



August 3, 2022

Mr. Amir Butt
4300 Edison Avenue
Chino, California 91710

RE: Beyond Food Mart (Indian Canyon & Pierson) Vehicle Miles Traveled (VMT) Screening Assessment
Project No. 19543

Dear Mr. Butt:

Ganddini Group, Inc. is pleased to provide this Vehicle Miles Traveled (VMT) Screening Assessment for the proposed Beyond Food Mart (Indian Canyon & Pierson) in the City of Desert Hot Springs. The purpose of this screening assessment is to provide a preliminary review of the proposed project's potential for vehicle miles traveled (VMT) impacts with respect to California Environmental Quality Act (CEQA) requirements. We trust the findings of this analysis will aid you and the City of Desert Hot Springs in assessing the project.

PROJECT DESCRIPTION

The 3.99-acre project site is located at northwest corner of the Indian Canyon Drive and Pierson Boulevard intersection in the City of Desert Hot Springs California. The project site is zoned MU-N (Mixed Use – Neighborhood) and currently undeveloped. The proposed project involves construction of a commercial development consisting of a convenience store/gas station (7,460 square foot) including drive through window and 16 vehicle fueling positions, one automated car wash tunnel (1,790 square foot), and two-2,000 square foot quick-service-restaurants with drive through windows (4,000 square feet). Vehicular access is proposed to be provided by two driveways at Indian Canyon Drive and one driveway at Pierson Boulevard. The proposed site plan is shown in Attachment A.

PROJECT TRIPS

Table 1 shows the proposed project trips based on trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) for Land Use Code 945 (Convenience Store Gas Station), Land Use Code 948 (Automated Car Wash), and Land Use Code 934 (Fast-food Restaurant with Drive Through Window). The project trips calculated from the ITE land use code 945 which apply by either square footage or fuel positions varies by more than 25%; therefore, an average of the resulting trips has been calculated for use on this project. Applicable internal capture and pass-by trip reductions as prescribed in the ITE *Trip Generation Handbook* (3rd Edition, 2017) have been applied to the net trip generation. Internal capture worksheets are included in Attachment B.

As shown in Table 1, the proposed project is forecast to result in a total of approximately 9,218 new daily trips, including 227 new trips during the AM peak hour and 233 new trips during the PM peak hour.

VEHICLE MILES TRAVELED SCREENING CRITERIA (CEQA)

Transportation assessments within the City of Desert Hot Springs use the County of Riverside Transportation Guidelines. The VMT screening assessment has been prepared in accordance with the County of Riverside

Transportation Analysis Guidelines for Level of Service & Vehicle Miles Traveled, (December 2020) [County Guidelines], which were developed based on guidance from the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) [“OPR Technical Advisory”]. The County Guidelines identify screening criteria for certain types of projects that typically reduce VMT and may be presumed to result in a less than significant VMT impact. The project need only satisfy one of the following screening criteria:

- Small Projects
 - Projects generate less greenhouse gas emissions than threshold criteria¹
 - Projects with trip generate less than net new 110 daily vehicle² trips (ADT)
- Projects near High Quality Transit
 - Projects located within one-half mile radius of major transit stop³ or high-quality transit corridor⁴
- Local Servicing Retail
 - Retail land use projects no single store on-site exceeds 50,000 square feet
- Affordable Housing
 - High percentage of lower-income housing as determined by County Planning and Transportation
- Local Essential Service
 - Local serving Day Care Center
 - Police or Fire Facility
 - Medical/Dental Office Building less than 50,000 square feet
 - Government Offices
 - Local or Community Parks
- Map Based Screening
 - Site location can be verified with the web-based or map-based VMT Screening Tool⁵
- Redevelopment Projects
 - Existing project expansion and redevelopment projects up to 10,000 square feet⁶

1. Based on South Coast Air Quality Management District (SCAQMD) threshold of greenhouse gas (GHG) emissions, projects generating greenhouse gas emissions less than 3,000 Metric Tons of Carbon Dioxide Equivalent (MTC02e) per year may be presumed to result in a less than significant VMT impact.

2 As noted in OPR Technical Advisory, the term vehicle refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty trucks should only be included in a traffic impact analysis for modeling convenience and ease of calculation (e.g., where data provided combine auto and heavy freight VMT) (CEQA Guidelines, § 15064.3, subd. (a)). Therefore, heavy-duty trucks should not contribute to a finding of significant traffic (VMT) impact.

3 A major transit stop is defined as an existing rail transit station, ferry terminal with bus or rail service, or the intersection of two or more major bus routes with less than 15-minute headways during the peak commute hours (Pub. Resources Code, § 21064.3.).

4 Fixed route bus service with less than 15-minute headways during the peak commute hours (Pub. Resources Code, § 21155).

5 The WRCOG VMT Screening Tool was developed from the Riverside Transportation Analysis Model (RIVTAM) travel forecasting model to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs).

6 As noted in OPR Technical Advisory, CEQA provides a categorical exemption for existing facilities and additions to existing structures up to 10,000 square feet so long as the project is in an area where public infrastructure is available to allow for maximum planning development and the project is not in an environmentally sensitive area (CEQA Guidelines, § 15301, subd. (e)(2)).

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LOCAL SERVING RETAIL SCREENING

The County Guidelines identifies local-serving retail land uses as presumed to have less than significant VMT impacts for the retail portion of the project. For the determination of local-serving, the retail land use should not exceed 50,000 square feet of gross floor area. For mixed use projects with retail land uses less than 50,000 square feet, the remaining portion of the project excluding the retail land use may be subject to further VMT screening or analysis. For projects with retail land uses greater than 50,000 square feet, the project in its entirety will need to evaluate the project's VMT impact.

The proposed project consists of less than 50,000 square feet of local serving retail uses; therefore, the proposed project satisfies the County-established retail project site plan screening criteria and may be presumed to result in a less than significant VMT impact.

CONCLUSIONS

The proposed project consists of 13,250 square feet commercial retail which is forecast to result in a new increase of approximately 9,218 daily trips, including 227 trips during the AM peak hour and 233 trips during the PM peak hour.

The proposed project consists of less than 50,000 square feet of local serving retail uses; therefore, the proposed project satisfies the County-established retail project site plan screening criteria and may be presumed to result in a less than significant VMT impact.

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.



Perrie Ilercil, P.E. (AZ)
Senior Engineer



Giancarlo Ganddini, PE, PTP
Principal

**Table 1
Project Trip Generation**

Trip Generation Rates									
Land Use	Source ¹	Land Use Variable ²	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Fast-Food Restaurant without Drive-Through Window	ITE 933	TSF	58%	42%	43.18	50%	50%	33.21	450.49
Convenience Store Gas Station (5.5-10 ksf GFA)	ITE 945	VFP	50%	50%	31.60	50%	50%	26.90	345.75
Convenience Store Gas Station (16-24 VFP)	ITE 945	TSF	50%	50%	91.35	50%	50%	78.95	1,283.38
Automated Car Wash	ITE 948 ³	CWT	50%	50%	34.44	50%	50%	77.50	861.11

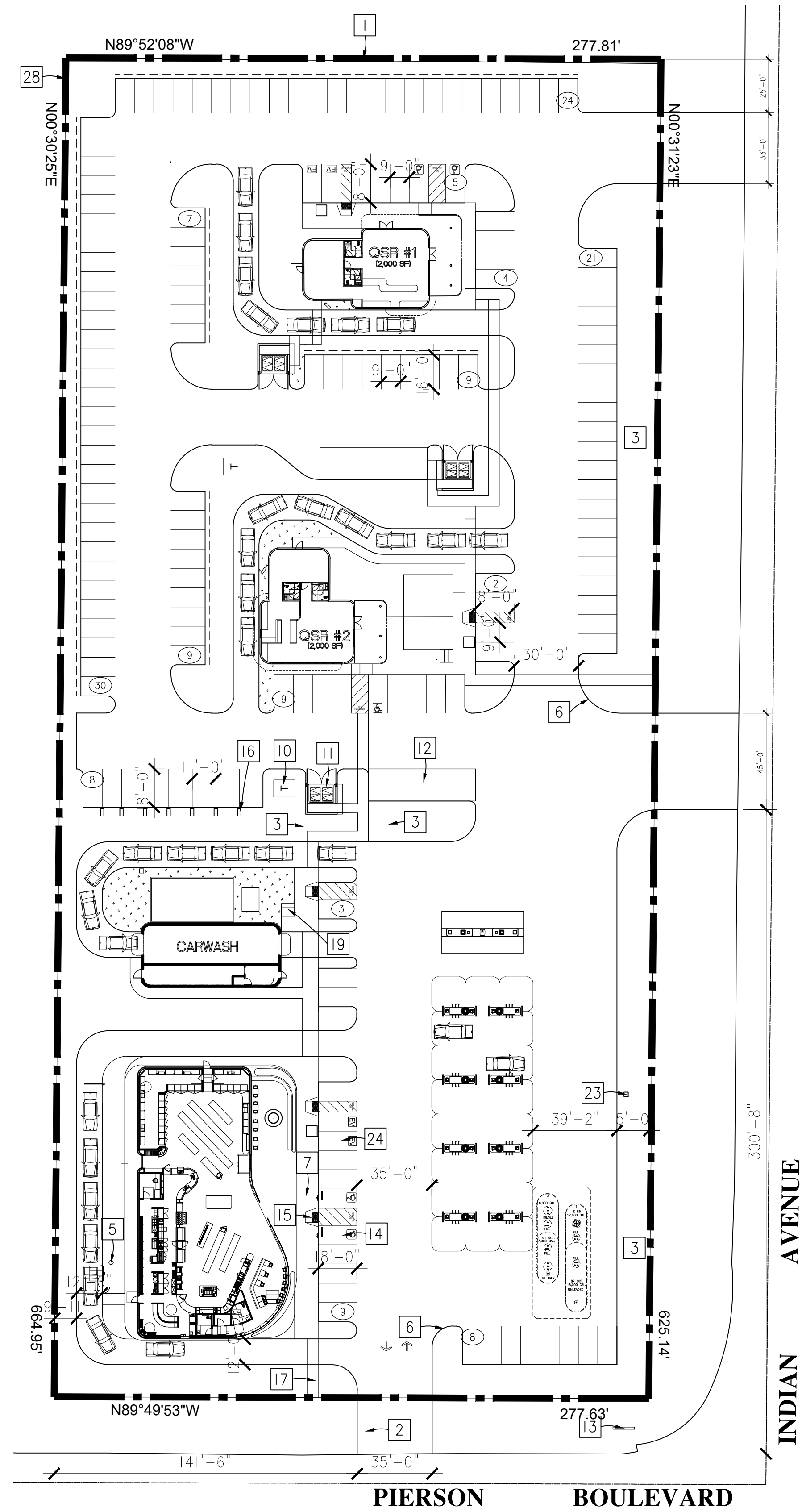
Trips Generated									
Land Use	Source	Quantity	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Fast-Food Restaurant with Drive-Through Window	ITE 934	4,000 TSF	91	87	178	69	63	132	1,870
Internal Capture Trips	ITE ⁴		-39	-12	-51	-20	-26	-46	-97
Pass-by Trips (50%AM, 55%PM)	ITE 934 ⁵		-26	-38	-64	-27	-20	-47	-111
Subtotal			26	37	63	22	17	39	1,662
Convenience Store Gas Station (7.49 TSF; 16 VFP)									
Convenience Store Gas Station (5.5-10 ksf GFA)	ITE 945	16 VFP	253	253	506	215	215	430	5,532
Convenience Store Gas Station (16-24 VFP)	ITE 945	7,460 TSF	341	340	681	294	295	589	9,574
Average ⁶	ITE 945		297	297	594	255	255	510	7,553
Internal Capture Trips	ITE ⁴		-12	-39	-51	-26	-20	-46	-97
Pass-by Trips (76%AM, 75%PM)	ITE 945 ⁵		-217	-196	-413	-172	-176	-348	-761
Subtotal			68	62	130	57	59	116	6,695
Automated Car Wash	ITE 948	1 CWT	17	17	34	39	39	78	861
Subtotal - Gross Project Trips			405	401	806	363	357	720	10,284
Total Internal Capture Trips (13%AM, 13%PM)			-51	-51	-102	-46	-46	-92	-194
Subtotal - External Project Trips			354	350	704	317	311	628	10,090
Total Pass-by Trips			-243	-234	-477	-199	-196	-395	-872
TOTAL NEW TRIPS GENERATED			111	116	227	118	115	233	9,218

Notes:

- ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code. All rates based on General Urban/Suburban setting.
- TSF = Thousand Square Feet; VFP = Vehicle Fuel Position; CWT = Car Wash Tunnel.
- San Diego Association of Governments (SANDAG) *Vehicular Traffic Generation Rates* (April 2002). Where the daily or peak hour rate is not provided by ITE, the SANDAG percentage of peak hour to daily rate is used to calculate the missing data. Where the peak hour distribution is not provided by ITE, the SANDAG peak hour distribution is used.
- Internal capture rates calculated in accordance with procedures in the ITE *Trip Generation Handbook* (3rd Edition, 2017). The daily internal capture is equal to the sum of the AM and PM peak hour internal trips. See Attachment A for internal capture worksheets.
- Pass-by rates calculated in accordance with procedures in the ITE *Trip Generation Handbook* (3rd Edition, 2017). Daily pass-by is calculated as the sum of the AM and PM pass-by trips.
- ITE provides two sets of trip rates that can be used to estimate trip generation for the proposed Convenience Store Gas Station land use: 1) trips per vehicle fueling position for convenience stores with 5.5-10.0 thousand square feet, and 2) trips per thousand square feet of convenience store with 16-24 vehicle fueling positions. Since the project trip estimate varies by more than 25% depending on which rates are used, an average of both estimates was used to provide a reasonable forecast for this analysis.

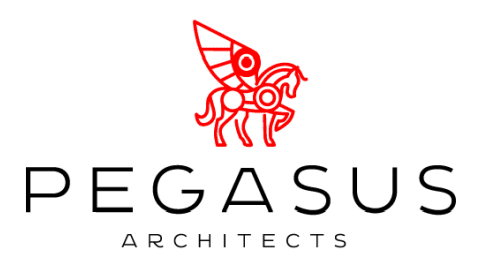
ATTACHMENT A

SITE PLAN



Reference Notes

- 1 (E) PROPERTY LINES
- 2 (N) CURB AND GUTTER/DRIVEWAY (RIGHT IN & OUT)
- 3 (N) LANDSCAPE
- 4 NOT IN USED
- 5 (N) HEALY TANK
- 6 (N) CONCRETE CURB
- 7 (N) CONCRETE SIDEWALK
- 8 (N) CANOPY 47'-0"x128'-0" (UNDER SEPARATED PERMIT)
- 9 NOT IN USED
- 10 (N) TRANSFORMER PAD
- 11 (N) TRASH/RECYCLE ENCLOSURE
- 12 (N) LOADING/UNLOADING (10'-0"x20'-0")
- 13 (N) CORNER MONUMENT, SIGN BY OTHERS, UNDER SEPARATE PERMIT.
- 14 (N) HCP PARKING
- 15 (N) HCP RAMP
- 16 (N) VACUUM @ 7 LOCS
- 17 (N) 5'-0" WIDE HCP PATH OF TRAVEL PER CODE STD.
- 18 NOT IN USED.
- 19 BIKE RACK PER CITY'S STANDARD.
- 20 (N) 26' WIDE FIRE LANE
- 21 NOT IN USED.
- 22 NOT IN USED.
- 23 (N) AIR/WATER TOWER
- 24 EVCS PARKING PER CITY'S STD. PROVIDE MIN. 1" CONDUIT TERMINATING IN LISTED ENCLOSURE FOR FUTURE CHARGER.
- 25 NOT IN USED.
- 26 NOT IN USED.
- 27 NOT IN USED.
- 28 (N) 8' HT. SPLITFACE CMU FENCE WALL
- 29 NOT IN USED.



4300 EDISON AVE.,
CHINO, CA 91710
TEL: 909.465.4101
FAX: 909.606.6839

PROJECT: **NEW COMMERCIAL DEVELOPMENT**
ADDRESS: NW CNR OF PIERSONS & N INDIAN CANYON RD.,
DESERT HOT SPRINGS, CA
CLIENT: AMIR BUTT
1461 TAHOE ST.,
BEAUMONT, CA 92223

**PROPOSED
SITE PLAN**

KEY MAP SEAL/STAMP

JOB NO.	SITE #1169
DRAWN BY:	TL/ZL
SUPERVISED BY:	TL
CHECKED BY:	TL
PLAN CHECK	_____
PERMIT SET	_____
BID SET	_____

REVISIONS

△	_____	_____
△	_____	_____
△	_____	_____
△	_____	_____
△	_____	_____
△	_____	_____
△	_____	_____

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SHEET NO:

A1.01

OF SHEETS
S H E E T

Proposed Site Plan

SCALE: 1" = 40'-0"

ARCHITECTURE DESIGN PATENTED, TRADE
ADDRESSED, OWNED BY BEYOND FOOD MART.

ATTACHMENT B

INTERNAL CAPTURE WORKSHEETS

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Gas Station, Convenience Market & Fast-food	Organization:	GGI
Project Location:	City of Desert Hot Springs (Indian Cyn & Pierson)	Performed By:	PDI
Scenario Description:	Project Trips	Date:	2022.0722
Analysis Year:	2022	Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	ITE 945	16 / 7.490	VFP / TSF	594	297	297
Restaurant	ITE 934	4.000	TSF	178	91	87
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses ²	ITE 948	1	CWT	34	17	17
				806	405	401

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail	0		39	0	0	0
Restaurant	0	12		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	806	405	401
Internal Capture Percentage	13%	13%	13%
External Vehicle-Trips ⁵	704	354	350
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	4%	13%
Restaurant	43%	14%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Gas Station, Convenience Market & Fast-food	Organization:	GGI
Project Location:	City of Desert Hot Springs (Indian Cyn & Pierson)	Performed By:	PDI
Scenario Description:	Project Trips	Date:	2022.0722
Analysis Year:	2022	Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	ITE 945	16 / 7.490	VFP / TSF	510	255	255
Restaurant	ITE 934	4.000	TSF	132	69	63
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses ²	ITE 948	1.000	CWT	78	39	39
				720	363	357

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		20	0	0	0
Restaurant	0	26		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	720	363	357
Internal Capture Percentage	13%	13%	13%
External Vehicle-Trips ⁵	628	317	311
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	10%	8%
Restaurant	29%	41%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1