020, referred to as City Guidelines).

PROJECT BACKGROUND

The Project site was previously evaluated in the Marketplace at Calimesa Focused Traffic Impact Analysis (dated September 4, 2018) assuming the development of a 13,394 square foot pharmacy/drugstore with drive-through window on the same parcel as the proposed Project. It should be noted that the 2018 Focused Traffic Analysis evaluated other uses within the overall shopping center as well. The Project proposes instead to develop the site with a 3,366 square foot single tunnel automated carwash on the currently undeveloped parcel. Exhibit 1 shows the preliminary site plan. Project access would be accommodated to the existing driveways on Tukwet Canyon Parkway and Desert Lawn Drive.

EXHIBIT 1: SITE PLAN



TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

APPROVED USE

As noted previously, the site was evaluated assuming the development of 13,394 square feet of pharmacy/drug store with drive-through window use on the parcel located on the northeast corner of Tukwet Canyon Parkway and Desert Lawn Drive. Table 1 summarizes the trip generation evaluated in the 2018 Focused Traffic Analysis, which identified the pharmacy would generate 611 two-way trips per day with 46 trips during the AM peak hour and 57 trips during the PM peak hour. See Appendix 1 for trip generation excerpts from the 2018 Focused Traffic Analysis.

TABLE 1: APPROVED USE TRIP GENERATION

Approved Use	Quantity	Units	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily
Pharmacy with Drive-Thru	13.394	TSF	25	21	46	28	29	57	611

Trip Generation Source: Marketplace at Calimesa Focused Traffic Impact Analysis, dated September 4, 2018, Urban Crossroads, Inc.
TSF = Thousand Square Feet

PROPOSED PROJECT

The Project proposes to develop the vacant parcel with a 3,366 square foot single-tunnel, automated car wash. In order to develop the traffic characteristics of the Proposed Project, trip-generation statistics published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual (12th Edition, 2025) were used for the Automated Carwash (ITE Land Use Code 948) land use category. Table 2 summarizes the trip generation rates utilized for the Project. The trip generation summary illustrates daily, and peak hour, trip generation estimates for the Proposed Project are also summarized in Table 2. ITE does not provide any pass-by reductions for this land use category. Internal capture percentages were limited to ten percent although for the prior pharmacy use, of ten percent to eighteen percent were used (internal capture with other retail uses within the existing shopping center). As shown in Table 2, the Proposed Project is anticipated to generate a net total of 768 two-way vehicle trip-ends per day with 46 AM peak hour trips and 74 PM peak hour trips.

TABLE 2: PROPOSED PROJECT TRIP GENERATION

Land Use	Units	ITE LU Code	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily
Automated Carwash	TSF	948	8.19	6.70	14.89	11.96	12.44	24.40	253.51

Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 12th Edition (2025).
TSF = Thousand Square Feet

Project	Quantity	Units	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily
Quick Quack Carwash	3.366	TSF	28	23	51	40	42	82	854
Internal Capture Reduction	10	%	-3	-2	-5	-4	-4	-8	-86
Total Net Trips	**--**	**--**	**25**	**21**	**46**	**36**	**38**	**74**	**768**

TSF = Thousand Square Feet

TRIP GENERATION COMPARISON

Table 3 summarizes the trip generation comparison between the Approved Use (refer to Table 1) in comparison to the Proposed Project (Table 2). The trip generation has been compared by taking the Proposed Project and subtracting the Approved Use trip generation to determine the net change from the Approved Use. As shown, the Proposed Project is anticipated to result in a net increase of 157 two-way trips per day with no net change in trips during the AM peak hour trips and a net increase of 17 PM peak hour trip in comparison to the trips associated with the Approved Use.

TABLE 3: TRIP GENERATION COMPARISON

Trip Generation Comparison	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily
Approved: Pharmacy	25	21	46	28	29	57	611
Project: Carwash	25	21	46	36	38	74	768
Net Change in Trips	**0**	**0**	**0**	**8**	**9**	**17**	**157**

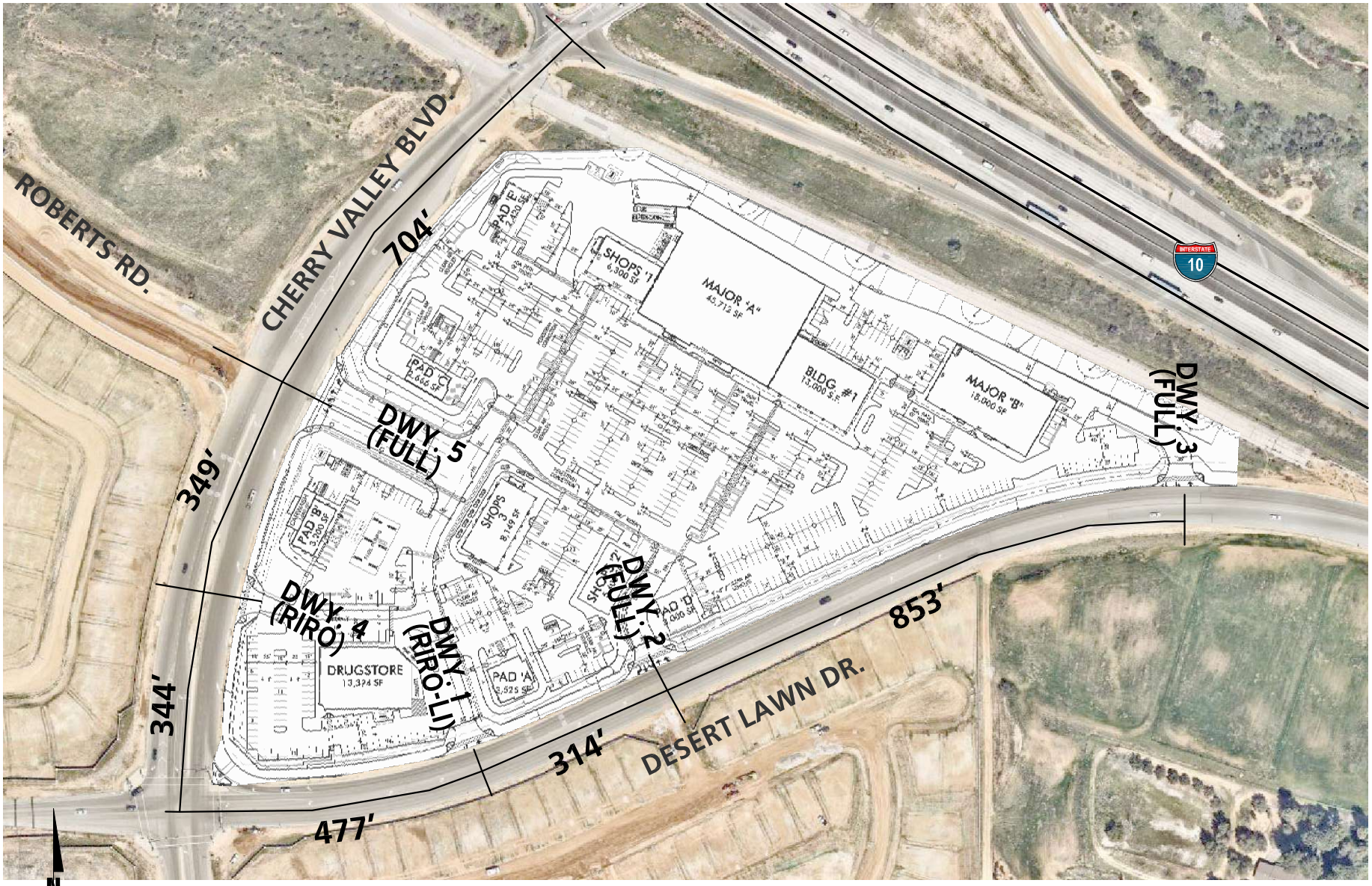
FINDINGS

The City Guidelines indicate that development projects that generate a net increase of 100 or more peak hour vehicle trips or contribute more than 51 net new peak hour trips to any off-site intersection would require the preparation and submittal of a Level of Service (LOS) based Traffic Study. The Project is anticipated to generate fewer than 50 net new peak hour trips during the morning and evening peak hours as compared to the Approved Use (see Table 3). It should be noted that the Project on its own without credits for the approved use would also generate fewer than 100 peak hour trips. As such, additional peak hour traffic operations analysis beyond that conducted in the 2018 Focused Traffic Analysis is not necessary based on the City Guidelines. The findings and recommendations are anticipated to be consistent with the 2018 Focused Traffic Analysis. The City's scoping form is included in Appendix 2.

If you have any questions, please contact me directly at cso@urbanxroads.com.

APPENDIX 1: 2018 FOCUSED TRAFFIC ANALYSIS EXCERPTS

EXHIBIT 1-1: PRELIMINARY SITE PLAN



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URBAN CROSSROADS

Table 4-1

Project Trip Generation Rates

Land Use[1]	ITE LU Code	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Health/Fitness Club	492	TSF	0.67	0.64	1.31	1.97	1.48	3.45	32.93
Shopping Center	820	TSF	0.58	0.36	0.94	1.83	1.98	3.81	37.75
Supermarket	850	TSF	2.29	1.53	3.82	4.71	4.53	9.24	106.78
Pharmacy/Drugstore with Drive-Through	881	TSF	2.04	1.80	3.84	5.15	5.14	10.29	109.16
High Turnover (Sit-Down) Restaurant	932	TSF	5.47	4.47	9.94	6.06	3.71	9.77	112.18
Fast-Food Resaturant with Drive-Through	934	TSF	20.50	19.69	40.19	16.99	15.68	32.67	470.95
Gasoline Station w/ Conv. Market	945	VFP	10.14	10.13	20.27	11.18	11.18	22.36	198.16

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017).

[2] TSF = Thousand Square Feet; VFP = Vehicle Fuelling Positions

Table 4-2

Project Trip Generation Summary

Project	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Supermarket (Major A)	45.712	TSF	105	70	175	215	207	422	4,881
Internal Capture[3]:			-7	-10	-17	-44	-36	-80	-879
Pass-by Reduction (PM-36%)[4]:			*0*	*0*	*0*	*-62*	*-62*	*-124*	*-1,441*
Net External Trips:			98	60	158	109	109	218	2,561
Health/Fitness Club (Major B)	18.000	TSF	12	12	24	35	27	62	593
Net External Trips:			12	12	24	35	27	62	593
Pharmacy/Drugstore with Drive-Through	13.394	TSF	27	24	51	69	69	138	1,462
Internal Capture[3]:			-2	-3	-5	-14	-12	-26	-263
Pass-by Reduction (PM-49%)[4]:			*0*	*0*	*0*	*-27*	*-28*	*-55*	*-588*
Net External Trips:			25	21	46	28	29	57	611
Shopping Center	22.925	TSF	13	8	21	42	45	87	865
Internal Capture[3]:			-1	-1	-2	-9	-7	-16	-156
Pass-by Reduction (PM-34%)[4]:			*0*	*0*	*0*	*-11*	*-13*	*-24*	*-241*
Net External Trips:			12	7	19	22	25	47	468
High Turnover (Sit-Down) Restaurant	8.850	TSF	48	40	88	54	33	87	993
Internal Capture[3]:			-4	-3	-7	-14	-16	-30	-338
Pass-by Reduction (PM-43%)[4]:			*0*	*0*	*0*	*-17*	*-7*	*-24*	*-282*
Net External Trips:			44	37	81	23	10	33	373
Fast-Food Resaturant with Drive-Through	12.686	TSF	260	250	510	216	199	415	5,974
Internal Capture[3]:			-25	-18	-43	-64	-79	-143	-2,031
Pass-by Reduction (AM-49%/PM-50%)[4]:			*-115*	*-114*	*-229*	*-76*	*-60*	*-136*	*-1,972*
Net External Trips:			120	118	238	76	60	136	1,971
Gasoline Station w/ Conv. Market	12	VFP	122	122	244	134	134	268	2,378
Internal Capture[3]:			-10	-14	-24	-28	-23	-51	-452
Pass-by Reduction (AM-62%/PM-56%)[4]:			*-69*	*-67*	*-136*	*-59*	*-62*	*-121*	*-1,079*
Net External Trips:			43	41	84	47	49	96	847
Total Net External Trips			**354**	**296**	**650**	**340**	**309**	**649**	**7,424**

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017).

[2] TSF = Thousand Square Feet; VFP = Vehicle Fuelling Positions

[3] Calculated using the NCHRP 684 Internal Trip Capture Estimation Tool.

[4] Pass-by reduction percentage consistent with ITE Trip Generation Handbook , 3rd Edition (2017)

APPENDIX 2: CITY SCOPING FORM

Attachment A: Project Scoping Form

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

Project Identification:

Case Number:	DPR-25-4
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	Quick Quack Carwash
Project Address:	NEC of Tukwet Canyon Pkwy. & Desert Lawn Dr.
Project Opening Year:	
Project Description:	3,366 SF single tunnel automated carwash

	Consultant:	**Developer:**
Name:	Charlene So, Urban Crossroads, Inc.	Quick Quack Carwash
Address:	1133 Camelback St, #8329	6020 W. Oaks Bl., Suite 300
	Newport Beach, CA 92658	Rocklin, CA 95765
Telephone:	949-861-0177	
Fax/Email:	cso@urbanxroads.com	

Trip Generation Information:

Trip Generation Data Source: ITE Trip Generation Manual, 12th Edition (2025)

Current General Plan Land Use: Summerwind Ranch SP

Proposed General Plan Land Use: Summerwind Ranch SP

Current Zoning: Summerwind Ranch SP

Proposed Zoning: Summerwind Ranch SP

	~~Previously Approved~~ Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	25	21	46	25	21	46
PM Trips	28	29	57	36	38	74

Trip Internalization: [X] Yes [ ] No (10 % Trip Discount)

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

Potential Screening Checks

Is your project screened from specific analyses (see Page 11 of the guidelines related to LOS assessment and Pages 24-26).

Is the project screened from LOS assessment? ☑ Yes ☐ No

LOS screening justification (see Page 11 of the guidelines):
Project is anticipated to generate fewer than 100 net new peak hour trips.

Is the project screened from VMT assessment? ☑ Yes ☐ No

VMT screening justification (see Pages 24-26 of the guidelines):
VMT screening will be addressed in a separate memorandum evaluating each of the thresholds outlined in the City Guidelines.

Level of Service Scoping

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

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

- Attach list of Approved and Pending Projects that need to be considered (provided by the City Traffic Engineer and adjacent agencies)
- Attach list of study intersections/roadway segments
- Attach site plan
- Note other specific items to be addressed:
  - Site access
  - On-site circulation
  - Parking
  - Consistency with Plans supporting Bikes/Peds/Transit
  - Other _____
- Date of Traffic Counts N/A
- 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 N/A
- 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)