

TECHNICAL MEMORANDUM

DATE: May 30, 2025
TO: Eva Covarrubias, County of Riverside
FROM: Alex So, Urban Crossroads, Inc.
JOB NO: 14164-03 VMT ADA.docx

SUBJECT: WOODCREST RETAIL VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Urban Crossroads, Inc. has completed the following Vehicle Miles Traveled (VMT) Screening Evaluation for the Woodcrest Retail (Project), which is located northwest corner of Washington Street and Van Buren Boulevard in the Lake Mathews-Woodcrest area of the unincorporated County of Riverside.

PROJECT OVERVIEW

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 context see Project Parcel Map in Attachment A.

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. Table 1 presents the Project Site Plan Development Concept, and the Project site plan can be found in Attachment B.

TABLE 1: WOODCREST RETAIL CENTER DEVELOPMENT CONCEPT

Parcel	Pad / Area	Land Use	Building Area
Parcel 1	Pad A	Convenience Store/Gas Station	3,227 SF store with 6 Multi-Product Dispensers (MPD) and Fuel Canopy (12 VFP)
Parcel 1 (Alternative)	Pad E	Drive-Through Restaurant	2,500 SF
Parcel 1 (Alternative)	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	Not applicable	Drainage/Stormwater Management	Not applicable
Total Project (Base)			61,020 SF
Total Project (Parcel 1 Option)			65,693 SF

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

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

Abbreviations: MPD = Multi-Product Dispenser; VFP = Vehicle Fueling Position; SF = square feet.

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 County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (December 2020) (**County Guidelines**) (1).

VMT SCREENING

Consistent with County Guidelines, projects should be evaluated based on their location and project type to determine if a presumption of a less than significant VMT impact can be made. The following screening criteria are listed in the County Guidelines, and those applicable to the proposed Project are identified below:

- **Small Projects**
- **High Quality Transit Areas (HQTAs)**
- **Local Serving Retail**

SMALL PROJECTS SCREENING

The County Guidelines list two types of screening criteria that may apply to “small projects.” The first is a vehicle trip threshold of 110 trips per day. Project’s trip generation assessment, as outlined in the Woodcrest Retail Center Traffic Study Scoping Agreement (Urban Crossroads, May 2025), estimates that the Project base and Project Parcel 1 Option will generate daily vehicle trips exceeding the 110 trip threshold.

Secondly, the County Guidelines identifies that land use projects estimated to generate greenhouse gas (GHG) emissions below 3,000 Metric Tons of Carbon Dioxide Equivalent per year (MTCO₂e/yr) are also anticipated to result in a less than significant VMT impact¹. Consistent with the Project's Woodcrest Retail Center Greenhouse Gas Analysis (Urban Crossroads, May 2025), the Project base (2,052.11 MTCO₂e/yr) and Project Parcel 1 Option (1,990.62 MTCO₂e/yr) are forecasted to generate MTCO₂e/yr below the 3,000 MTCO₂e/yr threshold.

Small Projects screening criteria is met.

HIGH QUALITY TRANSIT AREAS (HQTAs) SCREENING

Projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”² or an existing stop along a “high-quality transit corridor”³) 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.

The Project is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.

HQTA screening criteria is not met.

LOCAL SERVING RETAIL SCREENING

According to the County Guidelines, local-serving retail projects that do not include any single tenant exceeding 50,000 square feet may be presumed to result in a less than significant transportation impact, provided the County Transportation Department determines the use to be local-serving in nature. The proposed Project does not include any individual building exceeding 50,000 square feet and is designed to provide vehicle fueling services and convenience items (e.g., beverages, snacks, and other small goods). These services are intended to primarily serve retail customers of the surrounding community, thereby reducing the need for longer vehicle trips to access similar goods and services. As such, the Project is consistent with the County's criteria for local-serving retail.

¹ County Guidelines; Page 19.

² 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.”).

³ 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.”).

Local Serving Retail screening criteria is met.

CONCLUSION

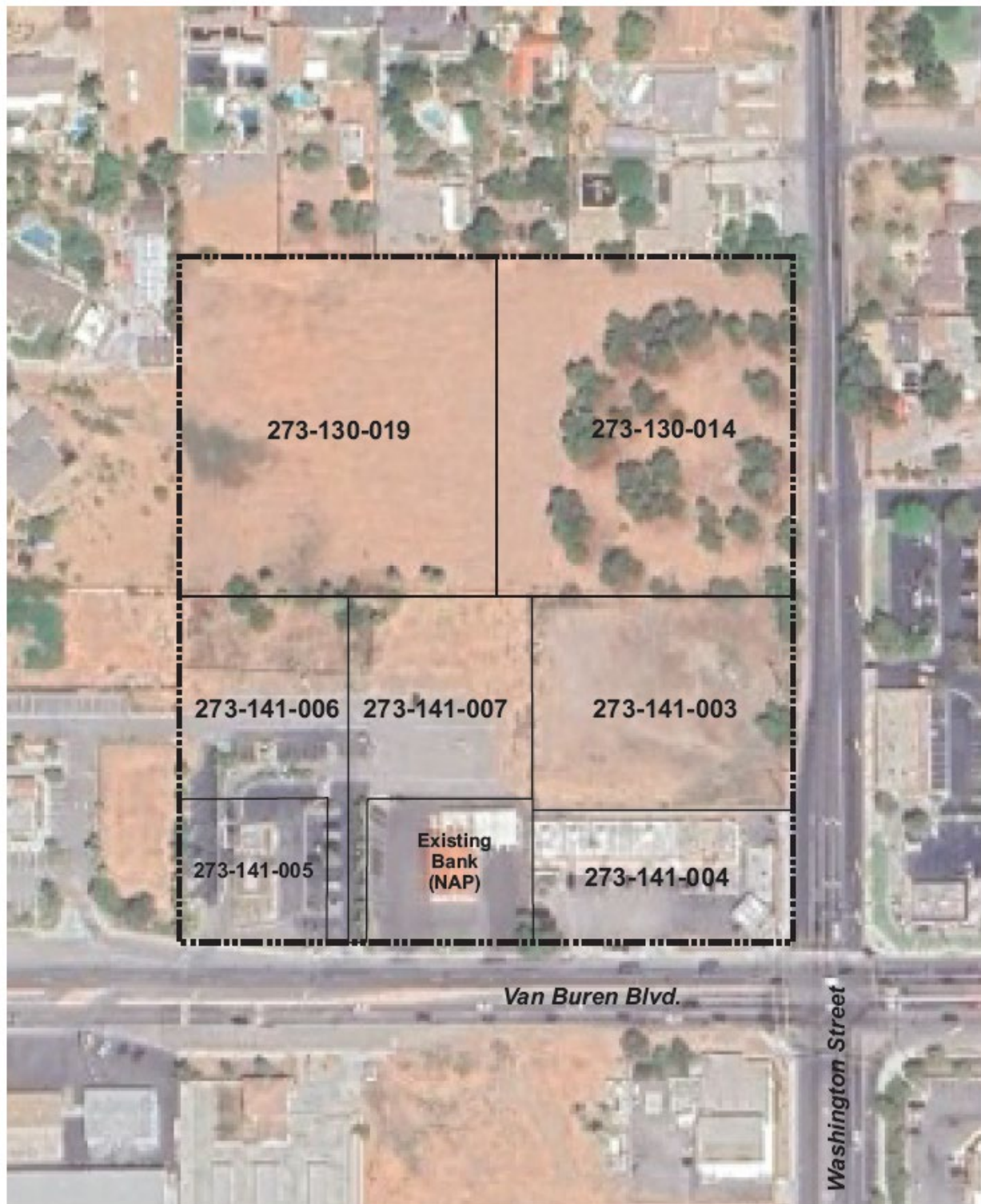
In summary, the Project Base and Project Parcel 1 Option both meet the Small Project and Local Serving screening criteria is therefore presumed to have a less than significant VMT impact; no additional VMT analysis is required.

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

REFERENCES

1. **County of Riverside.** *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled.* County of Riverside : s.n., December 2020.

**ATTACHMENT A:
PROJECT PARCEL MAP**



**ATTACHMENT B:
PROJECT SITE PLAN**

