

**APPENDIX F – VEHICLE MILES TRAVELED MEMORANDUM**



December 7, 2021

Mr. Kenneth Dickerson  
COACHILLIN HOLDINGS, LLC  
71713 Hwy 111, Suite 100  
Rancho Mirage, California 92270

**RE: Coachillin' Industrial Park Parcel 30 & 31 Project Vehicle Miles Traveled Memorandum**  
Project No. 19-0174

Dear Mr. Dickerson:

## **INTRODUCTION**

Ganddini Group, Inc. is pleased to submit this Vehicle Miles Traveled Memorandum for the proposed Coachillin' Industrial Park Parcel 30 & 31 Project in the City of Desert Hot Springs. This analysis supplements the Coachillin' Industrial Park Traffic Impact Analysis (Ganddini Group, Inc., May 14, 2020) ["Project TIA"]. A copy of the trip generation forecast from the Project TIA (Table 2) is included in Attachment A.

## **PROJECT DESCRIPTION**

The project location and site plan are shown on Figures 1 and 2.

The project site is located east of Indian Canyon Drive between 18th Avenue and 19th Avenue in the City of Desert Hot Springs. The Coachillin' Industrial Park was approved in 2017. The approved Coachillin' Industrial Park consists of developing the currently vacant project site with approximately 2,800,000 square feet of building envelope grow sites for cannabis cultivation, processing, and distribution uses. The approved industrial park project will be operated by various lot owners with a total of 1,510 employees using 3 different work shifts throughout the day.

For the currently proposed Specific Plan Amendment, submitted to the City in 2021, the applicant is proposing to modify the allowed land uses for a small portion of the previously-approved Coachillin' Industrial Park Specific Plan within Parcel 30, Parcel 31, and Parcel 25. Parcel 30 will include a 175-room hotel, and Parcel 31 will include a 5,000-seat amphitheater ("project"). Per the applicant, the amphitheater would hold a maximum of four events per month. An unmanned Southern California Edison (SCE) substation was analyzed for Parcel 25 in the Coachillin' Industrial Park Specific Plan; however, SCE determined that Parcel 25 is no longer needed for a substation. Parcel 25 is to be modified to a 420-space parking lot with solar covered parking.

## **PROJECT TRIPS**

Based on the project trip generation forecast as documented in the Project TIA (see Attachment A), the "worst-case" trip generation scenario for the overall project is anticipated to occur on days when special events are scheduled at the amphitheater. Parcel 25 is to be modified to include a 420-space parking lot with no specific

use identified at this time and is therefore assumed to serve as general overflow parking for other parcels within the Specific Plan.

On special event days, the Proposed Amendment (hotel and amphitheater only) is forecast to generate a total of approximately 3,963 daily trips on weekdays and 3,933 daily trips on Saturdays. Such events are only anticipated to occur approximately four times per month (i.e., 48 events per year).

On a typical non-event day, which is anticipated to be the majority of the time, trip generation associated with the amphitheater is anticipated to be nominal with up to 10 permanent employees. Therefore, on a typical non-event day, the Proposed Amendment is forecast to generate a total of approximately 1,463 daily trips on weekdays and 1,433 daily trips on Saturdays, primarily associated with the hotel.

## VEHICLE MILES TRAVELED ANALYSIS

The City of Desert Hot Springs has not established vehicle miles traveled (VMT) analysis procedures or thresholds of significance at this time. Therefore, this VMT assessment has been prepared in accordance with the methodology established in County of Riverside *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled* (December 2020) ["Riverside County TA Guidelines"].

## BACKGROUND

California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of VMT as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects State-wide are required to utilize the updated CEQA guidelines recommending use of VMT for evaluating transportation impacts as of July 1, 2020.

The updated CEQA Guidelines allow for lead agency discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) ["OPR Technical Advisory"] provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT. VMT was not previously analyzed in the 2017 EIR because it was not required under CEQA at the time.

## PROJECT SCREENING

The Riverside County TA Guidelines identify the following seven screening criteria to determine if a presumption of a non-significant transportation impact can be made based on the facts of the project:

- Small Projects
- Projects Near High Quality Transit
- Local-Serving Retail

- Affordable Housing
- Local Essential Service
- Map-Based Screening
- Redevelopment Projects

The proposed project does not appear to satisfy any of the County-established screening criteria. Therefore, a more detailed VMT analysis was performed in accordance with County guidelines.

### **THRESHOLDS OF SIGNIFICANCE**

The Riverside County TA Guidelines do not identify a VMT threshold specifically for hotel/amphitheater land uses. Based on the customer components of the proposed land uses and the threshold basis recommendations outlined in the County's TA Guidelines, the following threshold of significance was determined to be appropriate for the proposed uses:

- A project VMT impact is considered significant if the project is forecast to cause a net increase in total regional VMT using the County of Riverside as the basis.

### **VMT ANALYSIS METHODOLOGY**

Since the proposed project involves an amendment to the previously approved Specific Plan, both baseline year and cumulative were reviewed for without and with project conditions using the Riverside Transportation Analysis Model (RIVTAM). Table 1 shows the land use assumptions for the VMT analysis as described below:

- Base Year (2012) No Project – Based on the current RIVTAM base year model
- Base Year (2012) With Project – Based on the current RIVTAM base year model with addition of a new project-only zone with 175 hotel rooms and 10 full-time amphitheater employees.
- Future Year (2040) No Project – Based on the current RIVTAM future year model with updated land use data for the Traffic Analysis Zone (TAZ) containing the project site (TAZ 4500) based on the previously approved Specific Plan that included 1,510 industrial employees.
- Future Year (2040) With Project – Based on the Future Year No Project condition with addition of a new project-only zone with 175 hotel rooms and 10 full-time amphitheater employees and reduction of 135 industrial employees from the parent TAZ.

Baseline year (2021) conditions were estimated based on linear interpolation between the base year 2012 and future year 2040 model runs. Model runs were performed by AFSHA Consulting, Inc. in accordance with the VMT analysis methodology contained in Appendix E of the Riverside County Transportation Analysis Guidelines (September 2020) ["Riverside County TA Guidelines"], including adjustments for trips outside the County by using the average lengths provided by the County.

### **VMT IMPACT**

Daily VMT for the County of Riverside region without and with project are shown in Table 2. Daily VMT for the existing baseline year (2021) was estimated based on linear interpolation between the base year 2012 and future year 2040 values. The daily VMT estimates are based on the seasonally adjusted CVAG sub-model.

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As shown in Table 2, the existing (2021) daily VMT for the County of Riverside region is estimated to decrease by approximately 25,944 daily VMT with the proposed project. Therefore, the proposed project is forecast to result in no significant VMT impact based on the County-established thresholds and a net decrease in the total VMT for the region. No mitigation is necessary.

#### Effect of Event Day VMT

Additional attendees and employees associated with special events at the proposed amphitheater would primarily occur on weekends and cannot be modeled in RIVTAM; therefore, a qualitative/off-model evaluation is described below.

Since events are planned to occur 4 times per month, or approximately once per week, the project is forecast to result in a reduction of 155,664 VMT over six non-event days per week (6 days X 25,944 daily VMT reduction). Based on 2,500 trips per day forecasted for the amphitheater on event days, the average trip length for amphitheater-generated trips would need to exceed 62 miles in order for the event day VMT to outweigh the weekly VMT savings on non-event days (155,664 VMT / 2,500 daily trips = 62.2 miles). Based on VMT analysis for a comparable proposed arena venue<sup>1</sup> in the Coachella Valley, approximately 86 percent of concert-related trips are forecast to originate within 62 miles and approximately 58 percent of concert-related trips are forecast to originate within 20 miles. Therefore, the average trip length associated with the proposed amphitheater on event days is expected to be well below 62 miles. Without accounting for internal capture reductions between the hotel and the amphitheater that would further reduce VMT, the addition of VMT associated with the amphitheater on event days occurring once per week to the weekday non-event day VMT occurring six days per week is still expected to result in a net decrease VMT. Therefore, the proposed project, including consideration of event day/weekend VMT, is forecast to result in no significant VMT impact based on the County-established thresholds and a net decrease in the total VMT for the region. No mitigation is necessary.

#### **CONCLUSION**

The existing (2021) daily VMT for the County of Riverside region is estimated to decrease by approximately 25,944 daily VMT with the proposed project. Therefore, the proposed project is forecast to result in no significant VMT impact based on the County-established thresholds and a net decrease in the total VMT for the region. No mitigation is necessary.

It has been a pleasure to assist you with this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100.

Sincerely,

GANDDINI GROUP, INC.  
Giancarlo Ganddini, TE, PTP, Principal



<sup>1</sup> NorthStar Specific Plan EIR Addendum (March 2021) – Appendix F2, Vehicle Miles Traveled (VMT) Analysis Memo.

**Table 1**  
**RIVTAM Model Inputs**

Model Scenario	Parent Zone (TAZ 4500)			Project TAZ				County of Riverside		
	Pop	Emp	SP	Pop	Emp	SP	Hotel Rms (CVAG)	Pop	Emp	SP
Base Year (2012) No Project	461	109	570	0	0	0	0	2,244,929	616,687	2,861,616
Base Year (2012) With Project	461	109	570	0	10	10	175	2,244,468	616,588	2,861,056
Project Baseline (2021) No Project	503	559	1,062	0	0	0	0	2,546,573	796,379	3,342,952
Project Baseline (2021) with Project	503	516	1,019	0	10	10	175	2,546,071	795,830	3,341,901
Future Year (2040) No Project	591	1,510	2,101	0	0	0		3,183,378	1,175,729	4,359,107
Future Year (2040) With Project	591	1,375	1,966	0	10	10	175	3,182,787	1,174,229	4,357,016

Notes:

1. Pop = Population; Emp = Employment; SP = Service Population (Population + Employment); Rms = Rooms
2. 2021 inputs are estimates based on linear interpolation between 2012 and 2040 data.
3. Project land use inputs are based on 175 hotel rooms and 10 permanent amphitheater employees. Parent TAZ was reduced by 135 employees that would no longer be included in

Source: Riverside Transportation Analysis Model (RIVTAM); CVAG sub-model for hotel use.

**Table 2**  
**Daily VMT for County of Riverside Region**

Year	No Project		With Project		Net VMT Change
	VMT	VMT / SP	VMT	VMT / SP	
2012	54,052,023	18.89	54,040,889	18.89	-11,134
2021	64,533,860	19.21	64,507,916	19.21	-25,944
2040	86,662,182	19.88	86,604,974	19.88	-57,208

Notes:

1. VMT = Vehicle Miles Traveled; SP = Service Population (population + employment)
2. Based on RIVTAM model permanent service population.

Source: Riverside Transportation Analysis Model (RIVTAM), CVAG sub-model.

**ATTACHMENT A**

**PROJECT TRIP GENERATION TABLE**



Source: Coachillin' Industrial Park Traffic Impact Analysis  
(Ganddini Group, Inc., December 3, 2021)

**Table 2**  
**Project Trip Generation**

Trip Generation Rates <sup>1</sup>														
Project				Weekday AM Peak			Weekday PM Peak			Weekday Daily	Saturday Mid-Day Peak			Saturday Daily
No.	Land Use	Code <sup>1</sup>	Unit <sup>2</sup>	In%	Out%	Total	In%	Out%	Total		In%	Out%	Total	
1	Coachillin Industrial Park Cultivation Building Envelope	Survey <sup>3</sup>	TSF	84%	16%	0.111	40%	60%	0.158	1.689	43%	57%	0.124	1.190
2	Coachillin Industrial Park Cultivation Employees	Survey <sup>3</sup>	EMP	84%	16%	0.166	34%	66%	0.227	2.289	41%	59%	0.165	1.427
3	Hotel	ITE 310	RM	59%	41%	0.470	51%	49%	0.600	8.360	56%	44%	0.720	8.190
4	Professional Baseball Stadium	ITE 462	ATT	75%	25%	0.020	12%	88%	0.150	1.240	7%	93%	0.230	1.240
5	Outdoor Stadium	SANDAG <sup>4</sup>	SEAT	75%	25%	0.003	12%	88%	0.024	0.200	7%	93%	0.037	0.200
6	Amphitheater Event	Project <sup>5</sup>	SEAT	0%	0%	0.000	85%	15%	0.200	0.500	15%	85%	0.213	0.500

Trips Generated														
Project			Weekday AM Peak			Weekday PM Peak			Weekday Daily	Saturday Mid-Day Peak			Saturday Daily	
No.	Land Use	Quantity <sup>2</sup>	In	Out	Total	In	Out	Total		In	Out	Total		
A	Coachillin Industrial Park Cultivation Building Envelope	2,800.000 TSF	260	50	310	176	266	442	4,729	148	199	347	3,332	
B	Coachillin Industrial Park Cultivation Employees	1,510 EMP	210	41	251	118	225	343	3,456	103	146	249	2,155	
C	Hotel	175 RM	48	34	82	54	51	105	1,463	71	55	126	1,433	
D	Professional Baseball Stadium	5,000 ATT	75	25	100	90	660	750	6,200	80	1,070	1,150	6,200	
E	Outdoor Stadium	5,000 SEAT	10	5	15	15	105	120	1,000	15	170	185	1,000	
F	Amphitheater Event	5,000 SEAT	-	-	-	850	150	1,000	2,500	160	905	1,065	2,500	
Total Project Trips with Events (B+C+F)			258	75	333	1,022	426	1,448	7,419	334	1,106	1,440	6,088	
Total Project Trips without Events (B+C)			258	75	333	172	276	448	4,919	174	201	375	3,588	

Notes:

- (1) Institute of Transportation Engineers (ITE), Trip Generation Manual, 9th Edition, 2012.
- (2) TSF = Thousand Square Feet; EMP = Employees; ATT = Attendees; SEAT = Seats
- (3) Customized trip generation rates estimated based on surveys from lot owners of their proposed operations, which includes information in regards to number of employees, shifts, visitors, deliveries, and hours of operation. Additional adjustments has been made for employee shift changes and deliveries occurring during street off-peak periods. See Appendix A.
- (4) San Diego Association of Governments (SANDAG), Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region April 2002.
- (5) A maximum of one event per day, 4 attendees (seats) riding in each vehicle which one vehicle generates 2 trip-ends per day [(1 vehicle / 4 seat) x 2 trips = 0.500 trips per seat]. No event during the weekday AM peak hour. For a weekday afternoon event, 80% of the attendees arrive during the weekday PM peak hour [(1 vehicle / 4 seat) x 80% = 0.200 PM trips per seat] with a directional split of 85% inbound and 15% outbound. For a Saturday event, 85% of the attendees arrive during the Saturday mid-day peak hour [(1 vehicle / 4 seat) x 85% = 0.213 mid-day trips per seat] with a directional split of 15% inbound and 85% outbound.