Project Scoping Form

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

Project Identification:

Case Number:	
Related Cases:	
SP No.	
EIR No.	
GPA No.	
CZ No.	
Project Name:	N Indian Canyon/19th Ave Warehouse
Project Address:	Northwest corner of Indian Canyon Drive and 19th Avenue
Project Opening Year:	
Project Description:	739, 360 square feet of Logistics Center

	Consultant:	Developer:
Name:	Urban Crossroads, Inc. - Marlie Whiteman, P.E.	Snider Interests, LLC - David Snider
Address:	1133 Camelback St., #8329	730 Arcady Rd.
	Newport Beach, CA 92658	Montecito, CA 93108
Telephone:	(714) 585-0574	
Fax/Email:	mwhiteman@urbanxroads.com	dsnider@sniderinterests.com

Trip Generation Information:

Trip Generation Data Source: TUMF High-Cube Warehouse Trip Generation Study. Prepared by WSP, 2019.

Current General Plan Land Use: Industrial

Proposed General Plan Land Use: Industrial

Current Zoning: M2 (Manufacturing Zone)

Proposed Zoning: M2 (Manufacturing Zone)

	Existing Trip Generation			Proposed Trip Generation (PCE)		
	In	Out	Total	In	Out	Total
AM Trips	0	0	0	89	29	118
PM Trips	0	0	0	44	111	155

Trip Internalization: ☐ Yes ☑ No (_____% Trip Discount)

Pass-By Allowance: ☐ Yes ☑ 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): _____

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

VMT screening justification (see Pages 24-26 of the guidelines): _____

Level of Service Scoping

- Proposed Trip Distribution (Attach Graphic for Detailed Distribution): See attached traffic scoping letter, dated November 23, 2022

North	South	East	West
%	%	%	%

- Attach list of Approved and Pending Projects that need to be considered (provided by the City of Palm Springs and adjacent agencies)
- Attach list of study intersections/roadway segments
- Attach site plan
- Not other specific items to be addressed:
  - ☑ Site access
  - ☑ On-site circulation
  - ☐ Parking
  - ☑ Consistency with Plans supporting Bikes/Peds/Transit
  - ☑ Other Driveway intersection queues, truck turns, signal warrants
- Date of Traffic Counts March & May 2022 (with 1 adjacent local intersection count in December 2022)
- 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 RIVCOM
- Attach Screening VMT Assessment output or describe why it is not appropriate for use - See #2
- Attach proposed Model Land Use Inputs and Assumed Conversion Factors (attach) - See #3

#2 - The Project is not in a TPA, a low VMT area, and is not a local serving small project.

#3 - Based on 1,030 square feet per employee, 718 employees will represent the Project

Detailed VMT Forecasting Information

Most trip-based models generate daily person trip-ends for each TAZ across various trip purposes (HBW, HBO, and NHB, for example) based on population, household, and employment variables. This may create challenges for complying with the VMT guidance because trip generation is not directly tied to specific land use categories. The following methodology addresses this particular challenge among others.

Production and attraction trip-ends are separately calculated for each zone, and generally: production trip-ends are generated by residential land uses and attraction trip-ends are generated by non-residential land uses. OPR's guidance addresses residential, office, and retail land uses. Focusing on residential and office land uses, the first step to forecasting VMT requires translating the land use into model terms, the closest approximations are:

- Residential: home-based production trips
- Office: home-based work attraction trips

Note that this excludes all non-home-based trips including work-based other and other-based other trips.

The challenges with computing VMT for these two types of trips in a trip-based model are 1) production and attraction trip-ends are not distinguishable after the PA to OD conversion process and 2) trip purposes are not maintained after the mode choice step. For these reasons, it not possible to use the VMT results from the standard vehicle assignment (even using a select zone re-assignment). A separate post-process must be developed to re-estimate VMT for each zone that includes trip-end types and trip purposes.

The procedure for extracting VMT from the model is described below:

- Re-skim final loaded congested networks for each mode and time period
- Run a custom PA to OD process that replicates actual model steps, but:
    - Keeps departure and return trips separate
    - Keeps trip purpose and mode separate
    - Converts person trips to vehicle trips based on auto occupancy rates and isolates automobile trips
    - Factors vehicle trips into assignment time periods
- Multiply appropriate distance skim matrices by custom OD matrices to estimate VMT
- Sum matrices by time period, mode, and trip purpose to calculate daily automobile VMT
- Calculate automobile VMT for individual TAZs using marginal totals:
    - Residential (home-based) - row of departure matrix plus column of return matrix
    - Office (home-based work) - column of departure matrix plus row of return matrix

Appropriateness Checks

Regardless of which method is used, the number of vehicle trips from the custom PA to OD process and the total VMT should match as closely as possible with the results from the traditional model process. The estimated results should be checked against the results from a full model run to understand the degree of accuracy. Note that depending on how each model is setup, these custom processes may or may not include IX/XI trips, truck trips, or special generator trips (airport, seaport, stadium, etc.).

When calculating VMT for comparison at the study area, citywide, or regional geography, the same methodology that was used to estimate project-specific VMT should be used. The VMT for these comparisons can be easily calculated by aggregating the row or column totals for all zones that are within the desired geography.

ATTACHMENT: TRAFFIC SCOPING LETTER

November 28, 2022

Mike Rowe
MSA Consulting, Inc.
34200 Bob Hope Drive
Rancho Mirage, CA 92270

N INDIAN CANYON/19TH AVE WAREHOUSE LOS ANALYSIS AND VMT ANALYSIS SCOPING AGREEMENT

Dear Mike Rowe:

Urban Crossroads, Inc. is pleased to submit this scoping letter to City of Palm Springs regarding the Level of Service (LOS) Analysis and VMT Screening for the proposed N Indian Canyon/19th Ave warehouse development ("Project"), which is located the northwest corner of Indian Canyon Drive and 19th Avenue in the City of Palm Springs. It is our understanding that the project consists of a logistics facility with approximately 739,360 square feet.

The remainder of this letter describes the proposed analysis methodology, Project trip generation, trip distribution, and Project traffic assignment/project trips on the surrounding roadway network. The following scoping assumptions have been prepared in accordance with the City of Palm Springs TIA Guidelines (July 2020).

A preliminary site plan for the proposed Project is shown on Exhibit 1. Exhibit 2 depicts the location of the proposed project in relation to the existing roadway network. It is anticipated that the Project would be fully developed by year 2024. Access to the Project will be provided along Indian Canyon Drive and 19th Avenue. There are two right-in/right-out access driveways and one full access driveway along Indian Canyon Drive. The proposed full access driveway along 19th Avenue will be utilized by truck traffic only.

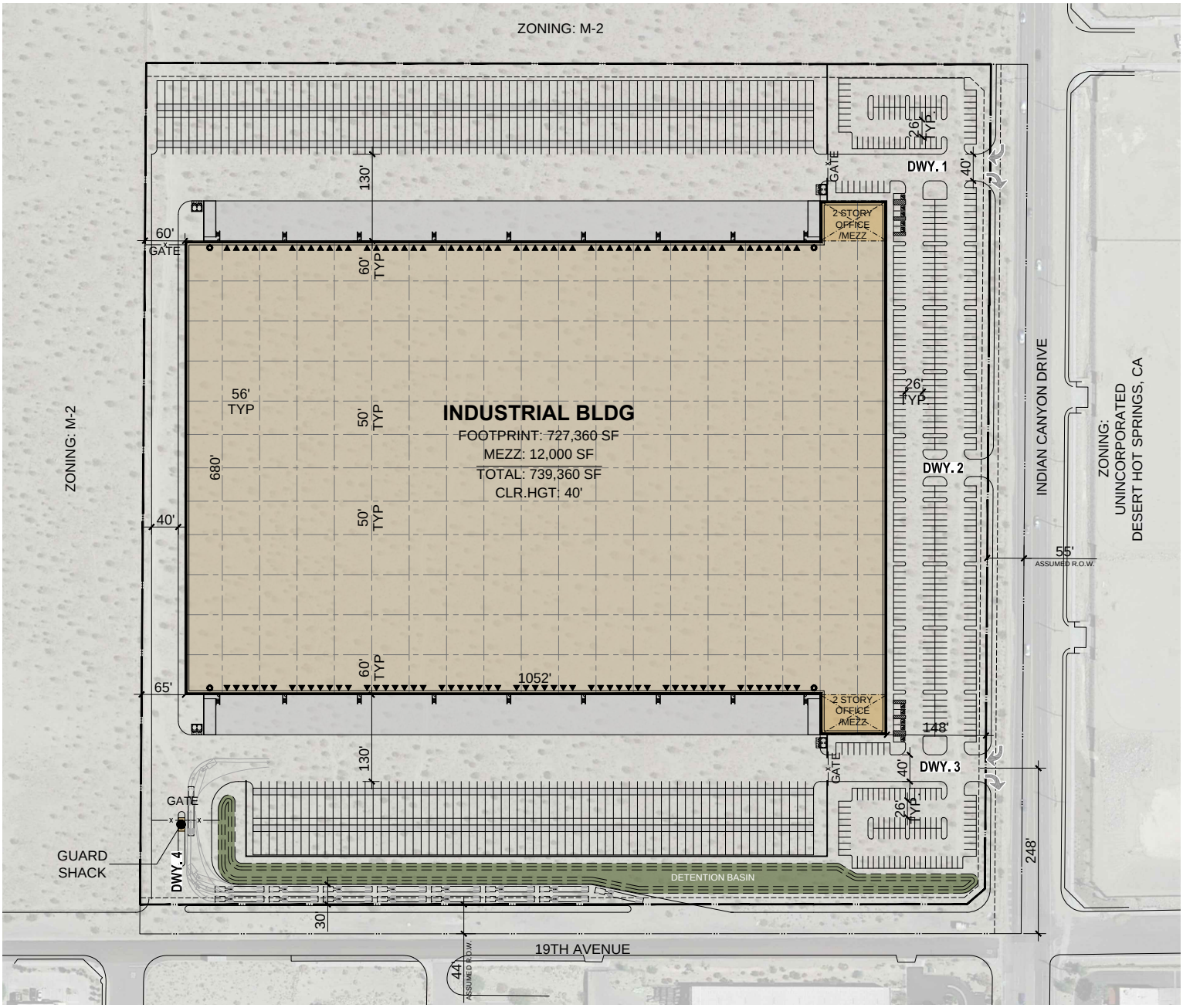
TRIP GENERATION

In order to develop the traffic characteristics of distribution center, trip-generation statistics published in the *TUMF High-Cube Warehouse Trip Generation Study* (WSP, January 29, 2019) are used. The purpose of WSP 2019 study was to gather enough data to develop reliable trip generation rates for centers for use in traffic impact studies in the Inland Empire.

Table 1 shows the vehicle trip generation rates (actual) for the Project, as well as the vehicle trip generation summary with daily and peak hour trip generation estimates.

Table 2 presents the passenger-car-equivalent (PCE) trip generation rates for the Project with the resulting PCE daily and peak hour trip generation estimates.

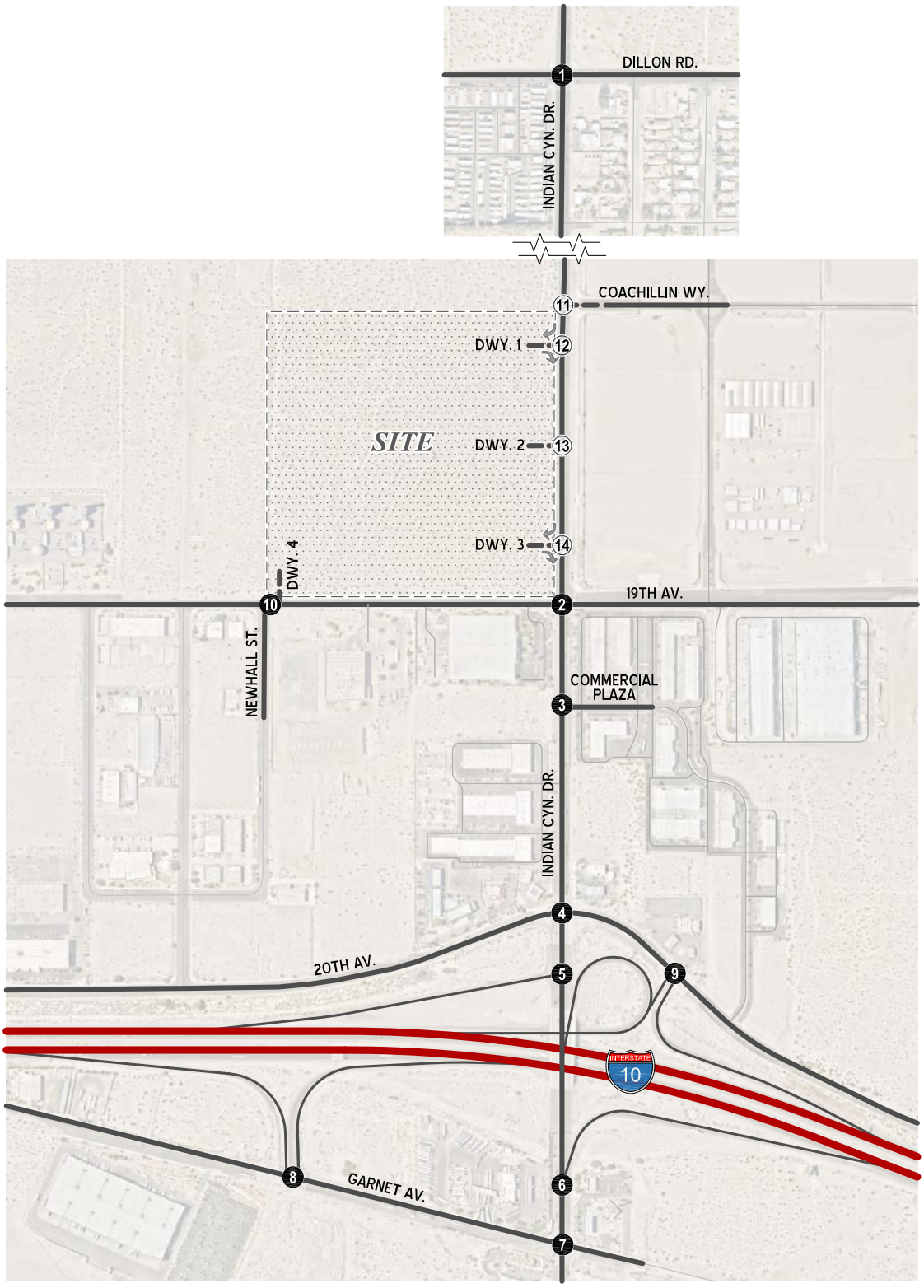
EXHIBIT 1: PRELIMINARY SITE PLAN



LEGEND:

▪ RIGHT-IN/RIGHT-OUT ONLY

EXHIBIT 2: TRAFFIC ANALYSIS STUDY AREA



LEGEND:

10 = EXISTING ANALYSIS LOCATION
4 = FUTURE ANALYSIS LOCATION
= RIGHT-IN/RIGHT-OUT ONLY
= FUTURE ROADWAY

N

01 - scope.dwg

TABLE 1: PROJECT TRIP GENERATION SUMMARY - ACTUAL VEHICLES

Project Trip Generation Rates

Land Use	ITE LU Code	Quantity[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
High-Cube Warehouse[2]	--	739.360 TSF	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2 to 4-Axle Trucks			0.006	0.002	0.008	0.003	0.008	0.011	0.162
5+-Axle Trucks			0.008	0.003	0.011	0.003	0.007	0.010	0.217

Project Trip Generation Results

Land Use	ITE LU Code	Quantity[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
High-Cube Warehouse	--	739.360 TSF							
- Passenger Cars			58	18	76	30	77	107	1,294
- Truck Trips									
2 to 4-Axle Trucks			*4*	*1*	*5*	*2*	*6*	*8*	*120*
5+-Axle Trucks			*6*	*2*	*8*	*2*	*5*	*7*	*160*
- Net Truck Trips (Actual Vehicles)			10	3	13	4	11	15	280
TOTAL TRIPS (ACTUAL VEHICLES)[4]			68	21	89	34	88	122	1,574

[1] TSF = Thousand Square Feet

[2] Source: *TUMF High-Cube Warehouse Trip Generation Study*. Prepared by WSP, January 2019.
AM/PM peak hour (in/out) splits are estimated from ITE 154 (High-Cube Transload & Short-Term Storage Warehouse)

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

[4] High-Cube Warehouse Subtotal (Actual Vehicles) = Passenger Cars + Net Truck Trips (Actual Trucks).

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TABLE 2: PROJECT TRIP GENERATION SUMMARY - PASSENGER CAR EQUIVALENTS (PCE)

Project Trip Generation Rates

Land Use	ITE LU Code	Quantity[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
High-Cube Warehouse[2]	-	739.360 TSF	0.121	0.039	0.160	0.058	0.149	0.207	2.887
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2 to 4 Axle Trucks (PCE = 3.0)			0.018	0.006	0.024	0.009	0.024	0.033	0.486
5+-Axle Trucks (PCE = 3.0)			0.024	0.009	0.033	0.009	0.021	0.030	0.651

Project Trip Generation Results

Land Use	ITE LU Code	Quantity[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
High-Cube Warehouse	--	739.360 TSF							
- Passenger Cars			58	18	76	30	77	107	1,294
- Truck Trips									
2 to 4 Axle Trucks (PCE = 3.0)			*13*	*4*	*17*	*7*	*18*	*25*	*359*
5+-Axle Trucks (PCE = 3.0)			*18*	*7*	*25*	*7*	*16*	*23*	*481*
- Net Truck Trips (PCE)[4]			31	11	42	14	34	48	840
TOTAL TRIPS (PCE)[5]			89	29	118	44	111	155	2,134

[1] TSF = Thousand Square Feet

[2] Source: *TUMF High-Cube Warehouse Trip Generation Study* . Prepared by WSP, January 2019.
AM/PM peak hour (in/out) splits are estimated from ITE 154 (High-Cube Transload & Short-Term Storage Warehouse)

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

[4] PCE = Passenger Car Equivalent
For high-cube warehouse uses, 2 to 5-axle vehicle PCE equivalent of 3 has been utilized consistent with the TUMF High-Cube Warehouse Trip Generation Study (2019).

[5] High-Cube Warehouse Subtotal (PCE) = Passenger Cars + Net Truck Trips (PCE).

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As shown on Table 1, the Project is anticipated to generate a total of 1,574 (actual) vehicle trip-ends per day with 89 AM (actual) peak vehicle hour trips and 122 PM (actual) peak hour vehicle trips.

Refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips between passenger cars and trucks. Trip generation for heavy trucks was further subdivided by truck type (or number of axles). Passenger Car Equivalent (PCE) factors were then applied to the trip generation rates for heavy trucks.

PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses.

As shown on Table 2, the Project is anticipated to generate a total of 2,134 PCE trip-ends per day, 118 PCE AM peak hour trips and 155 PCE PM peak hour trips.

TRIP DISTRIBUTION AND TRIP ASSIGNMENT

The trip distribution pattern is heavily influenced by the geographical location of the site, the location of surrounding uses, and the proximity to the regional freeway system. Exhibits 3A and 3B show the heavy truck trip distribution patterns for inbound and outbound conditions, respectively. As shown on Exhibit 3A, truck inbound traffic from the I-10 freeway is oriented to the 19th Avenue entrance located at the southwest corner of the site.

Exhibits 4A and 4B show the passenger car trip distribution patterns for inbound and outbound conditions, respectively. As shown on Exhibit 4A, passenger car inbound traffic from the I-10 freeway is oriented to the Project central driveway on Indian Canyon Drive

Based on the identified Project traffic generation and trip distribution patterns for heavy trucks and passenger cars, Project peak hour intersection turning movement PCE volumes and daily PCE volumes are shown on Exhibit 5.

GENERAL PLAN CIRCULATION ELEMENT

The City of Palm Springs General Plan Circulation Element is depicted on Exhibit 6, while the accompanying roadway cross-sections are presented on Exhibit 7.

The City of Desert Hot Springs General Plan Circulation Element is also provided on Exhibit 8, with the accompanying roadway cross-sections presented on Exhibit 9.

ANALYSIS SCENARIOS

Consistent with the City's TA guidelines, intersection analysis will be provided for the following analysis scenarios:

- Existing (2022) Conditions
- Existing Plus Project Conditions
- Background Conditions: Existing plus Ambient plus Cumulative (EAC) (2024)
- Background Plus Project Conditions: Existing plus Ambient plus Project plus Cumulative (EAPC) (2024)

EXHIBIT 3A: PROJECT TRUCK (INBOUND) TRIP DISTRIBUTION

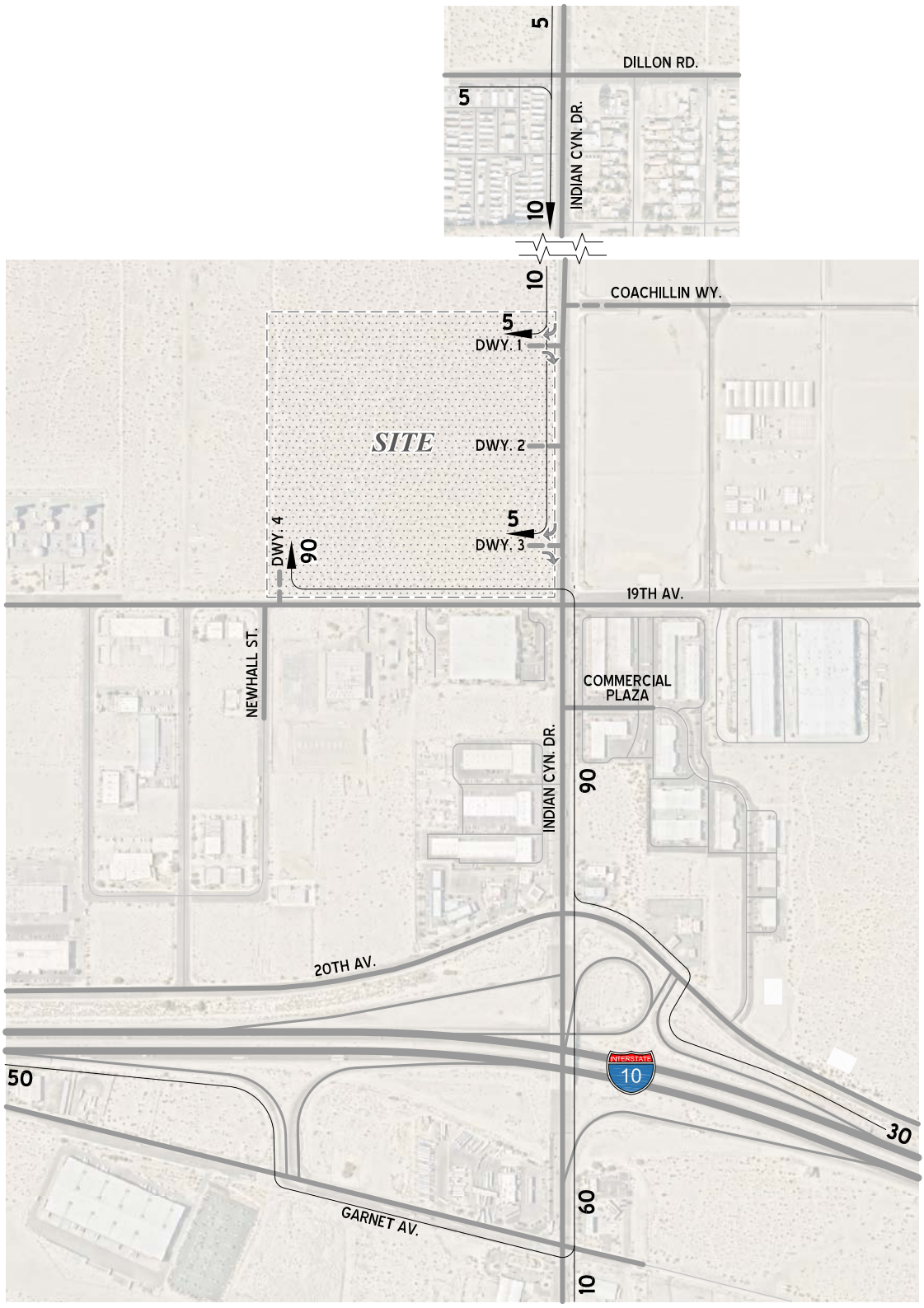


EXHIBIT 3B: PROJECT TRUCK (OUTBOUND) TRIP DISTRIBUTION

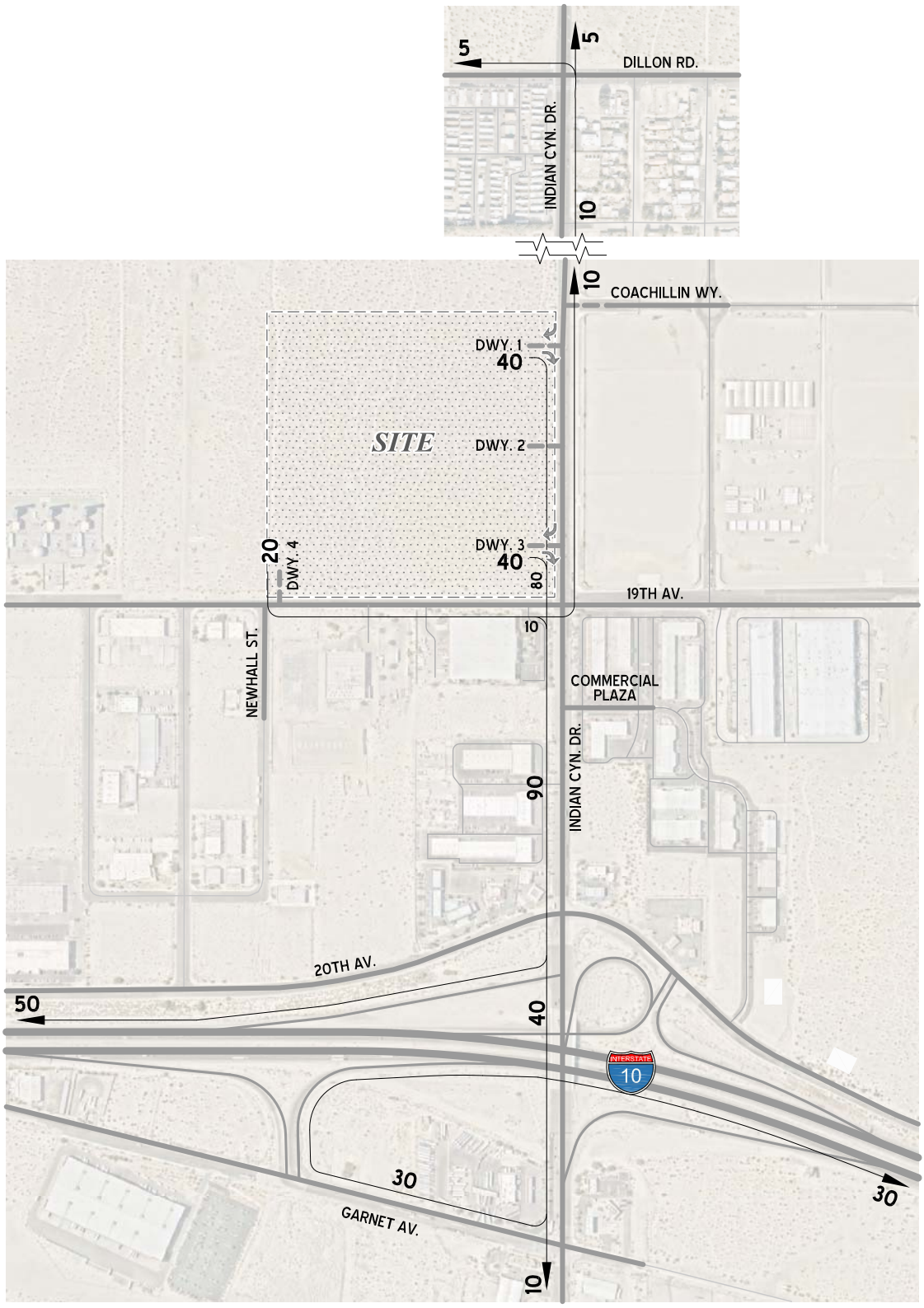


EXHIBIT 4A: PROJECT PASSENGER CAR (INBOUND) TRIP DISTRIBUTION

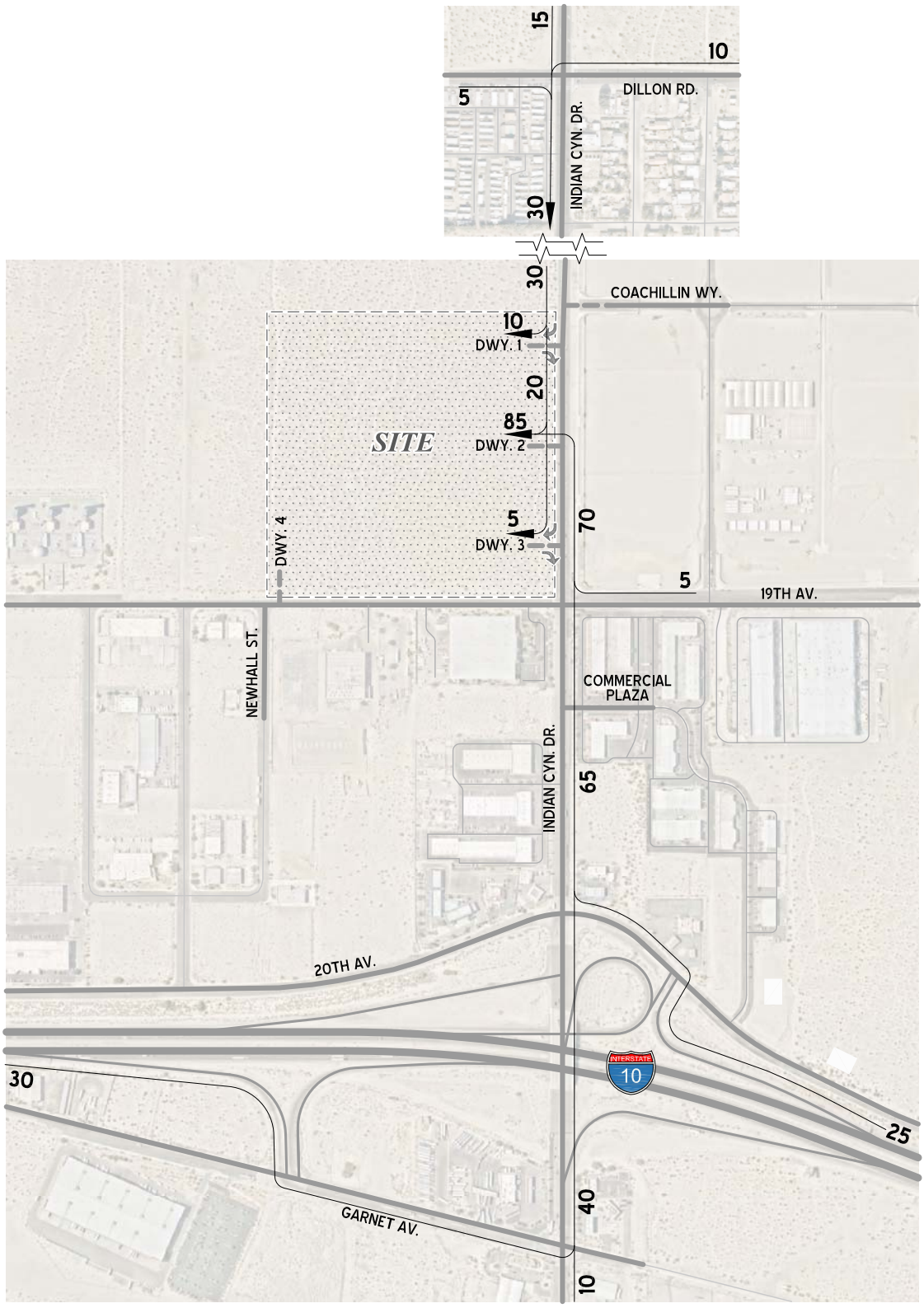


EXHIBIT 4B: PROJECT PASSENGER CAR (OUTBOUND) TRIP DISTRIBUTION

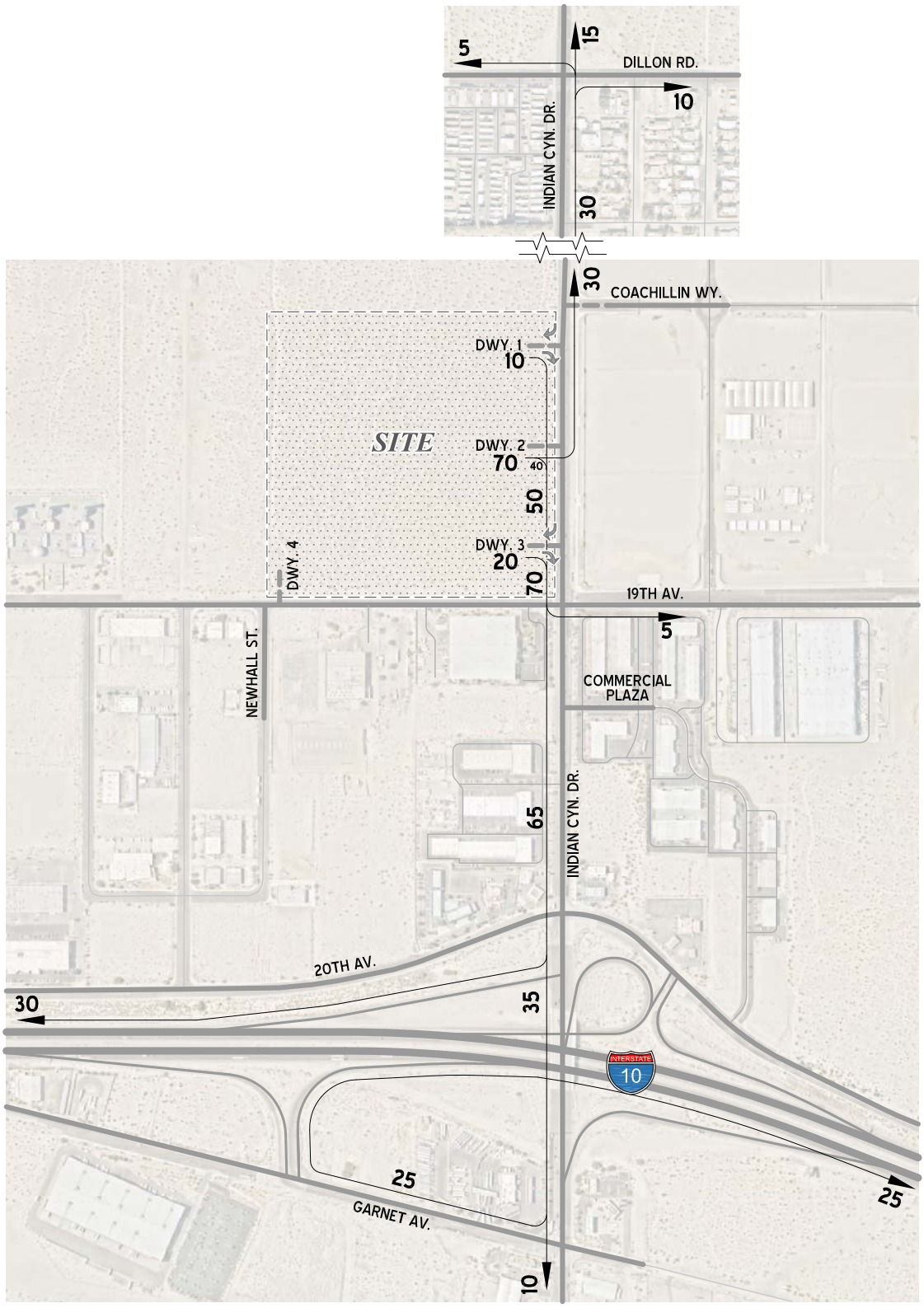
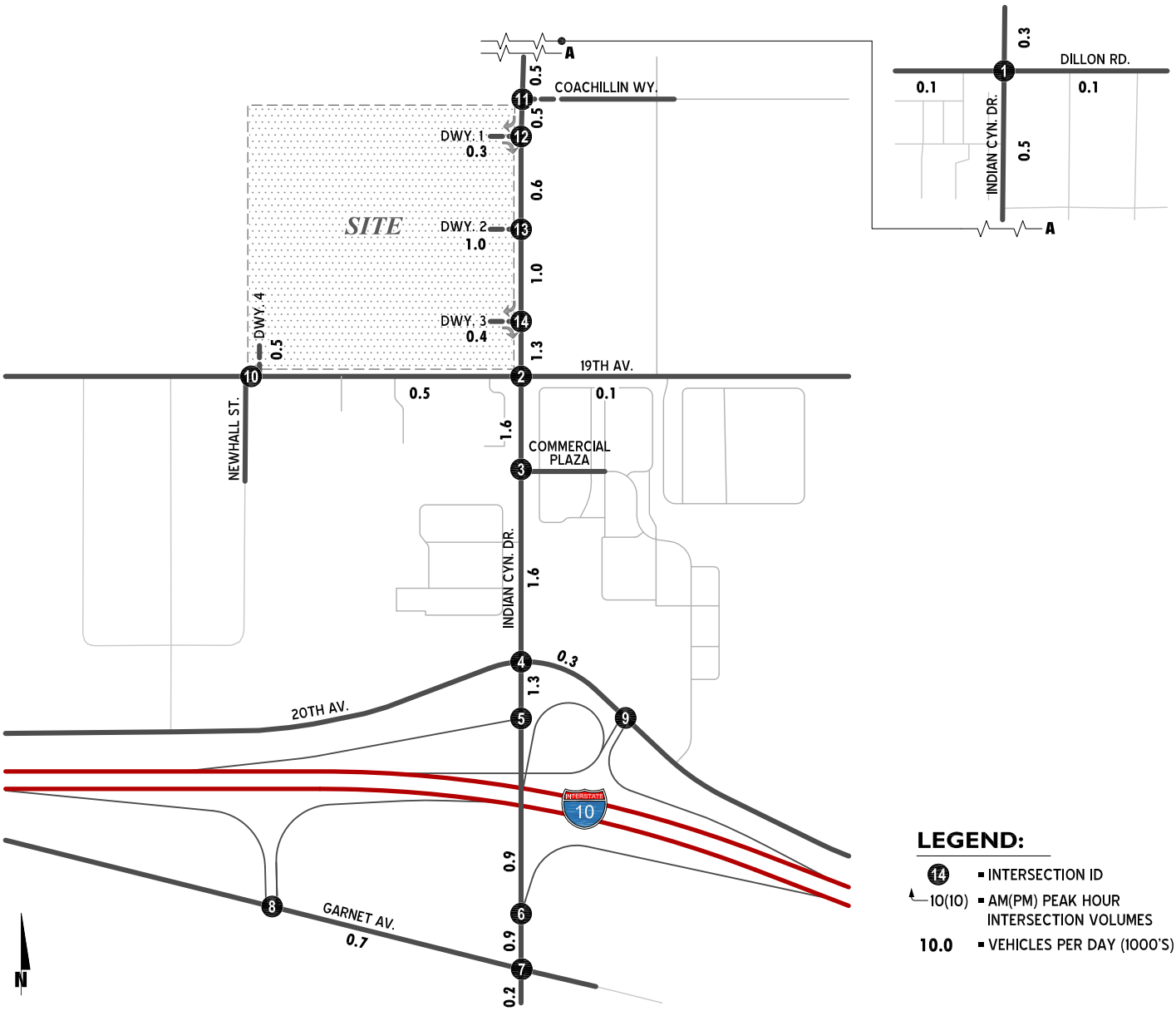
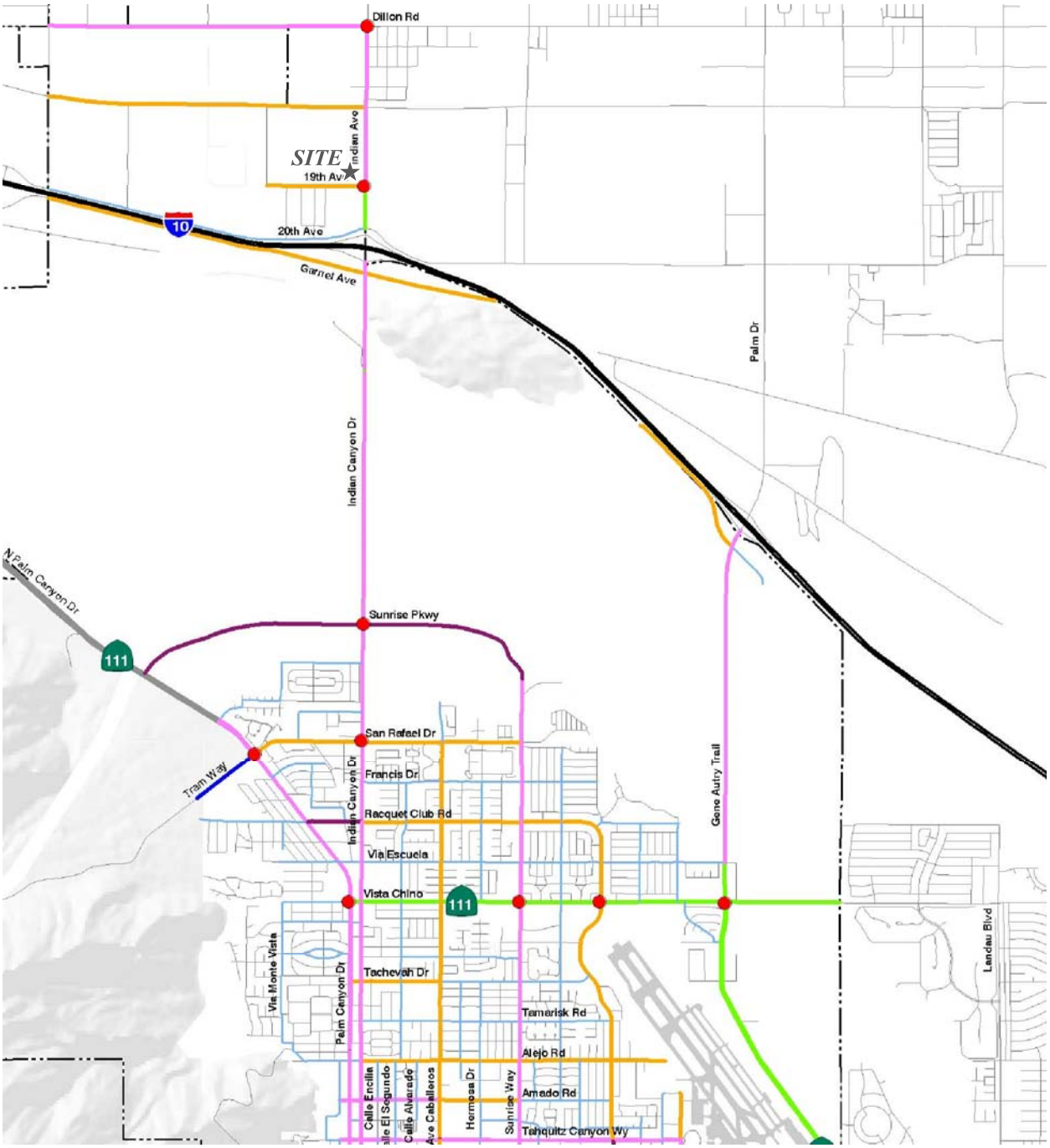


EXHIBIT 5: PROJECT ONLY TRAFFIC VOLUMES



1 Indian Cyn. Dr. & Dillon Rd.	2 Indian Cyn. Dr. & 19th Av.	3 Indian Cyn. Dr. & Commercial Plaza	4 Indian Cyn. Dr. & 20th Av.	5 Indian Cyn. Dr. & I-10 WB On-Ramps	6 Indian Cyn. Dr. & I-10 EB On-Ramp	7 Indian Cyn. Dr. & Garnet Av.
8 I-10 EB Ramps & Garnet Av.	9 I-10 WB Ramps & 20th Av.	10 Newhall St. - Dwy. 4 & 19th Av.	11 Coachillin Wy. & Indian Av.	12 Dwy. 1 & Indian Av.	13 Dwy. 2 & Indian Av.	14 Dwy. 3 & Indian Av.

EXHIBIT 6: CITY OF PALM SPRINGS CIRCULATION PLAN



SOURCE: CITY OF PALM SPRINGS GENERAL PLAN (2007)

LEGEND:

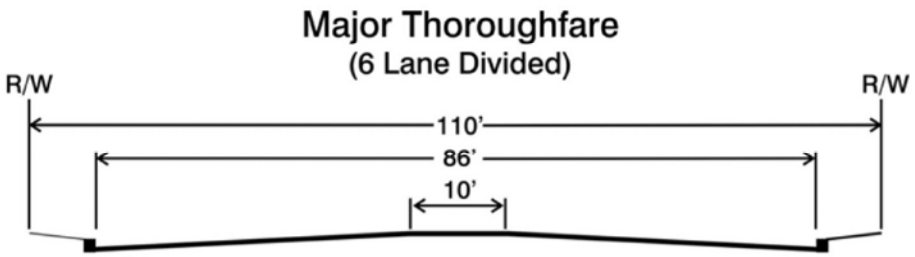
- Freeway
- Expressway
- Major Thoroughfare (6 - lane divided)
- Major Thoroughfare (4 - lane divided)
- Secondary Thoroughfare (4 - lane divided)
- Secondary Thoroughfare (4 - lane undivided)
- Collector (2 - lane divided)
- Collector (2 - lane undivided)
- Local

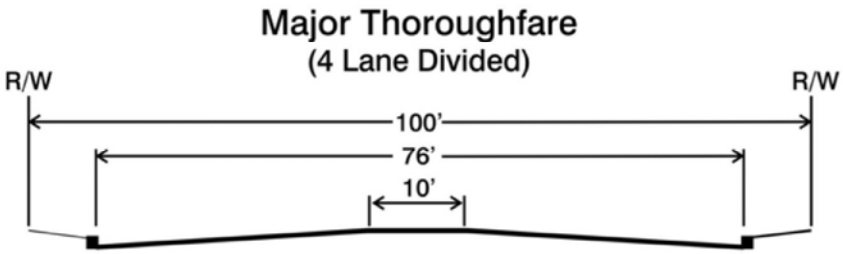
- City Boundary
- Sphere of Influence
- Critical Intersection*

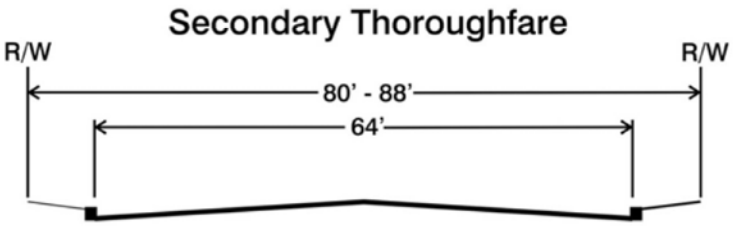
*Intersection improvements required to maintain acceptable LOS.

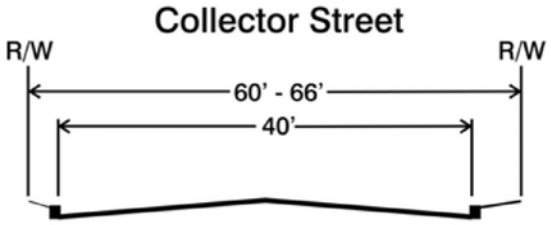
N

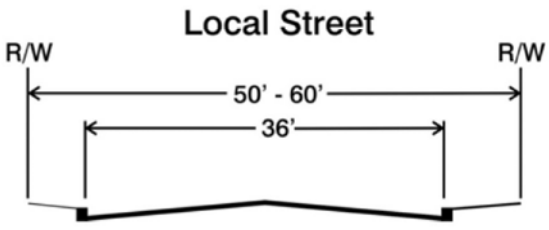
EXHIBIT 7: CITY OF PALM SPRINGS TYPICAL STREET CROSS-SECTIONS





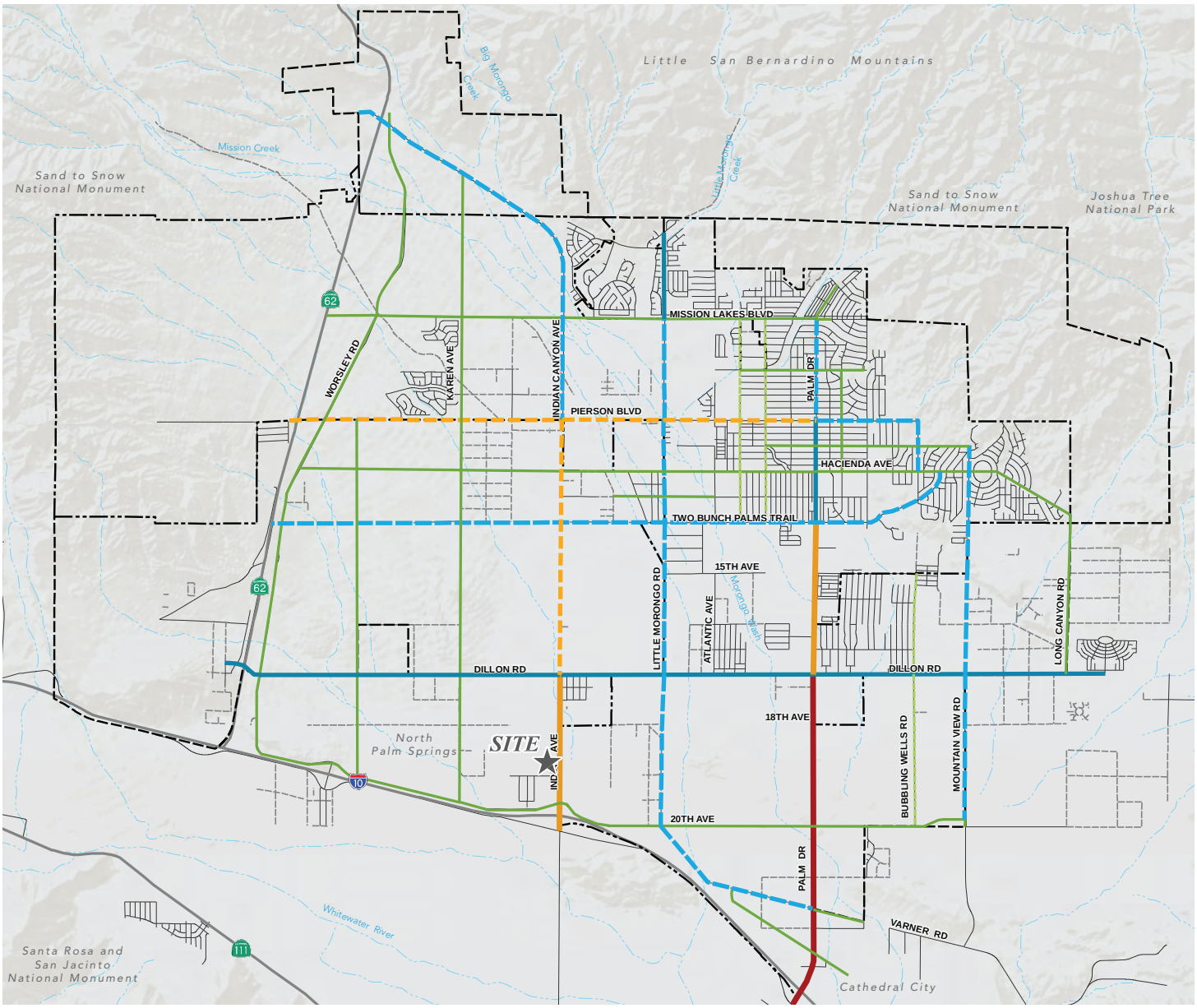






SOURCE: CITY OF PALM SPRINGS GENERAL PLAN (2007)

EXHIBIT 8: CITY OF DESERT HOT SPRINGS ROADWAYS PLAN



SOURCE: CITY OF DESERT HOT SPRINGS GENERAL PLAN (MAY 2020)

Road Classifications

- Urban Arterial
- Primary I
- Primary II
- Secondary I
- Secondary II
- Collector
- Local Collector

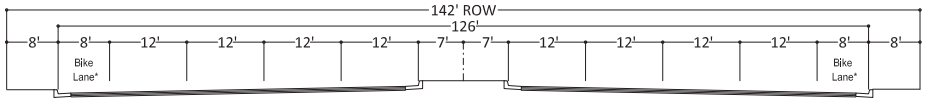
Base Map Features

- City Boundary
- Sphere of Influence
- Water Courses

N

EXHIBIT 9: CITY OF DESERT HOT SPRINGS GENERAL PLAN ROADWAY CROSS-SECTIONS

Urban Arterial
8-Lanes Divided
No Parking
With Protected Bike Lane

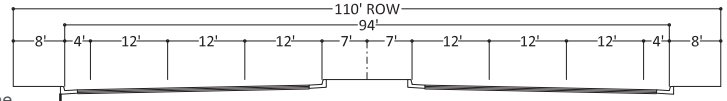


*See Enhanced Bike Lane Detail

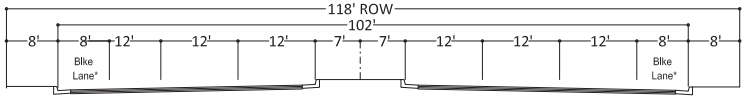
ENHANCED BIKE LANE DETAIL:

* Buffered bike lanes include painted buffer.
Protected bike lanes may include safety bollards or a landscaped median.

Primary I
6-Lanes Divided
No Parking
With or Without Protected Bike Lane

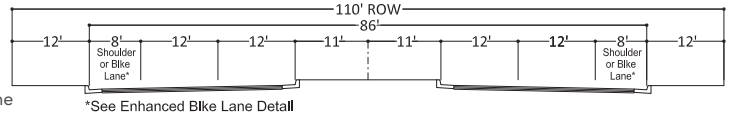


Note: Without Protected Bike Lane (Indian Canyon Drive between I-10 and Dillon Road)



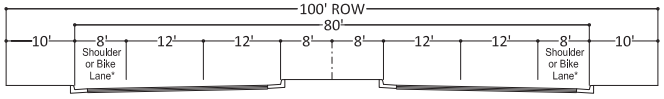
Note: With Protected Bike Lane (Palm Drive between Dillon Road and Two Bunch Palms Trail)
*See Enhanced Bike Lane Detail

Primary II
4-Lanes Divided
No Parking
With or Without Protected Bike Lane



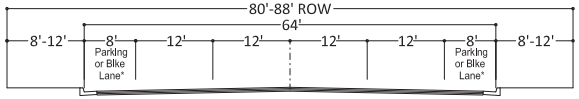
*See Enhanced Bike Lane Detail

Secondary I
4-Lanes Divided
No Parking
With Protected Bike Lane

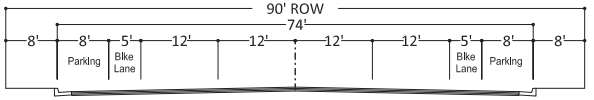


*See Enhanced Bike Lane Detail

Secondary II
4-Lanes Undivided
On-Street Parking
With or Without Dedicated Bike Lane

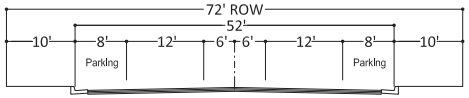


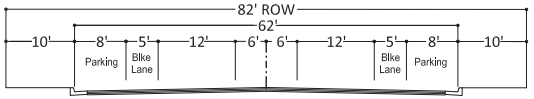
Note: With Parking or Bike Lane
*See Enhanced Bike Lane Detail



Note: With Parking and Bike Lane

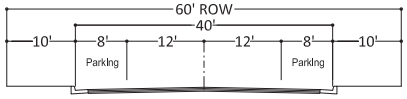
Collector
2-Lanes Undivided
On-Street Parking
With or Without Dedicated Bike Lane

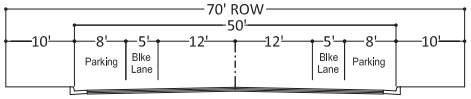




Note: With Parking and Bike Lane

Local Collector
2-Lanes Undivided
On-Street Parking
With or Without Dedicated Bike Lane





Note: With Parking and Bike Lane

SOURCE: CITY OF DESERT HOT SPRINGS GENERAL PLAN (MAY 2020)

STUDY AREA

The traffic impact study area was defined in conformance with the requirements of City of Palm Springs TIA Guidelines. Consistent with the City's TIA guidelines, study area intersections have been identified for the Project based on the contribution of 50 or more peak hour trips. Based on this criterion, anticipated trip generation and trip distribution, the following intersections will be evaluated:

#	Intersection	#	Intersection
1	Indian Cyn. Dr. / Dillon Rd.	8	I-10 Eastbound Ramps / Garnet Av.
2	Indian Cyn. Dr. / 19th Avenue	9	I-10 Westbound Ramps / 20th Av.
3	Indian Cyn. Dr. / Commercial Plaza	10	Newhall St. - Dwy. 4 / 19th Av.
4	Indian Cyn. Dr. / 20th Avenue	11	Indian Cyn. Dr. / Coachillin Wy.
5	Indian Cyn. Dr. / I-10 Westbound On-Ramp	12	Indian Cyn. Dr. / Dwy. 1
6	Indian Cyn. Dr. / I-10 Eastbound On-Ramp	13	Indian Cyn. Dr. / Dwy. 2
7	Indian Cyn. Dr. / Garnet Avenue	14	Indian Cyn. Dr. / Dwy. 3

Exhibit 2 identifies the proposed study area intersection analysis locations.

LEVEL OF SERVICE (LOS) CRITERIA

Per the City of Palm Springs's General Plan, LOS D as the threshold for acceptable traffic conditions on the circulation network.

PREFERRED ANALYSIS METHODOLOGY

For the purposes of this analysis, signalized intersection operations analysis will be based on the methodology described in the Highway Capacity Manual (6th Edition). Intersection LOS operations are based on an intersection's average control delay. Unsignalized intersections will be evaluated using the methodology described in the HCM 6th Edition. At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane.

TRAFFIC COUNTS

For the intersection of Newhall Street/19th Avenue, traffic count data will be collected in December during the AM peak period of 7:00 AM to 9:00 AM and PM peak period of 4:00 PM to 6:00 PM. For the remaining existing study intersections, traffic count data collected in March and May 2022 will be utilized.

The City of Palm Springs experiences seasonal population variations over the course of the year, with relatively higher populations during the winter months from January to the end of

March. To compensate for the discrepancy, counts not taken during this peak winter period (January 2 to March 31) require seasonal adjustments. Counts taken in May and December will be adjusted to estimate peak season.

CUMULATIVE DEVELOPMENT TRAFFIC

It is requested that City staff review the list of cumulative development projects (shown on Exhibit 10 and listed on Table 3) for inclusion in the traffic study. Consistent with other studies performed in the area, an ambient growth rate of 2% per year will be utilized as a minimum if necessary. The rate will be compounded over a 2-year period (i.e., 1.022years = 1.0404 or 4.04%) for Interim Year (2024) conditions.

SPECIAL ISSUES

The following issues will also be addressed as part of the Traffic Analysis (TA):

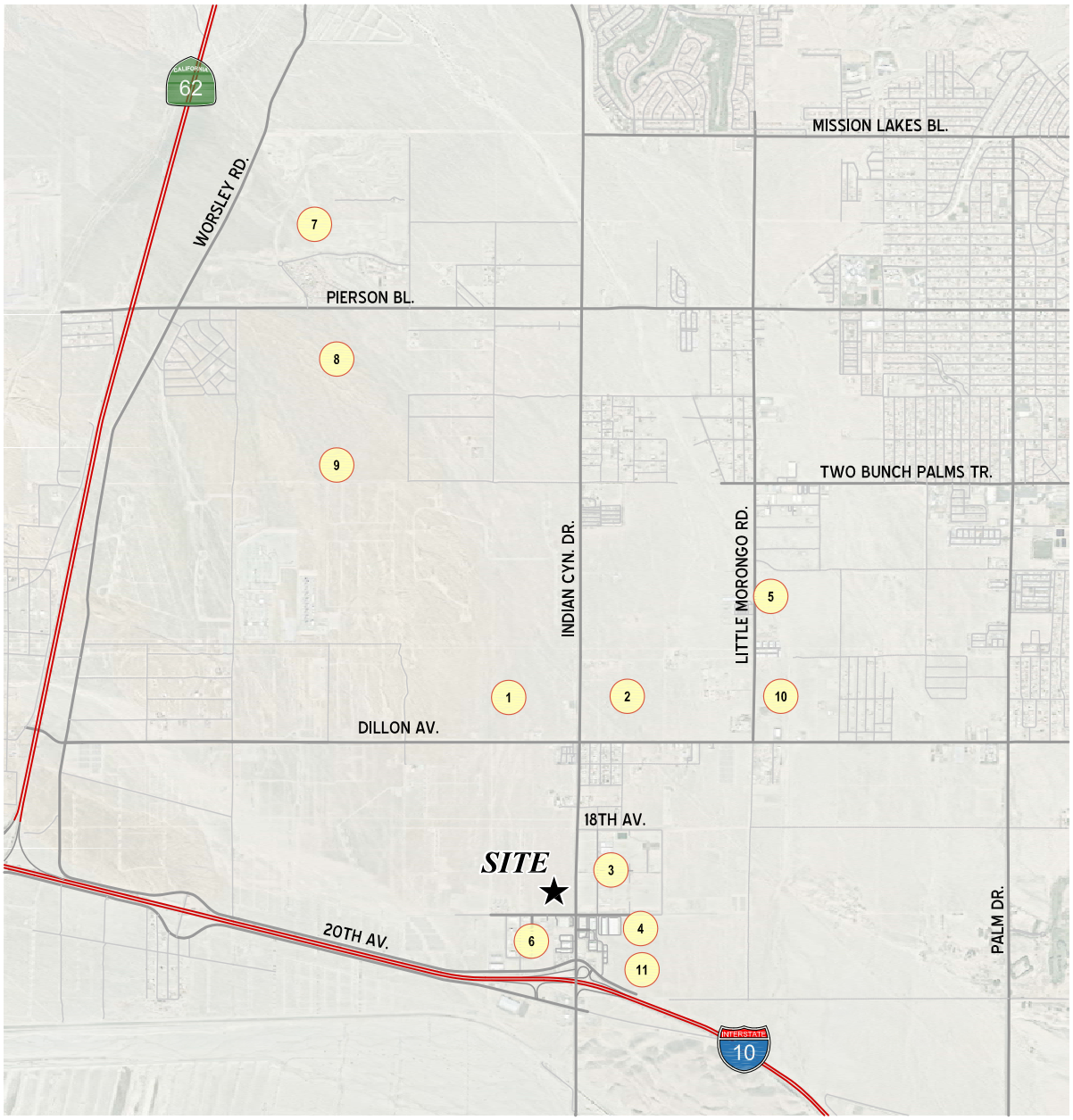
- *Traffic Signal Warrant Analysis:* Signal warrant analysis will be prepared for all unsignalized study area intersections that allow for full access (no traffic signal warrants to be performed for restricted access locations due to infeasibility of installing a signal at these types of locations).
- *Improvements:* Based on the traffic analysis results, the TA will indicate new improvement requirements and fair share contribution for the proposed Project.
- *Queuing Analysis:* The analysis will identify the necessary lengths of turn pockets with storage and appropriate turn pocket transitions which adheres to the General Plan roadway classifications for the site adjacent roadways.
- *Truck Turns:* Evaluation of how project truck traffic (e.g., large trucks) would enter and exit the Project site will be provided. Potential impacts resulting from turning maneuvers by large trucks entering and exiting the site, along with diagrams demonstrating the feasibility of such maneuvers at site access driveways if necessary, will be identified.
- *Vehicle Miles Traveled (VMT):* VMT analysis will be conducted in accordance with City guidelines.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

Urban Crossroads will evaluate the Project in terms of City of Palm Springs screening criteria for vehicle miles traveled (VMT). The Project is not anticipated to "screen out", so full VMT analysis is likely to be necessary.

Baseline and Cumulative scenarios will evaluate two types of VMT using RIVCOM: (1) project generated VMT per service population and comparing it back to the appropriate benchmark noted in the City's thresholds of significance, and (2) the project effect on VMT, comparing how the project changes VMT on the network looking at a sub-regional VMT per service population and comparing it to the no project condition.

EXHIBIT 10: CUMULATIVE DEVELOPMENT LOCATION MAP



LEGEND:

(#) = CUMULATIVE DEVELOPMENT ID

N

TABLE 3: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

ID	Project Name	Land Use[1]	Quantity	Units[2]
1	Angel View Salvage & Recycling Facility	Gen. Light Industrial	13.650	TSF
		Factory Outlet Center	9.000	TSF
		General Office	3.600	TSF
2	Cultivation Center	Nursery (Wholesale)	38.00	AC
3	Coachillin	Marijuana Cultivation and Processing Facility	2,772.487	TSF
		Commercial/Dispensary/Restaurant	27.513	TSF
		Coachillin Subtotal	2,800.000	TSF
4	Blackstar Industrial Properties	Business Park	621.920	TSF
5	DHS Light Industrial w/ Cannabis Overlay	Marijuana Cultivation and Processing Facility	116.00	TSF
6	Palm Springs Business Park	Business Park	37.874	TSF
7	Skyborne Active Adult Community at Stoneridge	Senior Adult Housing - Detached	1,141	DU
		SFDR	801	DU
		Clubhouse	5.000	TSF
8	Vista Rosa Residential (Phase 1)	Senior Adult Housing - Detached	702	DU
		Passive Parks	21.78	AC
9	PM32692	SFDR	3	DU
10	Oxford Properties Cultivation Center	Nursery (Wholesale)	70.26	AC
11	Desert Gateway	High-Cube Warehouse	1059.240	TSF
		Hotel	150	OCC RM
		Commercial Retail	42.00	TSF

[1] SFDR = Single Family Detached Residential

[2] DU = Dwelling Unit; RM = Room; TSF = Thousand Square Feet; AC = Acre; OCC RM = Occupied Room

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Project-generated VMT will be extracted from the travel demand model using the origin-destination trip matrix and will multiply that matrix by the final assignment skims, then divided by Service Population. The project-effect on VMT will be estimated using a sub-regional boundary and extracting the total link-level VMT for both the no project and plus project condition.

Daily vehicle trips are specifically related to on-road passenger vehicles (cars and light trucks) in accordance with OPR guidelines. The topics of goods movement and heavy truck activity are not the emphasis of VMT impact assessments.

Please review this scoping agreement let us know if it is acceptable, or if the City requests any changes to this proposed scope of work. If you have any questions, please contact John Kain at (949) 375-2435 or Marlie Whiteman (714) 585-0574.

Respectfully submitted,

URBAN CROSSROADS, INC.

John Kain, AICP
Principal

Marlie Whiteman, PE
Senior Associate