

SCOPING AGREEMENT

DATE: July 3, 2025
TO: Eva Covarrubias, County of Riverside
FROM: Charlene So, Urban Crossroads, Inc.
JOB NO: 14164-01 TA Scope

SUBJECT: WOODCREST RETAIL CENTER TRAFFIC STUDY SCOPING AGREEMENT

Urban Crossroads, Inc. has prepared the following Traffic Study Scoping Agreement for the Woodcrest Retail Center development (Project), which is located on the northwest corner of Washington Street and Van Buren Boulevard in the Lake Mathews-Woodcrest area of Riverside County. This letter describes the proposed Project trip generation, trip distribution, and analysis methodology, which have been used to establish the draft proposed Project study area and analysis locations. The proposed analysis methodology and assumptions are in accordance with the County's Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (dated December 2020) (County Guidelines). The County scoping form is included in Appendix 1.

PROJECT DESCRIPTION

The site is largely undeveloped/vacant, however, there are two parcels developed with existing uses. Assessor's Parcel Number (APN) 273-141-004 is currently developed with in-line shops and a 7-Eleven with Gas Station. The 7-Eleven is approximately 2,400 square feet (with four vehicle fueling positions), the existing bike store is 2,400 square feet, the smoke shop is 1,200 square feet, the nail shop is 1,200 square feet, and the fish taco shop is 1,200 square feet. All existing structures on this parcel will be demolished and redeveloped as part of the Project. APN 273-141-005 is an existing Farmer Boys fast food restaurant that is approximately 2,640 square feet. This pad will be redeveloped as a 3,390 square foot restaurant pad with drive-through window. There is an existing bank (Valley Bank) located on APN 273-141-008) and is not-a-part of this project and may be redeveloped by others under a future application. For the purposes of analysis, the assumed Project Opening Year is 2027.

The Project Site Plan Development Concept is presented in Exhibit 1. The Project proposes a Base Development Concept, and a "Parcel 1 Option" development concept. Under the Base Development Concept, Parcel 1 would be developed with a convenience store/retail gas station. Under the Parcel 1 Option, it would be developed with retail/restaurant uses. Under either development concept, the remainder of the Project site (Parcels 2 – 6) would be developed with a supermarket, shops, and restaurant uses as illustrated on Exhibit 1. Access is the same for both plans.

Access to the Project site will be accommodated via the following driveways:

- Driveway 1 on Van Buren Boulevard – right-in/right-out access only
- Driveway 2 on Van Buren Boulevard – right-in/right-out access only
- Driveway 3 on Washington Street – full access
- Driveway 4 on Washington Street – full access (to align with existing center to the east)
- Driveway 5 on Washington Street – right-in access only

The Traffic Study will evaluate Project land uses that would result in likely maximum impacts. Generally, uses that generate the greatest traffic volumes tend to have the greatest potential environmental impacts. This is because, all other factors being equal, development-related traffic volumes correlate directly with transportation deficiencies, vehicular-source criteria pollutants and greenhouse gases, and vehicular-source noise. All of these impacts are further increased under congested traffic conditions.

EXHIBIT 1: PRELIMINARY SITE PLAN

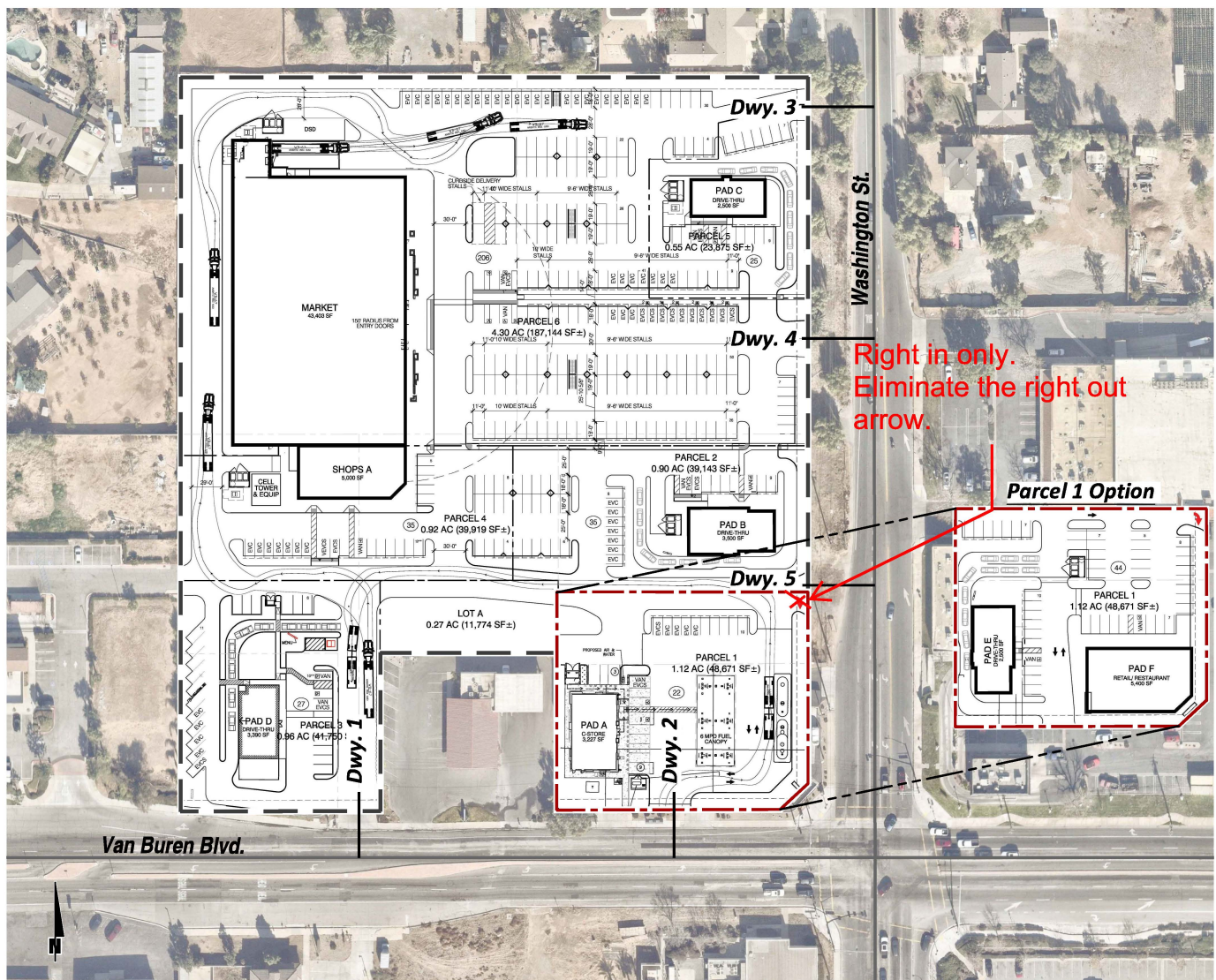




TABLE 1: WOODCREST RETAIL CENTER DEVELOPMENT CONCEPT

Site Plan Designation		Land Use(s)	Building Area ¹
Parcel 1	Pad A	Convenience Store/Gas Station	3,227 SF store w/ 6 Multi-Product Dispenser (MPD) Fuel Canopy (12 VFP)
Parcel 1 (Alt.)	Pad E	Drive-Through Restaurant	2,500 SF
Parcel 1 (Alt.)	Pad F	Retail/Sit-Down Restaurant	5,400 SF
Parcel 2	Pad B	Drive-Through Restaurant	3,500 SF
Parcel 3	Pad D	Drive-Through Restaurant (Farmer Boys)	3,390 SF
Parcel 4	Shops A	Retail *	5,000 SF
Parcel 5	Pad C	Drive-Through Restaurant	2,500 SF
Parcel 6	Market	Grocery Store (Stater Bros.)	43,403 SF
Lot A	--	Drainage/Stormwater Management	--
Total Project (Base)			61,020 Square Feet
Total Project (Parcel 1 Option)			65,693 Square Feet

Source: Woodcrest Retail Center Site Plan Concept, March 2025.

Note: * A proposed wireless communications antenna would be located within Parcel 4.

¹ VFP = Vehicle Fueling Positions; SF = Square Feet

TRIP GENERATION

Trip generation represents the amount of traffic, which is both attracted to, and produced by, a land use project. 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, specific land uses being proposed for a given development.

EXISTING USES

As noted previously, the site is currently developed with in-line shops and a 7-Eleven with Gas Station and an existing Farmer Boys restaurant. In an effort to understand the existing traffic associated with the existing uses, traffic counts were collected at all applicable driveways on Wednesday, February 26, 2025, and Thursday, February 27, 2025.

Table 2 summarizes the average trip generation based on the count data collected over the two days for the existing Farmer Boys restaurant located on Van Buren Boulevard. The existing restaurant generates an average of 706 two-way trips per day, with 47 trips during the AM peak hour and 54 trips during the PM peak hour. As this existing tenant is anticipated to occupy the same location, the same trip generation below is used for the proposed Project for Pad D. A detailed summary of the count data collected at the existing Farmer Boys is provided in Appendix 2.

TABLE 2: FARMER BOYS TRIP GENERATION

Existing Farmer Boys	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
February 26, 2025 - Wednesday							
Wednesday Total Trips	19	13	32	26	26	52	729
February 27, 2025 - Thursday							
Thursday Total Trips	31	31	62	29	26	55	681
2-Day Average	25	22	47	28	26	54	706

* Note: data is an average of counts collected on February 26 and 27, 2025.

Table 3 summarizes the average trip generation based on the count data collected over the two days for the remaining existing uses (7-11, bike store, smoke shop, nail shop, and fish taco restaurant) located on the northwest corner of Washington Street and Van Buren Boulevard. The remaining existing uses generate an average of 1,184 two-way trips per day, with 75 trips during the AM peak hour and 94 trips during the PM peak hour. These trips will be applied to the Project trip generation as a credit as new uses would be replacing the existing uses. A detailed summary of the count data collected at the remaining site uses is provided in Appendix 3.

TABLE 3: TRIP GENERATION FOR REMAINING EXISTING USES

Remaining Existing Uses	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
February 26, 2025 - Wednesday							
Wednesday Total Trips	39	38	77	42	48	90	1,184
February 27, 2025 - Thursday							
Thursday Total Trips	36	36	72	47	49	96	1,182
2-Day Average	38	37	75	45	49	94	1,184

* Note: data is an average of counts collected on February 26 and 27, 2025.

PROPOSED PROJECT

In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) was used to estimate the trip generation (see Table 4).

TABLE 4: TRIP GENERATION RATES

Land Use ¹	ITE Land Use Code	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Strip Retail Plaza (<40,000 SF)	822	TSF	1.42	0.94	2.36	3.30	3.29	6.59	54.45
Supermarket	850	TSF	1.69	1.17	2.86	4.48	4.47	8.95	93.84
Fast Food without Drive-Thru	933	TSF	25.04	18.14	43.18	16.61	16.60	33.21	450.49
Fast Food with Drive-Thru	934	TSF	22.75	21.86	44.61	17.18	15.85	33.03	467.48
Gas Station w/ Convenience Market	945	VFP	8.03	8.03	16.06	9.21	9.21	18.42	265.12

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

² TSF = thousand square feet; VFP = Vehicle Fueling Position

Internal capture is a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site (trips that travel between uses without leaving the site). In other words, trips may be made between the gas station use and the retail or restaurant uses proposed on-site which can be made either by walking or using internal roadways without using external streets. The internal capture is based on the National Cooperative Highway Research Program's (NCHRP Report 684) internal capture trip capture estimation tool. These internal capture worksheets are attached to this scoping agreement (see Appendix 4 for the Base Development Concept and the and Appendix 5 for the Parcel 1 Option).

Pass-by percentages have been obtained from the ITE Trip Generation Manual (11th Edition, 2021). Pass-by trips account for trips that are currently on the existing roadway network that would stop by uses within the proposed Project on the way to their ultimate destination.

The trip generation summary illustrates daily, and peak hour trip generation estimates for the Base Development Concept are shown in Table 5. As shown in Table 5, the Base Development Concept assumes the development of a convenience store and 12 vehicle fueling position gas station on Pad A of Parcel 1. As noted previously, the trip generation shown in Table 2 for the existing Farmer Boys is used for Pad D and the remaining existing uses (shown in Table 3) have been credited against the Base Development Concept. The Base Development Concept is anticipated to generate 2,910 two-way trip-ends per day with 278 AM peak hour trips and 277 PM peak hour trips.

The trip generation summary illustrates daily, and peak hour trip generation estimates for the Parcel 1 Option are shown in Table 6. As shown in Table 6, the Parcel 1 Option assumes the development of a fast-food restaurant with drive-through pad (Pad E) and retail/sit-down restaurant (Pad F) in lieu of the convenience store and 12 vehicle fueling position gas station on Parcel 1. As noted previously, the trip generation shown in Table 2 for the existing Farmer Boys is used for Pad D and the remaining existing uses (shown in Table 3) have been credited against the Parcel 1 Option. The Parcel 1 Option is anticipated to generate 3,160 two-way trip-ends per day with 471 AM peak hour trips and 289 PM peak hour trips.

TRIP DISTRIBUTION

Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern is heavily influenced by the geographical location of the site, the location of surrounding land uses, and the proximity to the regional freeway system. The Project trip distribution patterns are graphically depicted in Exhibit 2. These distribution patterns will be verified/adjusted once traffic counts are collected.

Exhibits 3 and 4 show the pass-by volumes applied to the Base Development Concept and Parcel 1 Option, respectively, consistent with the pass-by reductions in Tables 5 and 6. The pass-by reduction process for each development scenario began by identifying the likely access point(s) for a given land use. Where multiple access points were probable, the pass-by reduction was appropriately allocated among them. Directional reductions were then determined based on the proportion of trips at that direction's through movement, relative to the total volume across the applicable through movements at the intersection. The reduced volumes were subsequently added back to the applicable movements of the affected intersection(s). Daily pass-by reductions were calculated using the PM peak hour's proportion of the total daily pass-by reduction for each land use. The traffic counts used for verification purposes are included in Appendix 6.

TABLE 5: BASE DEVELOPMENT CONCEPT TRIP GENERATION

Base Development Concept Land Uses	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Pad A: Gas Station w/Market	12	VFP	96	96	192	111	111	222	3,182
Internal Capture:			-6	-8	-14	-29	-22	-51	-732
Pass-By (76% AM; 75% PM/Daily):			-67	-67	-134	-62	-62	-124	-1,838
Market: Supermarket	43.403	TSF	73	51	124	194	194	388	4,074
Internal Capture:			-8	-10	-18	-37	-28	-65	-684
Pass-By (24% PM/Daily):			0	0	0	-40	-40	-80	-814
Shops A: Strip Retail	2.500	TSF	4	2	6	8	8	16	136
Internal Capture:			0	-1	-1	-1	0	-1	-10
Pass-By (40% PM/Daily):			0	0	0	-3	-3	-6	-52
Retail Subtotal			69	42	111	121	131	252	2,650
Shops A: Fast Food without Drive-Thru	2.500	TSF	63	45	108	42	42	84	1,126
Internal Capture:			-5	-4	-9	-12	-16	-28	-376
Pass-By (43% PM/Daily):			0	0	0	-11	-11	-22	-324
Pad D: Fast Food with Drive-Thru ²	3.390	TSF	25	22	47	28	26	54	706
Internal Capture:			-3	-2	-5	-8	-10	-18	-236
Pass-By (50% AM; 55% PM/Daily):			-11	-11	-22	-9	-9	-18	-260
Pads B, C & E: Fast Food with Drive-Thru	6.000	TSF	137	131	268	103	95	198	2,806
Internal Capture:			-11	-8	-19	-30	-41	-71	-1,008
Pass-By (50% AM; 55% PM/Daily):			-63	-63	-126	-30	-30	-60	-990
Restaurant Subtotal			132	110	242	73	46	119	1,444
Credit for Existing Uses			-38	-37	-75	-45	-49	-94	-1,184
Project Total			163	115	278	149	128	277	2,910

¹ TSF = thousand square feet; VFP = Vehicle Fueling Position

² Trip generation is based on existing driveway counts as this tenant is anticipated to remain the same (in the same location).

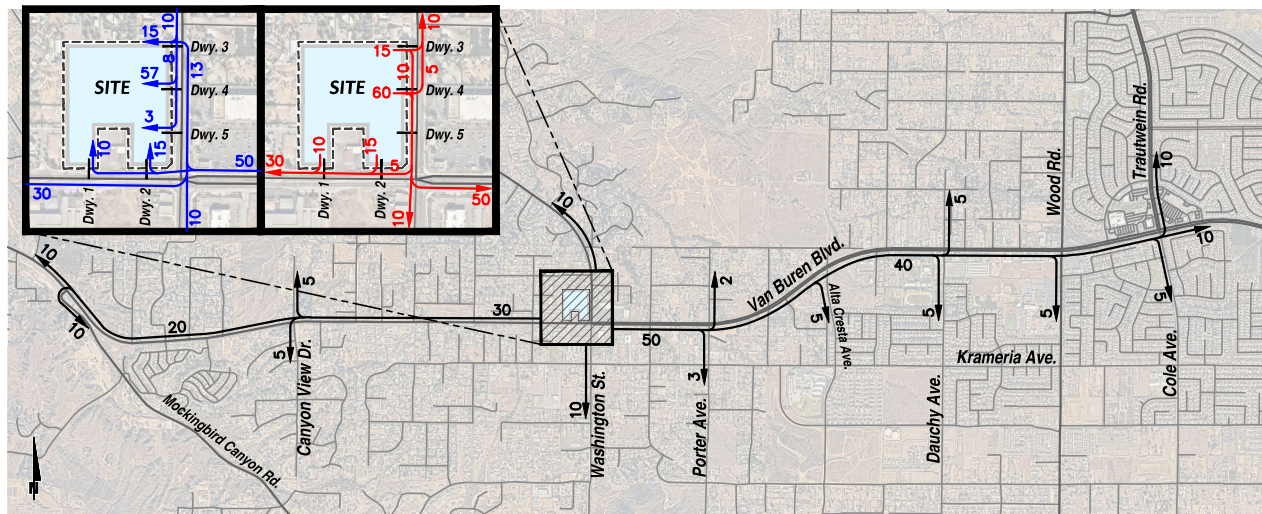
TABLE 6: PARCEL 1 OPTION PROJECT TRIP GENERATION

Parcel 1 Option Land Uses	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Market: Supermarket	43.403	TSF	73	51	124	194	194	388	4,074
Internal Capture:			-6	-7	-13	-94	-57	-151	-1,586
Pass-By (24% PM/Daily):			0	0	0	-33	-33	-66	-598
Shops A/Pad F: Strip Retail	5.200	TSF	7	5	12	17	17	34	284
Internal Capture:			0	0	0	-7	-4	-11	-92
Pass-By (40% PM/Daily):			0	0	0	-4	-4	-8	-78
Retail Subtotal			74	49	123	73	113	186	2,004
Shops A/Pad F: Fast Food without Drive-Thru	5.200	TSF	130	94	224	86	86	172	2,344
Internal Capture:			-2	-2	-4	-20	-34	-54	-736
Pass-By (43% PM/Daily):			0	0	0	-22	-22	-44	-692
Pad D: Fast Food with Drive-Thru ²	3.390	TSF	25	22	47	28	26	54	706
Internal Capture:			-1	-1	-2	-6	-10	-16	-210
Pass-By (50% AM; 55% PM/Daily):			-12	-12	-24	-9	-9	-18	-274
Pads B, C & E: Fast Food with Drive-Thru	8.500	TSF	193	186	379	146	135	281	3,974
Internal Capture:			-4	-3	-7	-35	-57	-92	-1,302
Pass-By (50% AM; 55% PM/Daily):			-95	-95	-190	-43	-43	-86	-1,470
Restaurant Subtotal			234	189	423	125	72	197	2,340
Credit for Existing Uses			-38	-37	-75	-45	-49	-94	-1,184
Project Total			270	201	471	153	136	289	3,160

¹ TSF = thousand square feet; VFP = Vehicle Fueling Position

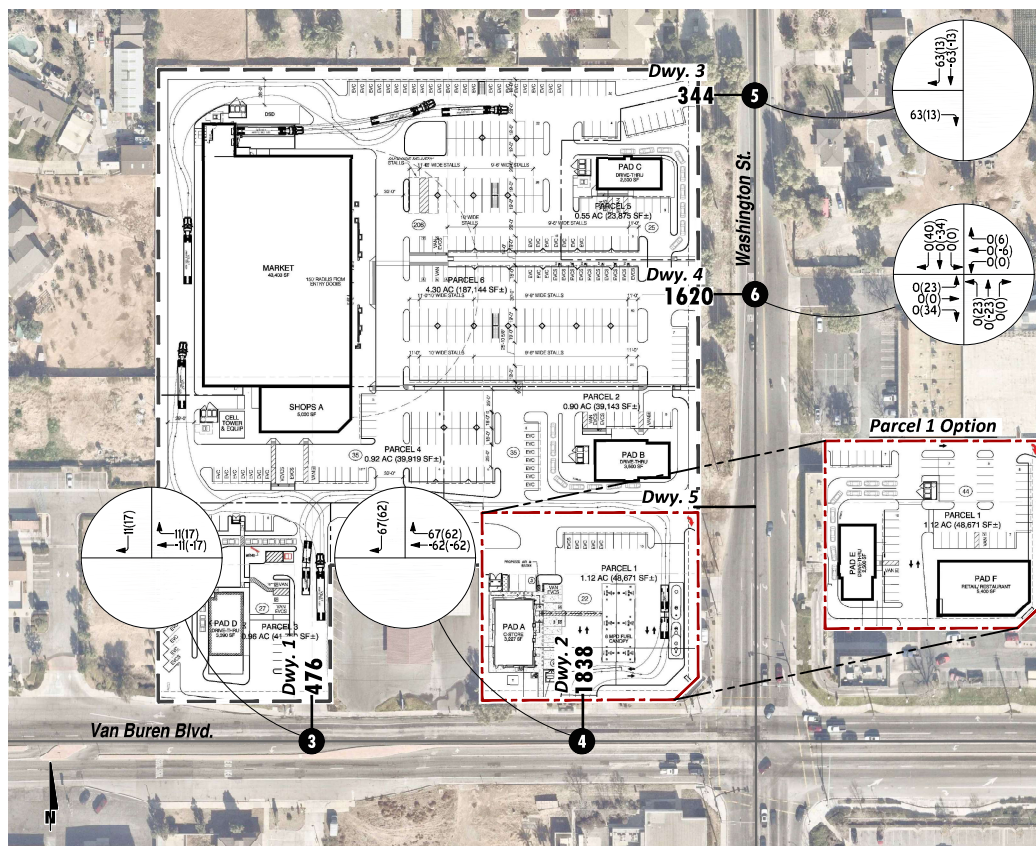
² Trip generation is based on existing driveway counts as this tenant is anticipated to remain the same (in the same location).

EXHIBIT 2: PROJECT TRIP DISTRIBUTION



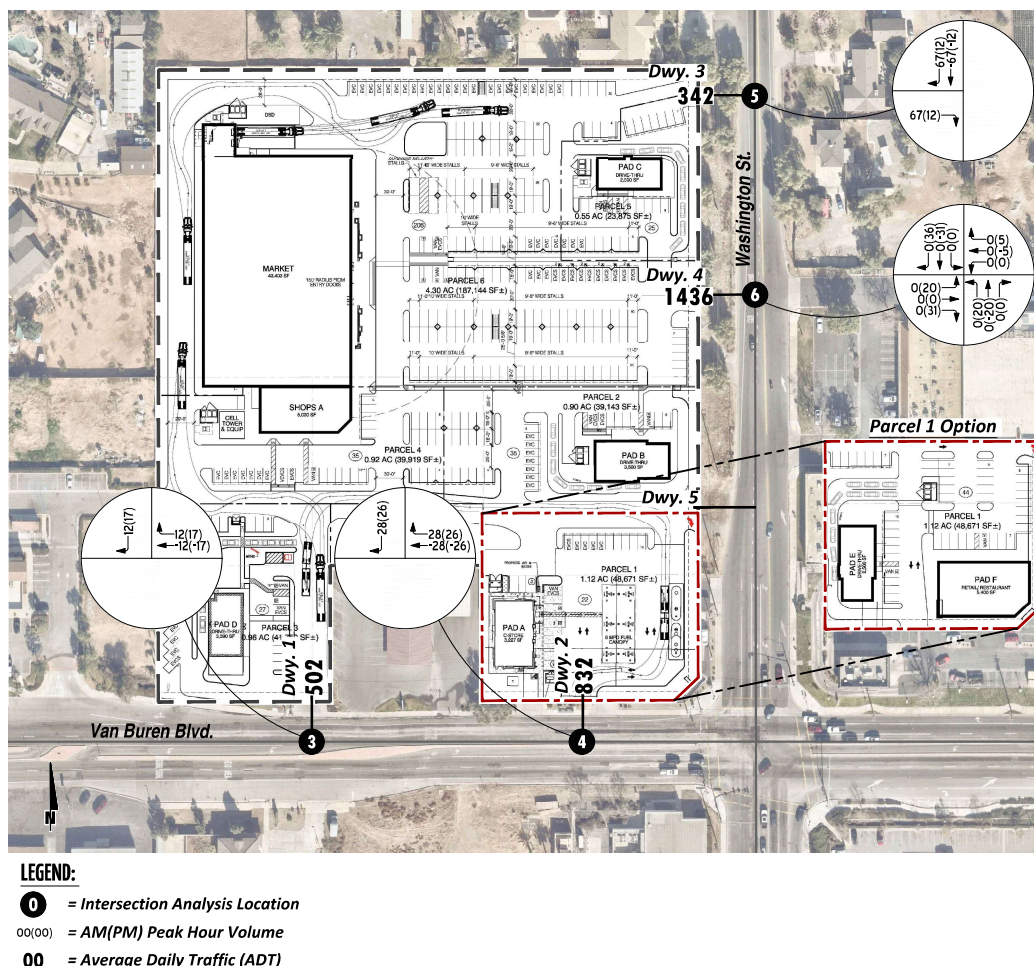
LEGEND:
 10 = Percent To/From Project
 — = Inbound Distribution
 — = Outbound Distribution

EXHIBIT 3: BASE DEVELOPMENT CONCEPT PASS-BY REDUCTIONS



LEGEND:
 0 = Intersection Analysis Location
 00(00) = AM(PM) Peak Hour Volume
 00 = Average Daily Traffic (ADT)

EXHIBIT 4: PARCEL 1 OPTION PASS-BY REDUCTIONS



ANALYSIS SCENARIOS

Since the proposed Project is anticipated to generate more than 100 peak hour trips and would contribute more than 50 peak hour trips to study area intersections, intersection operations analysis is proposed for the following analysis scenarios:

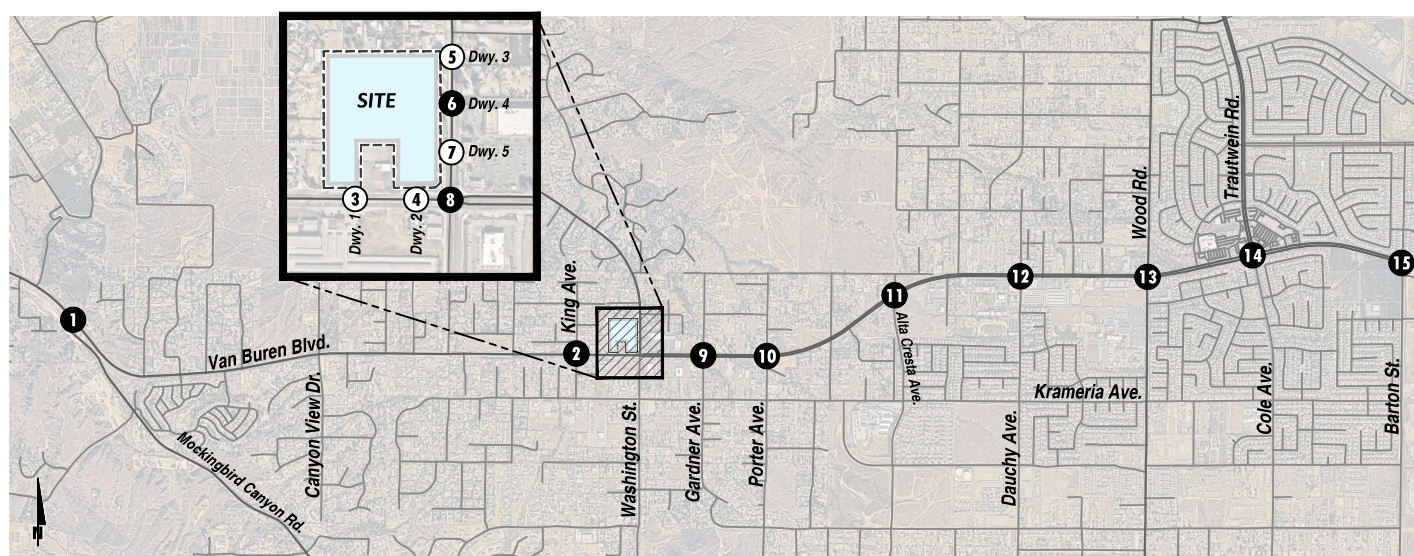
- Existing (2025) Conditions
- Existing plus Ambient Growth plus Project (EAP) (2027) Conditions
- Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2027) Conditions
- Horizon Year (2045) Without and With Project Conditions – forecasts will be derived using the RIVCOM traffic model

All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 7th Edition analysis methodology. The study area that is proposed to be evaluated is listed in Table 7 and shown on Exhibit 5.

TABLE 7: LIST OF STUDY AREA INTERSECTIONS

#	Intersection	Jurisdiction
1	Van Buren Bl. & Mockingbird Canyon Rd.	County of Riverside
2	Driveway 1 & Van Buren Bl.	County of Riverside
3	Driveway 2 & Van Buren Bl.	County of Riverside
4	Washington St. & Driveway 3	County of Riverside
5	Washington St. & Driveway 4	County of Riverside
6	Washington St. & Driveway 5	County of Riverside
7	Washington St. & Van Buren Bl.	County of Riverside
8	Porter Av. & Van Buren Bl.	County of Riverside
9	Chicago Av./Alta Cresta Av. & Van Buren Bl.	County of Riverside, Riverside
10	Wood Rd. & Van Buren Bl.	Riverside
11	Trautwein Rd./Cole Av. & Van Buren Bl.	Riverside

EXHIBIT 5: STUDY AREA



LEGEND:

- 1** = Existing Intersection Analysis Location
- 0** = Future Intersection Analysis Location

TRAFFIC COUNTS

New traffic counts will be conducted during a typical weekday when local schools are in session and operating on a typical bell schedule. No adjustments are proposed to the traffic counts for the baseline traffic condition with the exception of volume balancing between closely spaced intersections. Traffic counts will be conducted once the scoping agreement has been approved (or the initial study area has been reviewed).

AMBIENT GROWTH

An ambient growth rate of 2% per year is proposed for the study area intersection to approximate background growth not identified by nearby cumulative development projects. As such, a total of 4.04% will be applied to the baseline for 2027 conditions (2% per year over 2 years).

CUMULATIVE PROJECTS

It is requested that the County provide any additional current cumulative projects within the study area for inclusion in Traffic Analysis. The City of Riverside will also be contacted for a current list of cumulative projects within their jurisdiction.

SPECIAL ISSUES

The following special issues will also be addressed:

- VMT analysis will be evaluated in a separate document.
- Conduct traffic signal warrant analysis for all existing and future unsignalized study area intersections, except for intersections and driveways with movement restrictions (e.g., right-in/right-out access).
- Provide a queuing analysis for the Project driveways and site adjacent intersection. This will be used to determine the appropriate turn pocket lengths needed to accommodate peak hour queues. This queuing analysis will include the intersection of Washington Street and Van Buren Boulevard.
- Provide a queuing analysis at all signalized intersections.

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

APPENDIX 1

COUNTY SCOPING FORM

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: Woodcrest Retail Center
Project Address: northwest corner of Washington St. & Van Buren Boulevard
Project Description: 61,020 square feet of retail/restaurant uses

	<u>Consultant</u>	<u>Developer Representative</u>
Name:	<u>Urban Crossroads Inc. - Charlene So</u>	<u>Applied Planning - Ross Geller</u>
Address:	<u>1133 Camelback St. #8329</u> <u>Newport Beach, CA 92658</u>	<u>11762 De Palma Rd., 1-C 310</u> <u>Corona, CA 92883</u>
Telephone:	<u>(949) 861-0177</u>	<u>(949) 677-7411</u>
email:	<u>cs@urbanxroads.com</u>	<u>rgeller@appliedplanning.com</u>

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

Current GP Land Use	<u>RC-VLDR & CR</u>	Proposed Land Use	<u>CR</u>
Current Zoning	<u>A-1-1/C-P-S</u>	Proposed Zoning	<u>C-P-S</u>

	<u>Current Trip Generation</u>			<u>Proposed Trip Generation</u>		
	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
AM Trips				270	201	471
PM Trips				153	136	289

Internal Trip Allowance	☒ Yes ☐ No	(<u>Varies</u> % Trip Discount)
Pass-By Trip Allowance	☒ Yes ☐ No	(<u>Varies</u> % 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 32 % S 48 % E 10 % W 10 %

C. Background Traffic

Project Build-out Year: 2027 Annual Ambient Growth Rate: 2 %
Phase Year(s) No Phasing

Other area Projects to be analyzed: To be provided by County staff
Model/Forecast Methodology: Not Applicable

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. See attached memo	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. None	2.
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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: City of Riverside

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 scoping agreement is 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:

Approved Scoping Agreement:

Charlene S.
Consultant's Representative
3/26/2025
Date

Eva Contreras
Riverside County Transportation
Department
7/17/2025
Date

Scoping Agreement Revised on _____