ACRISURE ARENA
EVENT TRANSPORTATION MANAGEMENT PLAN

DATE:
December 13, 2022

LOCATION:
Acrisure Arena
75702 Varner Road
Palm Desert, California 92211

PREPARED FOR:
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1. Introduction

1.1. Arena TMP Purpose

The purpose of this Event Arena Transportation Management Plan (TMP) is to outline strategies to provide safe, convenient, and efficient access for all modes of travel to and from the proposed Acrisure Arena (Arena). Additionally, the Arena TMP provides an interim traffic management plan for event traffic while traffic signals along Varner Road and Delfino Resort Drive and Berkey Drive are in construction.

The NorthStar Specific Plan Environmental Impact Report (SPEIR) Addendum analyzed an arena with a maximum seating of 11,000 persons for a sold-out American Hockey League (AHL) event. The study included various other event types that are anticipated to take place for the Arena. The SPEIR Addendum identified the Arena TMP to address temporary traffic conditions in the Pre-Event and Post-Event hours, and to ensure the efficient coordination and management of event traffic. This Arena TMP evaluates the transportation management strategies needed to accommodate the arena.

It is anticipated this document will need to be updated based on conditions of the project site once in operation.

1.2. Roles and Responsibilities

Table 1 describes the roles and responsibilities for key agencies and entities that would play important roles in implementing the Arena TMP. The Arena TMP shall be subject to review and approval by the City/County Traffic Engineer.

Similar to other entertainment venues, it is expected that the Arena operator will enter into agreement(s) with various agencies and/or vendors to provide the improvements and services necessary to implement this Arena TMP. Since the County's Sheriff Department/ California Highway Patrol and City/County Public Works Departments are responsible for maintaining and operating the roadway system in the immediate project vicinity, they will have responsibility for collaboratively working with the Arena Operator to implement, operate, and/or oversee many of the recommended strategies contained in this Arena TMP.

In some instances, responsibilities are assigned to "the City/County or Arena operator". This generalization reflects that a number of departments ranging from Police and Fire to Public Works, that will partner and support Arena sponsored activities.

Table 1: Roles and Responsibilities

Agency	Roles and Responsibilities
Arena Operator	The Arena operator (the entity responsible for the operation and maintenance of the Acrisure Arena) is the project sponsor and is responsible, with input and oversight from the City/County, for designing, developing, implementing, and updating the Arena TMP and complying with its monitoring requirements and performance standards.
City of Palm Desert Department of Public Works / Riverside County Public Works and Community Services	Based on shared boundaries, the City of Palm Desert/County of Riverside Public Works Department has jurisdiction over the public right-of-way (ROW), traffic operations, and parking. It manages all surface transportation infrastructure and systems in the City/County, including roads, sidewalks, bicycle lanes, parking, and traffic control. Recommendations related to physical or operational changes to the ROW and/or traffic operations or circulation have to be reviewed/approved by the Public Works Department. The County Traffic Engineer, within the Public Works Department, is responsible for reviewing and approving this Arena TMP. The Department is also responsible for reviewing, approving and managing traffic control plans, in collaboration with the Arena and the Department of Parking and Enterprise Services. The Arena Operator is responsible for the preparation and implementation of traffic control plans with County oversight.
Caltrans	Caltrans manages and maintains the freeway system serving the area. The Arena team shall coordinate with Caltrans when traffic control measures are needed to be placed within Caltrans right-of-way.
Sheriff / California Highway Patrol (CHP) / County Fire Department	The Riverside County Sheriff's Office and CHP are responsible for emergency response and incident management. The County Fire Department provides fire suppression and emergency medical services to the residents, visitors, and workers within Riverside County. The Arena Operator is responsible for coordination with the Sheriff, CHP, and County Fire Department as needed. Coordination contacts include: Commander Dennis Woodbury, Sergeant Franco Castro, and Sergeant Stephanie Hamilton

1.3. Report Organization

This document consists of the following chapters and is organized such that discussions in later chapters build upon data and findings from earlier chapters.

- Chapter 2 (Project Description) – Discusses the Arena including its location, project site plan, anticipated annual activities, and general vehicular, transit, pedestrian, and bicycle access.
- Chapter 3 (Attendee Travel Characteristics) – Discusses the expected use of bicycle, pedestrian, transit, and vehicular travel modes to access the Arena for events.
- Chapter 4 (Transit Element) – Discusses existing and planned transit services during Arena events.
- Chapter 5 (Bicycle Element) – Discusses existing and planned bicycle facilities that may be used to access the Arena and on-site bicycle parking.
- Chapter 6 (Parking Element) – Presents the anticipated parking demand and supply under near-term and long-term conditions.
- Chapter 7 (Traffic, Parking, and Pedestrian Management) – Due to the complex inter-relationship between arriving traffic, parking, and techniques needed to manage the flow of traffic, this chapter simultaneously discusses these topics and presents recommendations.
- Chapter 8 (Neighborhood Traffic Management Element) – Discuses measures to protect local residential neighborhoods from cut-through traffic and on-street parking during events.
- Chapter 9 (Performance Standards and Monitoring) – This chapter presents a set of performance standards that describe the desired level of operating standards that shall be achieved during Arena events. It also discusses the mitigation monitoring plan that should be implemented once the Arena is constructed and open to ensure that standards are met.

2. Project Description

2.1. Project Location and Site Plan

The project is part of the NorthStar Specific Plan Area and will be located on 43.35 acres of land north of Varner Road, between Cook Street and Washington Street. Surrounding land uses include the Coachella Valley Preserve to the east and northeast, Classic Club golf course to the north, Cook Street to the west, and Varner Road to the south. Figure 1 illustrates the project location.

Primary access to the Arena is provided by Varner Road to the south of the site and Classic Club Drive that will be constructed to the north of the Arena. Varner Road runs parallel to I-10 to the south. Cook Street is located west of the site and Washington Street is located east of the site, providing access to I-10 onramps and major arterials that connect to commercial and residential areas of Palm Desert. Delfino Resort Drive will be constructed to provide a north-south connection between Varner Road and Classic Club Drive. A total of seven driveways are proposed to provide internal access to the site.

Figure 2 illustrates the most recent site plan. Key aspects of the site plan include:

- The project site plan does not include any on-street parking within its boundary. As is discussed in Chapter 6, parking would initially be provided by two designated parking lots, the VIP / Premium Lot, and the East Lot (General Admission). If needed, additional parking areas would be available through an offsite parking agreement between the Xavier College Preparatory School during sold out events.
- The site plan includes approximately 153 bicycle racks located throughout the site.
- A pedestrian plaza will be located on the east side of the arena and provide an area for attendees and vendors.
- As shown on Figure 2, general admission entry points would be located along the southeast. southwest, northwest, and northeast corners of the Arena. Special entrances would be available for players, employees, and premium ticketholders. A detailed site plan is provided in Appendix A.

2.2. Acrisure Arena Vehicular Access

Varner Road will provide main access to the project site and internal connections. Vehicles will come from the east and west via I-10 utilizing Cook Street and Washington Street. There are seven access driveways proposed for the Arena that are dependent on attendee status (VIP/Premium, player, employee, general admission etc.). Refer to Chapters 4,5, and 7 of this Arena TMP for discussions of access to the Arena by transit, bicycle, and walking, respectively.

As the NorthStar Specific Plan Area develops, new connections will be constructed around the project site. Refer to Figure 4 of the NorthStar SPEIR Addendum provided in Appendix B for the Specific Plan area.

Figure 1: Project Location

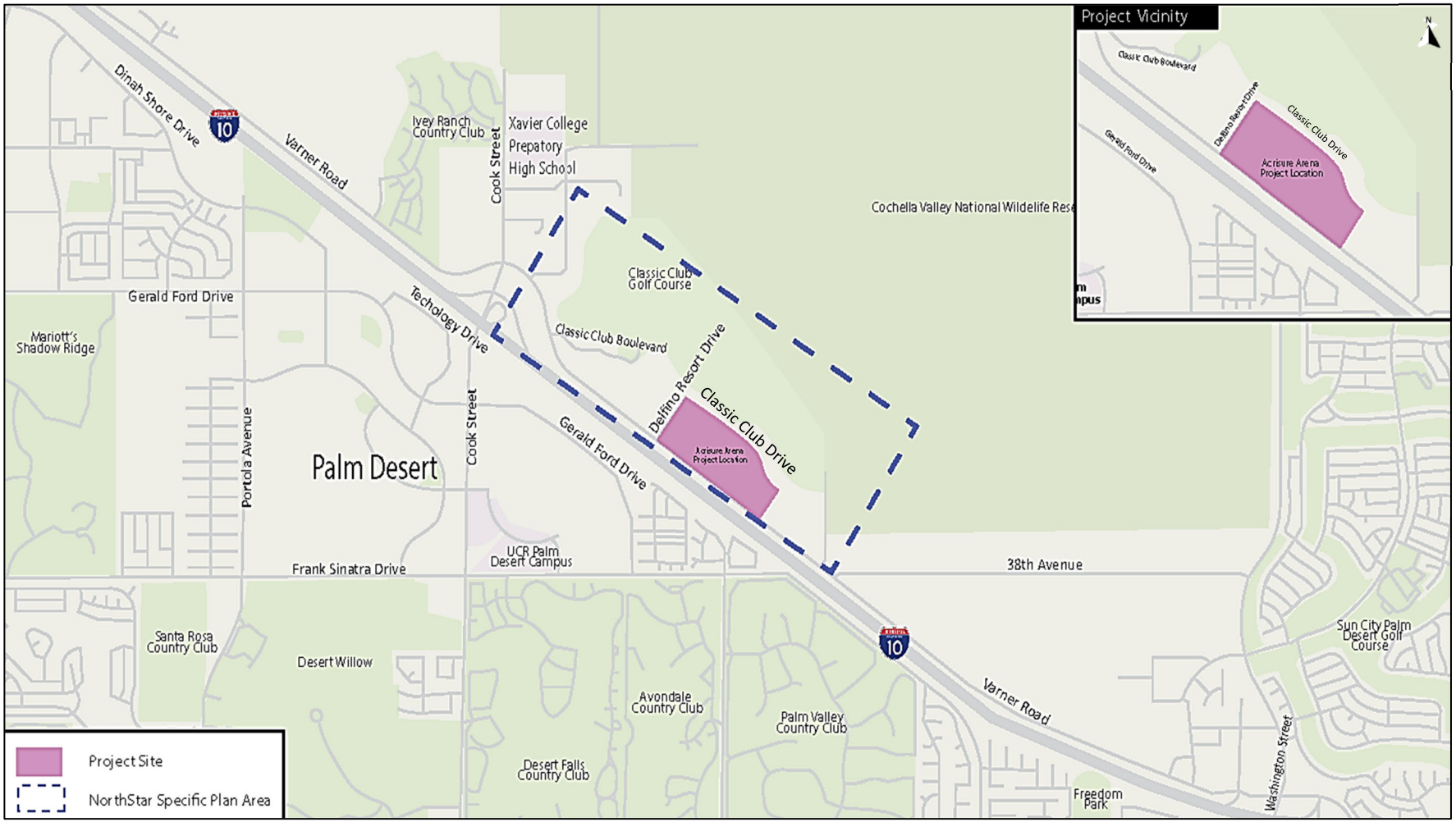
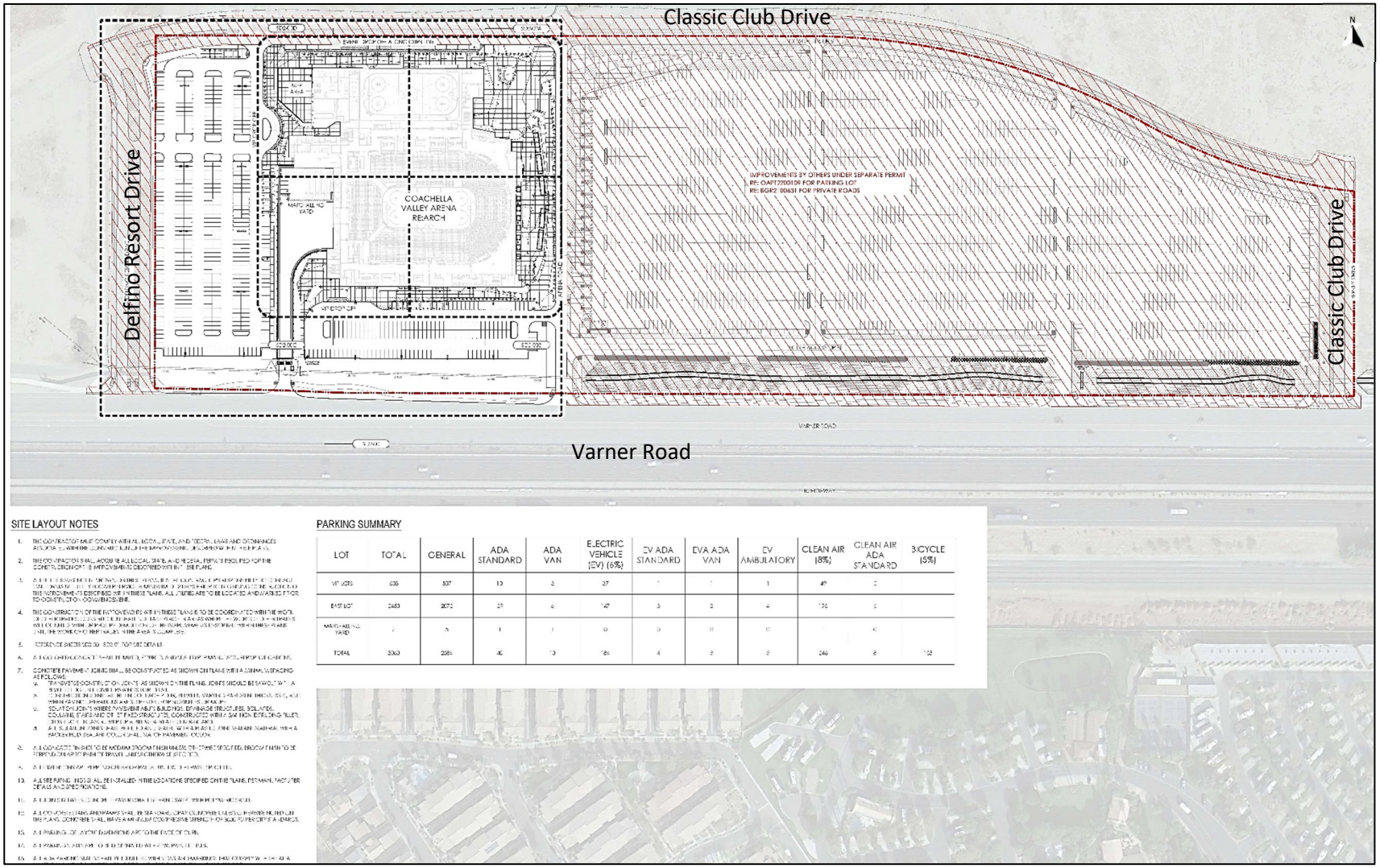


Figure 2: Project Site Plan



LOT	TOTAL	GENERAL	ADA STANDARD	ADA VAN	ELECTRIC VEHICLE (EV) (6%)	EV ADA STANDARD	EVA ADA VAN	EV AMBULATORY	CLEAN AIR (8%)	CLEAN AIR ADA STANDARD	BICYCLE (5%)
VIP LOT 6	635	597	10	3	37	1	1	1	49	2	
EAST LOT	2460	2072	29	6	147	3	2	4	126	6	
MAINTENANCE YARD	7	5	1	1	0	0	0	0	0	0	
TOTAL	3302	2884	40	10	184	4	3	5	246	8	122

2.3. Arena Activities

Table 2 displays the anticipated number of annual events and corresponding attendance to be held at the Arena. It is estimated events will be held at the Arena approximately 50 percent of a given calendar year. A total of 46 AHL games are anticipated along with 45 concerts and 38 family events. Events are anticipated to begin at 7:00 PM. The events listed do not represent a comprehensive list of all events anticipated but rather events that will generate the most demand and occurrence.

Table 2: Anticipated Event Types

Event Type	Time of Year	Frequency (per year)	Approx. Start/End Time	Attendance
Concert	Throughout	45	Start: 7:00 PM End: 11:00 PM	Sellout: 11,000 Average: 7,500
AHL Game	Sept – April	46	Start: 7:00 PM End: 9:30 PM	Sellout: 9,918 Average: 7,500
Family	Throughout	38	Start: 7:00 PM End: 10:00 PM	Sellout: 5,000 Average: 4,000
Other Sport	Throughout	5	Varies	Sellout: 10,000 Average: 7,000
Other Various	Throughout	20	Varies	Sellout: 3,000 Average: 800
G League Game	Nov - April	25	Start: 7:00 PM End: 9:30 PM	Sellout: 1,000 Average: 750

Note: Family events include Disney on Ice, Sesame Street Live, Harlem Globetrotters and similar event types. Family events may have daytime showings (2:00 PM - 5:00 PM).

There will be both regular employees, and event employees at the arena. On non-event days there will be up to 60 regular employees. During evening concerts and AHL games, an estimated maximum of 170 employees would be present at the Arena during sold out events. The vast majority of these employees would arrive two and a half hours prior to the event.

2.4. Analysis Periods

The NorthStar SPEIR Addendum transportation analysis analyzed the traffic effects of the average AHL attendance during the PM peak hour and sellout concert events during the Pre-Event Hour (6:00 - 7:00 PM); Post Event Hour (11:00 PM - 12:00 AM).

2.5. Applicability of Arena TMP for Various Events

According to Table 2, 96 of the 134 annual events are anticipated to have average attendance levels of 5,000 or more persons. This Arena TMP is recommended to be fully implemented for each of those 134 events. Implementation of the Arena TMP is not necessary for the 45 annual community events, provided that they attract no more than

4,000 persons per event. The values in Table 2 represent best estimates of anticipated attendance for different event types. It is possible that some events could draw in the 5,000 to 11,000-attendee range. Should events of this size be expected to occur, implementation of certain portions of the Arena TMP would be required.

The degree to which certain Arena TMP elements are needed would be a function of a number of factors including type of event, anticipated attendance, start/end time, mode split, and parking demand. For instance, while traffic control officers would be needed at some intersections, they may not be necessary at others (due to reduced parking and TNC demands). All events with anticipated attendance in the 5,000 to 11,000-person range will require a review of attendee travel characteristics, event start/end time, mode split, and parking demand to determine which elements of the Arena TMP should be implemented. Personnel is not anticipated to differ drastically but will include some variation based on attendance. During the initial six months of Arena opening, changeable message signs will be present for all events and monitored for potential continued use.

Traffic control officers will be placed at the following intersections for events:

- Varner Road and Delfino Resort Drive
- Varner Road and Arena Road
- Varner Road and Classic Club Drive
- Varner Road and Berkey Drive[1]
- Varner Road and Cook Street

During the first year in operation, traffic control officers will be present at the aforementioned intersections and project driveway to help facilitate traffic flow. These measures will be evaluated to determine feasibility. The traffic control plan provides additional details and is provided in Appendix C.

3. Attendee Travel Characteristics

3.1. Mode Split

Table 3 identifies the mode splits that were included in the NorthStar SPEIR Addendum transportation analysis based on opening conditions. The mode splits anticipated may change as the surrounding area continues to develop and multimodal infrastructure is in place.

[1] Once signalized, it is anticipated this intersection will no longer be monitored.

Table 3: Mode Split for Acrisure Arena

Event Type	Private Vehicle	TNC (Uber, Lyft, etc.)	Transit	Hotel/Other Shuttle	Bike	Walk
Concert	92%	5%	0%	3%	0%	0%
AHL Game	93%	5%	0%	2%	0%	0%
Family Show	97%	3%	0%	0%	0%	0%
Other Sport	93%	5%	0%	2%	0%	0%
Other Various	90%	5%	0%	5%	0%	0%
G League Game	100%	0%	0%	0%	0%	0%

Note: Mode split is based on the NorthStar SPEIR Addendum transportation analysis

3.2. Vehicular Trips and Directional Distribution

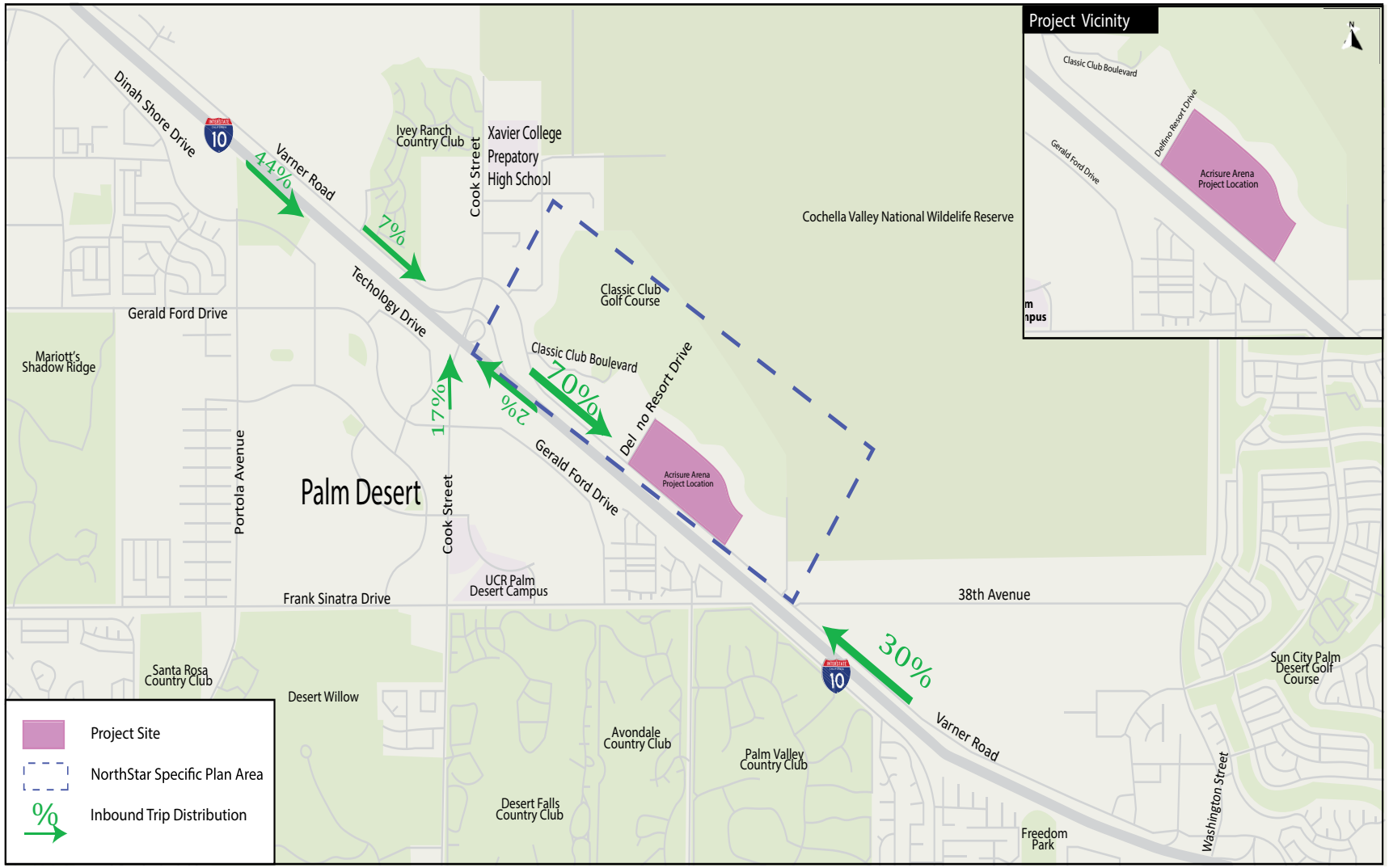
As is discussed in Chapter 4.18 of the NorthStar SPEIR Addendum, the average AHL game would generate approximately 622 trips in the PM peak hour, 2,175 trips in the pre-event hour (6:00 to 7:00 pm), and 2,902 trips in the post-event hour (9:30 to 10:30 pm). The higher trip totals that occur in the pre-event and post-event hours would occur outside of the PM peak hour and later in the evening when background traffic levels are lower. The County of Riverside Traffic Count database for 2019 indicates a daily traffic volume of 7,500 trips along Varner Road east of Cook Street. Using a growth rate of two percent, it is anticipated that the daily traffic volume for Varner Road is 7,959 for 2022.

Freeway access to the Arena would be provided via I-10 interchanges at Cook Street and Washington Street. Street access to the on-site parking lots would be provided via Varner Road, Delfino Resort Drive, and Classic Club Drive. One access driveway for trucks leading to the Marshalling Yard is proposed along Varner Road. A total of four access driveways are proposed for the East Lot, two driveways are provided on Varner Road and two driveways are provided on Classic Club Drive. Two access driveways are proposed for the VIP/Premium Lot, one driveway is proposed along Delfino Resort Drive and one is proposed on Classic Club Drive. Arena Road in front of the Arena will be closed to traffic during event periods, with the exception of the entryway for the East Lot and the parking area south of the Arena.

Figures 3 and 4 display expected trip distribution percentages for pre-event inbound and post-event outbound travel, respectively. These percentages consider the origin and

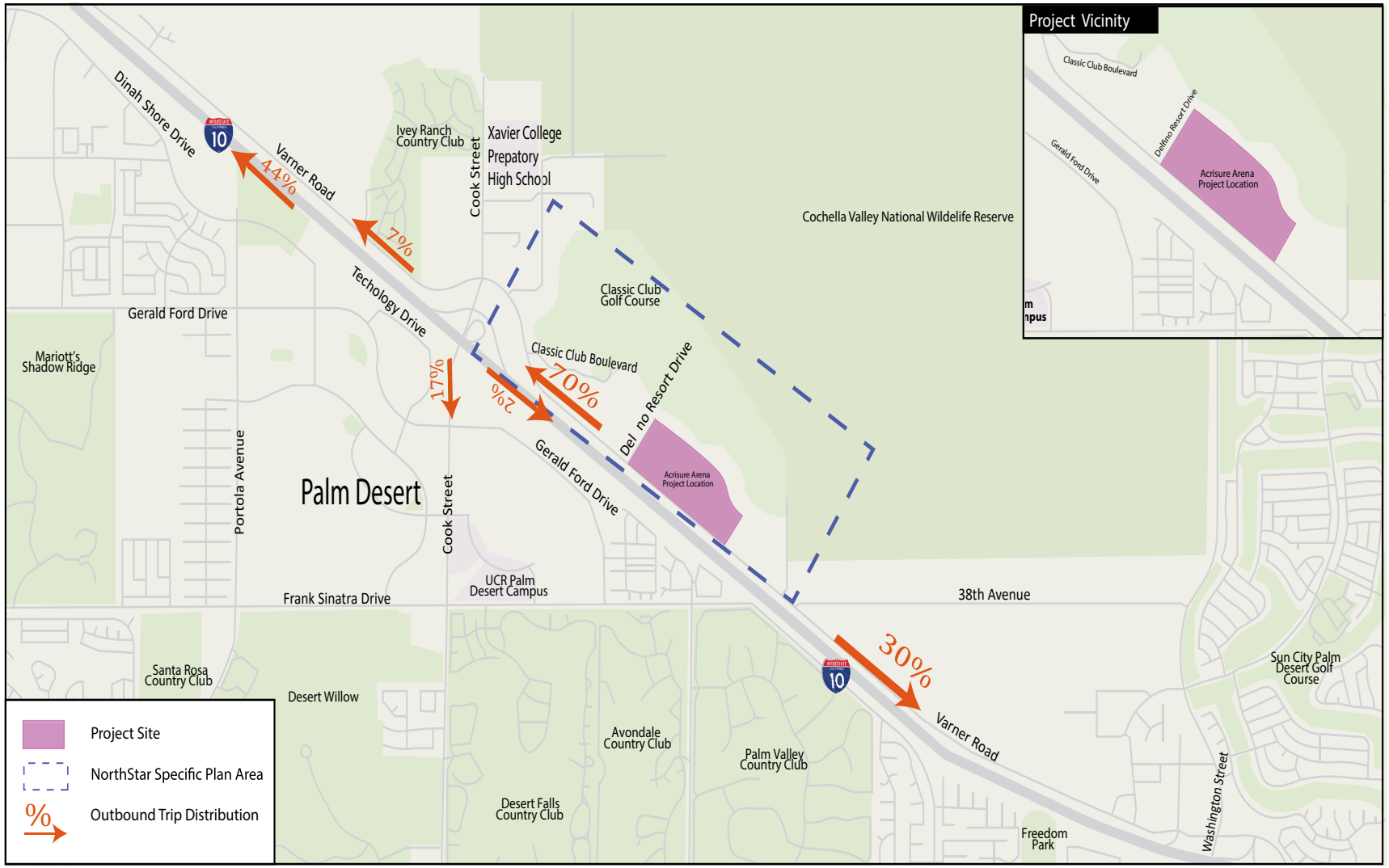
destination of each trip. Figure 3 indicates that 70 percent of project trips are expected to come from Cook Street (northwest) and 30% is expected to come from Washington Street (northeast) approaching the Arena. The direction of outbound travel after events is generally similar. The distribution of project trips was estimated considering the projected market area and patron origins for the planned Riverside County Arena. It is based on 2019/2020 market information and expectations provided by SoCal Arena Company, LLC, and consideration of population, travel distance, and the characteristics of the Coachella Valley and surrounding region, and the roadway system.

Figure 3: Event Inbound Trip Distribution



Trip distribution is based on the approved Transportation Analysis Report, March 2021.

Figure 4: Event Outbound Trip Distribution



Trip distribution is based on the approved Transportation Analysis Report, March 2021.

4. Transit Element

Existing and Future Transit Service

No light rail transit service is available within the City of Palm Desert. SunLine Transit Agency provides bus route services across Palm Desert, CA, however, at the time of this Arena TMP (2022) a majority of bus routes exist on the opposite side of I-10. The nearest bus stop is Stop ID 209, which is approximately 2 miles from the project site. As the surrounding area continues to develop, it is recommended transit services are expanded and partner with the arena to support and expand multimodal opportunity.

Shuttle Service Operations

During high capacity and high parking demand events, the Arena will provide a parking overflow lot with shuttle service for employees and attendees as needed. The shuttle service will be located at Xavier College Preparatory High School, west of the Arena along Cook Street and Chase School Road. Figure 5 illustrates offsite parking location. It is anticipated three 27-passenger shuttles and two 56-passenger shuttles will be utilized, operating with 10-minute headways. The shuttle is anticipated to arrive to the site and use the rideshare drop off area south of the east lot to unload.

The shuttle will load passengers at Xavier College Preparatory High School in the parking lot adjacent to Chase School Road. The shuttle will head east on Chase School Road before turning right on Shadow Valley Road and continuing on an unnamed road behind Classic Club golf course. The shuttle will head south on Cook Street and turn right to proceed westbound on Varner Road. The shuttle will turn right into rideshare drop off area south of the east lot to unload occupants.

To return to Xavier College Preparatory High School, the shuttle will exit the rideshare drop off area and turn right to proceed westbound on Varner Road. The shuttle will turn right onto Shadow Valley Drive to head north in order to return to the school on Chase School Road. Figure 6 illustrates the shuttle route.

An agreement with the Xavier College Preparatory High School will be enacted in order to use the existing parking lot as overflow parking. There would be no direct cost to employees or attendees to use the shuttle buses before and after major events.

Service Provider Operations

The Arena operator should coordinate with regional and local transit providers on route and bus stop planning should any transit provider choose to service events at the arena.

5. Bicycle Element

Table 3 indicates no event attendees are expected to ride a bike to the Arena under operational conditions. The Arena provides approximately 153 bicycle racks that are located

in both parking areas and throughout the Arena. There are no existing or proposed bike lanes or facilities on Varner Road surrounding the Arena. Mode choice may be affected as the surrounding area and remaining parcels of the NorthStar Specific Plan development.

6. Parking Element

Parking Supply

The NorthStar SPEIR Addendum contemplated that the parking for the Arena to be provided through a combination of on-site and off-site parking, where off-site parking may consist of a combination of short- and long-term lease and license arrangements, as well as shared parking arrangements within the NorthStar Specific Plan Area. The County Code requires parking at a ratio of 1 space / 30 square feet of net assembly area. The net assembly (seating) area for sellout AHL games (9,918 seats) is 64,840 square feet. The County Code therefore requires 2,161 spaces for that event type. The net assembly (seating) area for sellout concerts (11,000 seats) is 79,450 square feet. The County Code therefore requires 2,648 spaces for that event type. The Arena plot plan includes 3,060 spaces in the on-site surface parking lot. This would meet the County Code requirement for parking and would also be sufficient for the estimated parking demand for sellout AHL games and concerts.

Parking Management Strategies

The primary parking lots would be located in close proximity to the Arena and would have unique ingress/egress challenges during events. A parking reservation system is currently active, and a wayfinding system is planned to be completed by November 2022. The implementation of a prepurchase parking process is planned to help provide parking passes and information to attendees prior to arriving to the event. The process includes providing attendees with recommended directions including routes to take to the site, driveways to enter, prepaid parking passes and where to park. Pay in advance parking reservations will instruct drivers to specific access points in an attempt to avoid driver confusion when arriving. It is estimated approximately 70% of attendees will prefer to pay for parking in advance for a discounted price. Payment for parking will also be available onsite for a standard price. Kiosks will be made available to purchase a single use parking pass, attendees will park their vehicles and walk to the kiosk to purchase the parking pass. Specific locations are being determined however, the kiosks will be located in a convenient location that does not interrupt traffic flow or result in queuing issues. To streamline purchases a scan payment option will be available, with signage and a QR Code to purchase a parking pass using a smartphone. Parking will be monitored. Parking on adjacent neighborhood streets is unlikely and would primarily be due to attendees searching for free parking and not the result of insufficient onsite parking supply.

A partnership between the Arena and the Waze Global Event Partner (GEP) program is planned and will be launched prior to opening of the Arena. The GEP program is a free, two-way data exchange partnership that aims to reduce event traffic congestion, and improve traffic conditions by using Waze technology, data and insights. Waze and Arrive have partnered to deliver the "Gameplans" product that combines Waze's Venue road management solution with Arrive's home-to-seat solution. Waze compiles data on traffic, event-specific road closures, and other factors that impact ingress movements. The Arena will have access to the Waze traffic management platform built for large scale event organizers. This includes tools and resources to update the map with planned and unplanned road closures, monitor traffic on event day, help attendees arrive to the correct parking location, and communicate traffic changes to drivers on the road in real time. The Planned Drive feature notifies attendees when it's time to leave in order to arrive at the parking location entrance at the designated time based on existing traffic conditions. To encourage drivers to use this platform, the application will be linked to the parking passes and parking passes will include wayfinding directions based on the parking lot assigned.

Parking on adjacent neighborhood streets is unlikely and would primarily be due to attendees searching for free parking and not the result of insufficient onsite parking supply.

Figure 5: Potential Offsite Parking Location

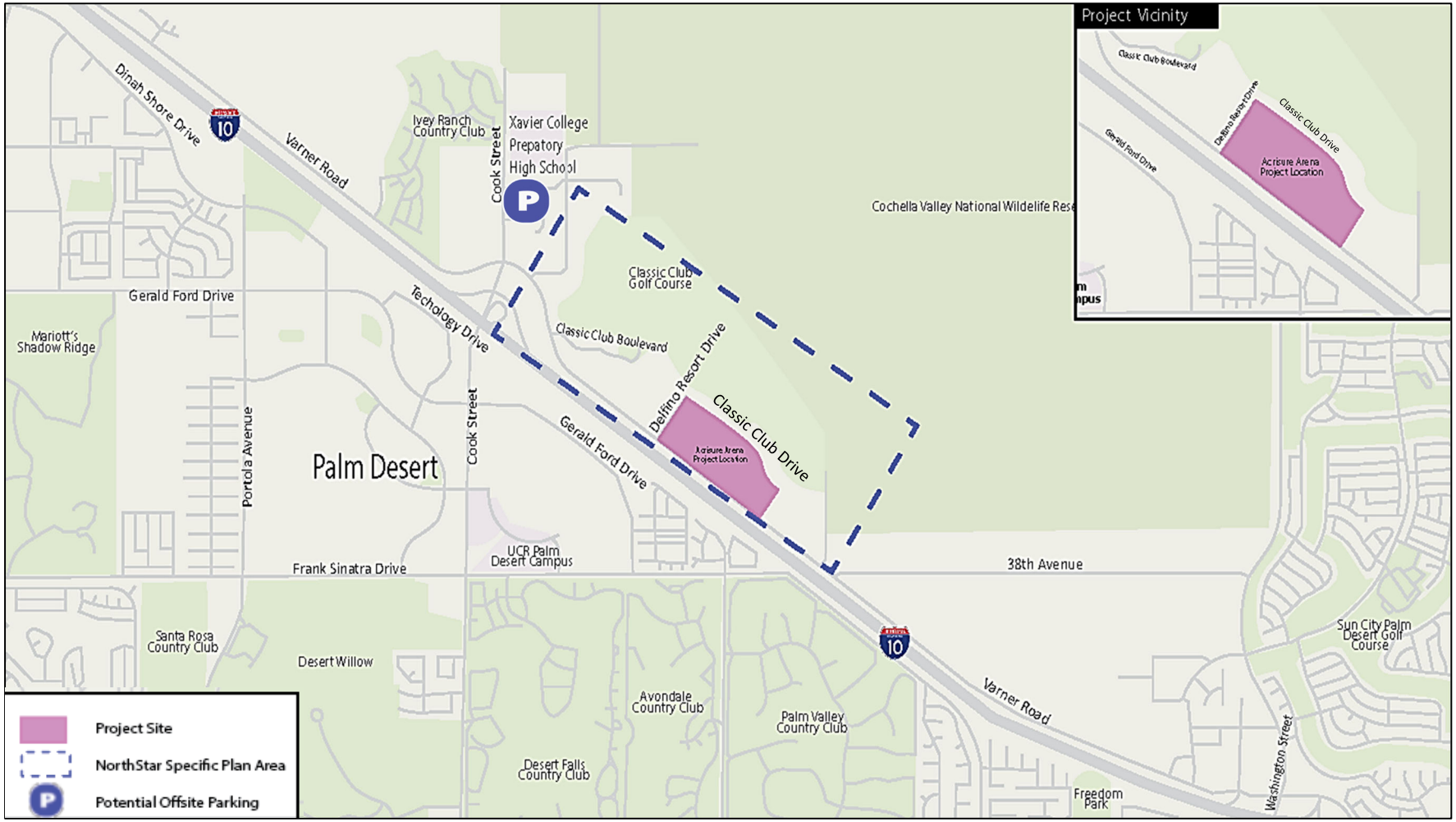


Figure 6: Shuttle Route

7. Traffic, Parking, and Pedestrian Management

Figure 7 shows the recommended opening day Pre-event peak hour management plan to accommodate traffic, parking, and pedestrians in the Arena vicinity. This figure shows recommended driveway openings (and permitted turn movements) to adjacent parking lots. To mitigate on street queuing, traffic will be dispersed evenly to the appropriate driveways. This figure also shows the placement of cones along Arena Road where vehicular access would be closed off to attendee vehicles. This helps avoid introducing conflicts between pedestrian movements and arriving traffic to parking lots.

Figure 8 shows inbound vehicular routing to parking lots within the Arena under opening day conditions. This figure indicates utilization of all project driveways in order to get vehicles parked in a timely manner.

Figure 9 shows outbound vehicular routing from the parking lots within the Arena under opening day conditions. This figure indicates utilization of all project driveways in order to clear the parking lots in a timely manner.

7.1. Pedestrian Flows

Pedestrians are expected to flow east and west to the Arena from the on-site designated parking areas. Based on the mode split provided in Table 3, it is not anticipated event attendees will walk to the site. Pedestrian pathways are provided throughout the project frontage and internally. To avoid confusion, pedestrian crossings should be painted within the parking areas directing foot traffic. Wayfinding signs and staff will be provided throughout the site to help direct attendees.

Following event conclusion, it is anticipated large flows of pedestrians will travel the opposite direction through the on-site parking lots and remain contained within the project site. Pedestrians accessing the East Lot will flow east and pedestrians accessing the VIP/Premium lot will flow west and south. As the surrounding area continues to develop, pedestrian connections and modified traffic control may be necessary as more attendees choose to walk.

7.2. Transportation Network Companies (TNCs)

Transportation network companies (Uber, Lyft etc.) will enter the site on Varner Road using the Arena Road driveway to access a designated drop off lane. A second drop off location is located along Country Club Drive, north of the arena. The drop off area purposefully avoids bringing the TNCs into the parking area to maximize efficiency and minimize conflict. Pedestrian crossings will be provided near the drop off area to help pedestrians cross safely.

For pre-event conditions, it is expected that some attendees traveling to the venue via a TNC (or taxi) would request to be dropped off near the public plaza, versus in the designated East Parking Lot's drop off area or would exit their vehicle at other locations along the curb (or from a travel lane) once the vehicle encounters heavy congestion. Observations from other

urban arenas indicate that TNC drop-offs tend to occur adjacent to the venue unless precluded by physical barriers and/or enforcement. For high-capacity events, it is recommended an active enforcement program is necessary to minimize unwanted drop-offs along the project frontages. This will need to be accomplished by multiple TCOs or non-sworn event staff, as well as potentially the strategic placement of barriers at critical locations.

For post-event conditions, it is recommended the arena be placed within a 'geofenced area' in which attendees requesting a TNC are directed/required to meet the vehicle at one of the two drop off locations. Thus, event TNC pick-up activity would occur in the designated drop off areas (or at a location further from the Arena that is beyond the geofence boundary and would require a longer walk). The use of a geofence has also been shown to be an effective means of controlling the location where TNC pick-ups can occur.

7.3. Emergency Access

During hockey games (AHL), an ambulatory vehicle will be stationed in the Marshalling Yard in case of player injuries. Arena Road will be coned off from vehicles and serve as emergency vehicle access during emergencies. Attendee vehicles will be prohibited from utilizing Arena Road with the exception of VIP parking access. Additionally, emergency vehicles may be stationed north of Acrisure Arena in the rideshare space for first aid during events. Security personnel will have cameras throughout the site to monitor activities, in case of an emergency, security personnel will communicate to staff and officers to help control pedestrian and vehicle traffic in the case of an emergency. Figure 10 illustrates emergency vehicle parking areas and access driveways.

7.4. Truck Element

Trucks entering the site will utilize Varner Road to access the Marshalling Yard. It is anticipated the trucks will arrive from the west and turn left into the site. For egress movements, the trucks will turn right to head westbound. Trucks are expected to arrive early to the site and avoid the arrival and departure timeframe of the attendees. Approximately 8 truck trailer parking spaces are provided onsite.

7.5. Traffic Control Officers, Ambassadors and Cashiers

Traffic Control Officers (TCO), Ambassadors, and Cashier staff will help manage traffic flow for the arrival and departure of vehicles. Eight traffic control officers will be provided during events to help control the flow of traffic in and out of the site. Ambassadors will be located throughout each parking lot area to assist guests in accessing the Arena. Cashiers will be onsite during high occupancy events to assist with payment. Vehicles will not be stopped at entrances. The project site will delineate traffic with cones and personnel to distribute egress vehicles proportionally throughout the available exits and roadways. The TCOs will rebalance traffic as necessary based on the flow and efficiency. Cones will be placed to delineate traffic

as needed along lane markings to ensure a smooth transition of traffic when merging, no travel lanes will be impeded.

The following staffing plan is proposed:

Free Flow Staffing:

- Eight Traffic Control Officers
- Seven Ambassadors
- No Cashiers

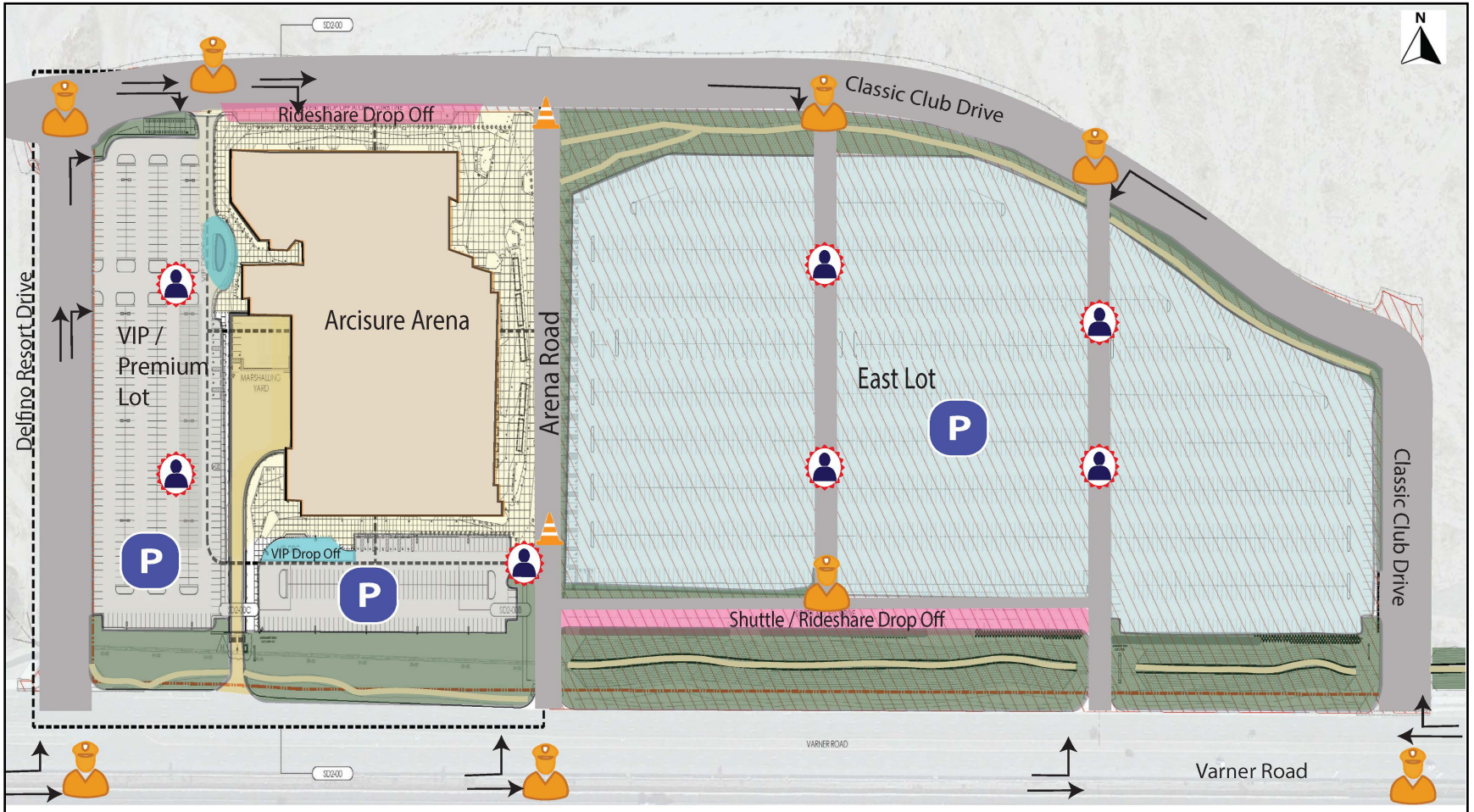
Traditional Staffing:

- Eight Traffic Control Officers
- Six Ambassadors
- Eleven Cashiers

The primary difference in staffing plans are the cashiers that support the traditional staffing plan. The cashiers provide support for scan-to-pay options for attendees within the parking lot. Traffic interruptions are not anticipated as attendees in need of a parking pass or assistance will need to park prior to paying.

Acrisure Arena will be installing two traffic signals on Varner Road at Delfino Resort Drive and Berkey Drive. Due to supply chain delays, the traffic signals are not anticipated to be in operation during the initial opening of Acrisure Arena. During the interim period, traffic control officers will be located at these intersections during event times. Traffic signals are anticipated to be energized in March 2023. A traffic control plan is provided in Appendix C.

Figure 7: Parking Access and Traffic Management



Note: Traffic Control Officers will be placed at the intersections of:
- Cook Street / Varner Road
- Varner Road and Berkey Drive

Figure 8: Pre-Event Peak Hour Parking Access and Traffic Flow

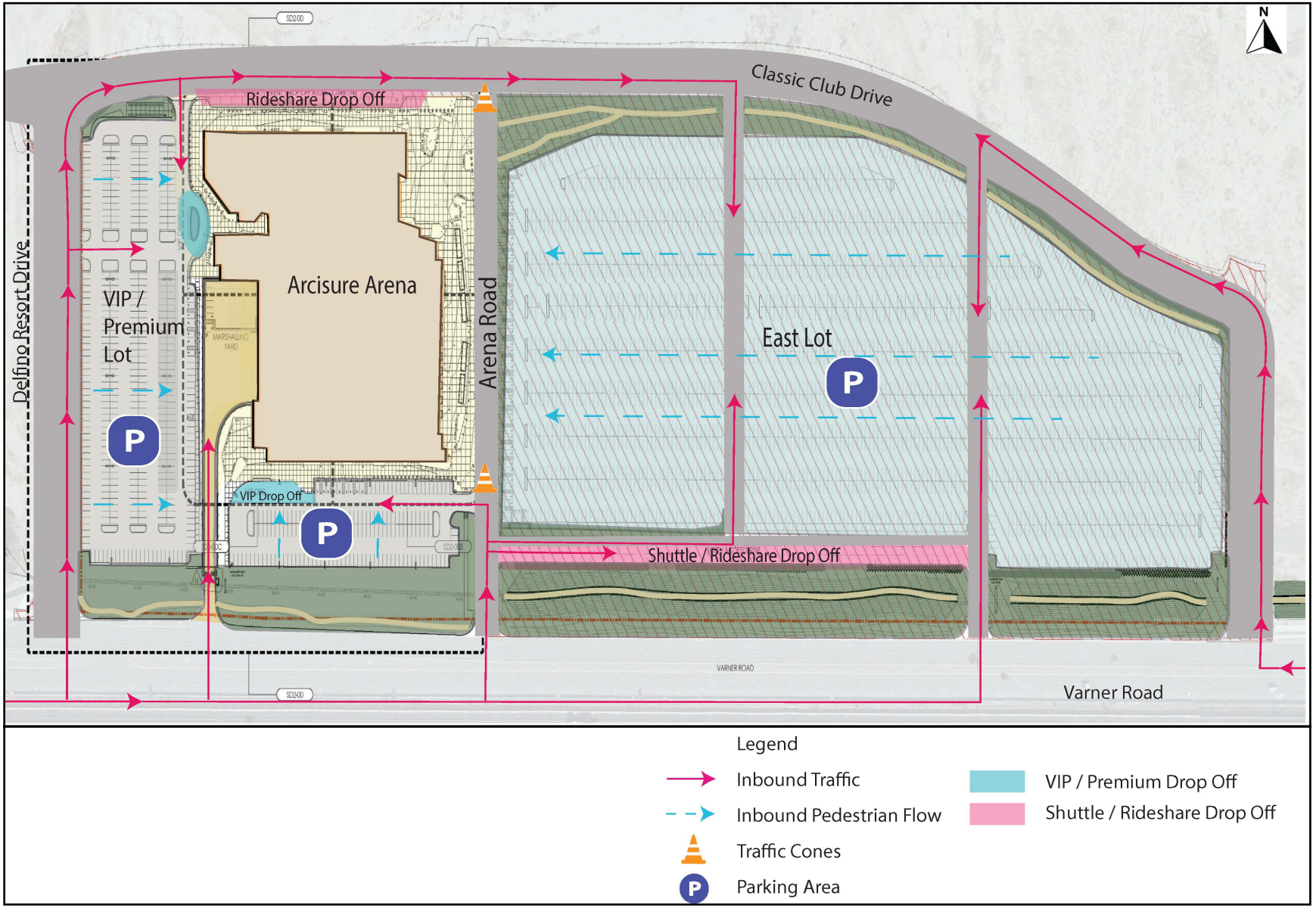


Figure 9: Post-Event Peak Hour Parking Access and Traffic Flow

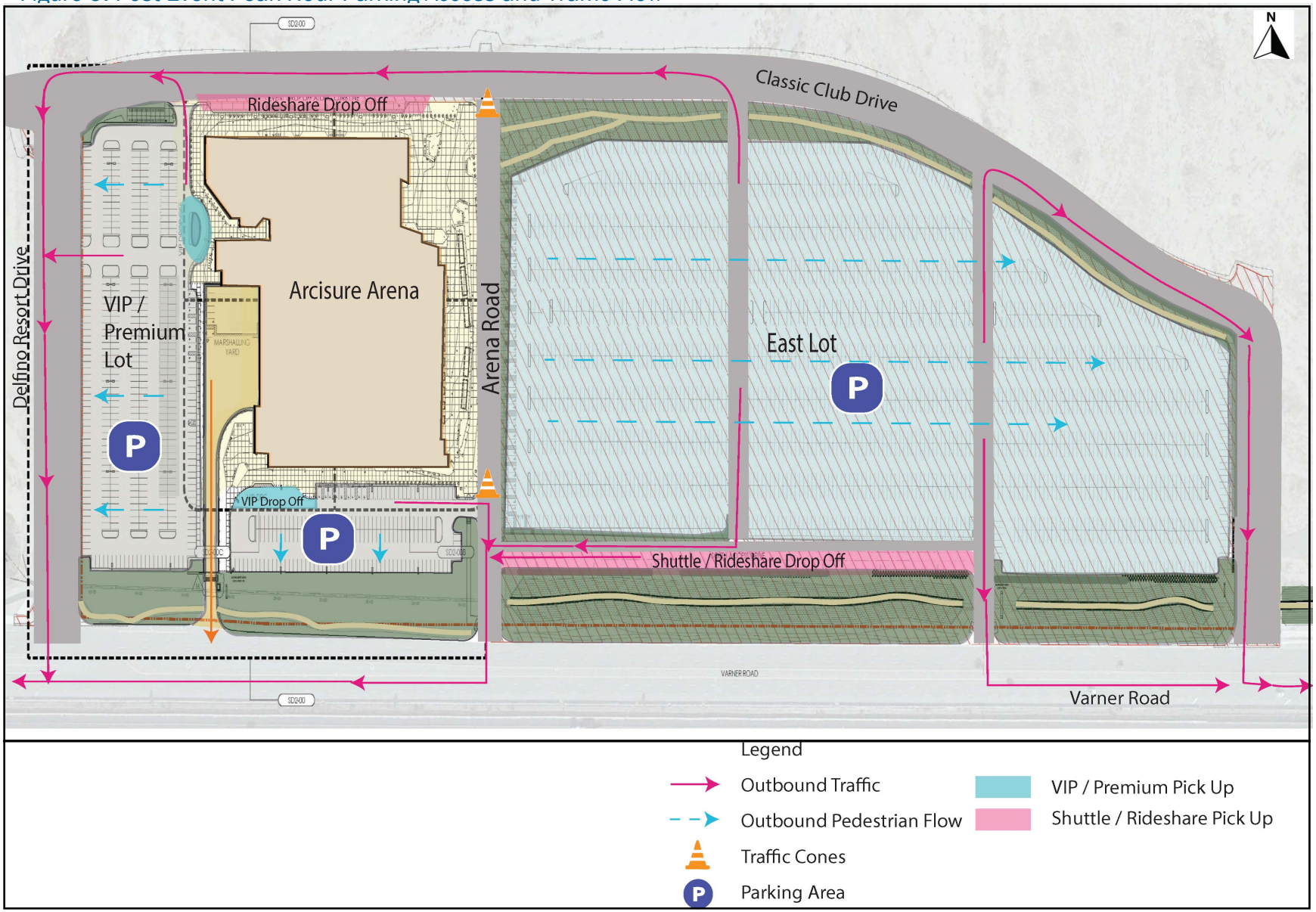
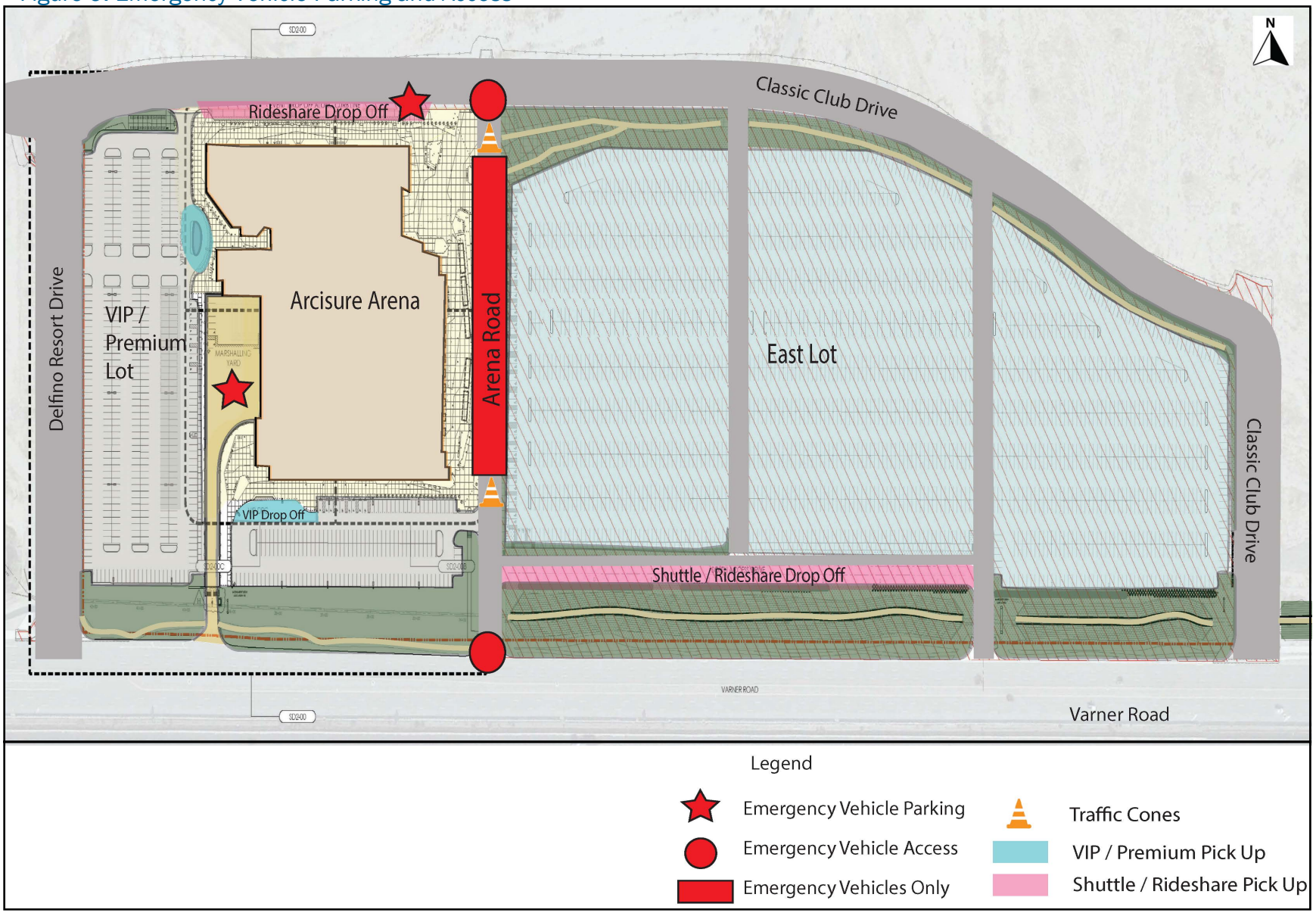


Figure 9: Emergency Vehicle Parking and Access



8. Neighborhood Traffic Management Element

8.1. Neighborhood Traffic Management Plan

The surrounding land parcels are currently vacant. A neighborhood traffic management plan is unlikely to be needed however after observing the site once in operation this Arena TMP should be revised.

8.2. Neighborhood Parking Intrusion

At the time of this Arena TMP development, the surrounding area is predominantly vacant land parcels with the exception of Classic Club golf course and residential areas located west of the project site. It is recommended the Arena Operator coordinate with Classic Club golf course to minimize parking in the facility. Additionally, if parking is observed in the residential areas, traffic controllers may be needed to monitor neighborhood access. As the NorthStar Specific Plan develops and additional sites are occupied, this Arena TMP may need to be updated to include additional strategies.

9. Performance Standards and Monitoring

Performance Standards

This Arena TMP includes various Performance Standards that must be met. Once the project is in operation and initial monitoring results are available, the results will be measured against these criteria. If not achieved, the Arena Operator is required to work with the appropriate agency or stakeholder group to ensure that the standards are met. The following performance standards have been developed:

Vehicle Queuing on Public Streets: Through added intersection capacity and/or traffic management, traffic does not queue back to upstream locations during the Pre-Event peak hour including (but not limited to):

- Eastbound Varner Road traffic does not spill back into the Classic Club Boulevard intersection
- Eastbound Varner Road traffic does not spill back into the Cook Street intersection
- Monitoring of traffic on Varner Road at Berkey Drive (freeway entrance)

Vehicular Parking: A comprehensive parking plan is implemented that includes (but is not limited to) a reservation system, smartphone parking app, directional signage, real-time parking notifications, etc. that minimizes unnecessary vehicular circulation (while looking for parking) within the Arena.

Pedestrian Flows: Through pedestrian flow management, pedestrians do not spill out of sidewalks onto streets with moving vehicles, particularly along Varner Road.

Ridesharing: Specific locations are provided for pick-up / drop-off areas such that taxi, uber, or similar ridesharing services do not impede overall vehicular or pedestrian flow (including maintaining uncongested conditions along Varner Road and Delfino Resort Drive to enable emergency vehicle response).

Bicycle Parking: Signage is clearly visible to direct bicyclists to Arena event bicycle parking, which has an adequate supply to accommodate a typical event.

Truck Staging: Delivery trucks or other large vehicles associated with special events do not park or idle along Varner Road.

Monitoring Methods and Documentation

The Arena TMP will be a dynamic document that is expected to be revised and refined as monitoring is performed, experience is gained, additional information is obtained regarding the Proposed Project's transportation characteristics, development occurs, and advances in technology or infrastructure become available. Any changes to the Arena TMP shall be subject to review and approval by the County Traffic Engineer. In reviewing any proposed

changes to the Arena TMP, the County Traffic Engineer shall ensure that the Arena TMP, as revised, is equally or more effective in addressing the issues set forth above. The Arena Operator is responsible for ensuring that monitoring activities required by the Arena TMP are carried out, subject to oversight by the County. The following monitoring activities will occur during the first year of Arena operations.

Initial Event Monitoring Plan

The first two AHL hockey games or concert at the Acrisure Arena. The purpose of the Initial Event Monitoring Plan is to identify any unforeseen anomalies that were not addressed in the approved Arena TMP and to implement improvements as soon as possible. The monitoring will identify deficiencies in the event planning/operations and recommend measures that can be quickly implemented to resolve these issues.

First Year Typical Event Monitoring Plan

- *One typical mid-season AHL hockey game, one evening concert, and one large family event at the Acrisure Arena.*

Unless precluded by scheduling conflicts, one of those above monitored events should occur on a weekend evening. By waiting until mid-season, this approach enables travel patterns and behavior to "normalize" so that a representative sample is collected. It also allows for the benefits of the initial event monitoring and any associated Arena TMP refinements to take effect. These events will provide a representative sample of operating conditions at the Arena and will be measured against the above Performance Standards. Prior to monitoring these events, a meeting will be held with the City/County and Arena Operator to identify the specific monitoring locations, durations, and staffing responsibilities. The monitoring effort will focus on the Arena TMP elements and Performance Standards contained in this document. The monitoring effort will include both observational and empirical data collection.

Specific Plan Implementation Event Monitoring Plan

As development occurs around the Arena, it is likely mode choice and travel behavior will shift. This document should be updated when shifts in travel behavior is noticed. Updates to this document should be monitored and coordinated with the Arena Operator and City/County staff to ensure the Arena functions efficiently during events and if needed propose additional traffic management strategies.

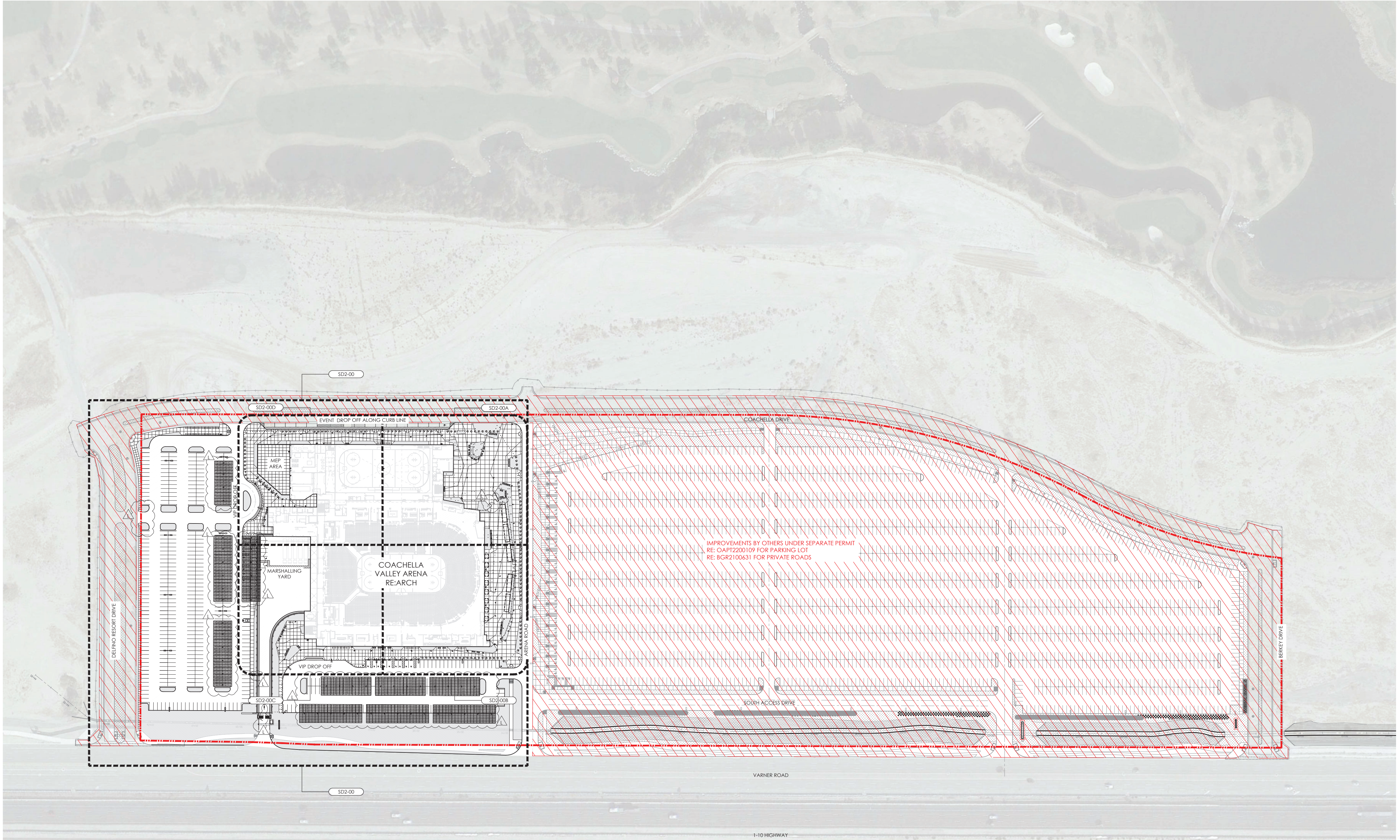
Documentation

The results of the two monitored events will be documented into the "Acrisure Arena Year One Travel Monitoring Report". This report will include photos, charts, and eyewitness accounts of site operations. It will include an assessment of the extent to which the established Performance Standards are met, exceeded, or are unmet. For those standards

that are not met, specific recommendations will be provided which would enable the standard to be achieved. The report will be submitted to the City/County for review. Once finalized, the report will be made available to the public through the City/County and Acrisure Arena operator websites.

APPENDIX A

Site Plan



SITE LAYOUT NOTES

1. THE CONTRACTOR MUST COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS AND ORDINANCES ASSOCIATED WITH THE CONSTRUCTION OF THE IMPROVEMENTS DESCRIBED WITHIN THESE PLANS.
2. THE CONTRACTOR SHALL ACQUIRE ALL LOCAL, STATE, AND FEDERAL PERMITS REQUIRED FOR THE CONSTRUCTION OF THE IMPROVEMENTS DESCRIBED WITHIN THESE PLANS.
3. ALL UTILITIES MAY NOT BE SHOWN ON THESE PLANS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT CALIFORNIA 811 UTILITY LOCATER SERVICE A MINIMUM OF 2 DAYS PRIOR TO BEGINNING CONSTRUCTION OF THE IMPROVEMENTS DESCRIBED WITHIN THESE PLANS. ALL UTILITIES ARE TO BE LOCATED AND MARKED PRIOR TO CONSTRUCTION COMMENCEMENT.
4. THE CONSTRUCTION OF THE IMPROVEMENTS WITHIN THESE PLANS IS TO BE COORDINATED WITH THE WORK OF OTHER TRADES. CONSTRUCTION SHALL NOT TAKE PLACE IN AREAS WHERE THE WORK OF OTHER TRADES WILL CONFLICT WITH OR REQUIRE DEMOLITION OF THE IMPROVEMENTS DESCRIBED WITHIN THESE PLANS UNTIL THE WORK OF OTHER TRADES IN THE AREA IS COMPLETE.
5. REFERENCE SHEETS SD3-00 - SD3-01 FOR SITE DETAILS
6. ALL COLORED CONCRETE SHALL BE MIXED, POURED, AND SEALED PER MANUFACTURER SPECIFICATIONS.
7. CONCRETE PAVEMENT JOINTS SHALL BE CONSTRUCTED AS SHOWN ON PLANS WITH A MINIMUM SPACING AS FOLLOWS:
   a. TRANSVERSE CONSTRUCTION JOINTS AS SHOWN ON THE PLANS. JOINTS SHOULD BE SAWCUT WITH A BEVELED EDGE. SEE CIVIL DRAWINGS FOR DETAIL.
   b. CONSTRUCTION JOINTS AT THE END OF EACH POUR, BETWEEN VARYING PAVEMENT THICKNESSES, AND WHEN PAVING OPERATIONS ARE SUSPENDED FOR 30 MINUTES OR MORE.
   c. ISOLATION JOINTS WHERE PAVEMENT ABUTS BUILDINGS, DRAINAGE STRUCTURES, BOLLARDS, COLUMNS, STAIRS AND OTHER FIXED STRUCTURES, CONSTRUCTED WITH A 3/4" NON-EXTRUDING FILLER, CLOSED-CELL FOAM RUBBER OR A BITUMEN-TREATED FIBER-BOARD.
   d. ALL ISOLATION JOINTS SHALL BE FILLED AND SEALED WITH A PLASTIC JOINT SEALANT MATERIAL WITH A BACKER ROD. SEALANT COLOR SHALL MATCH PAVEMENT COLOR.
8. ALL CONCRETE FINISHES TO BE MEDIUM BROOM FINISH UNLESS OTHERWISE SPECIFIED. BROOM FINISH TO BE PERPENDICULAR TO PATH OF TRAVEL UNLESS OTHERWISE SPECIFIED.
9. ALL DIMENSIONS ARE PERPENDICULAR OR RADIAL UNLESS OTHERWISE SPECIFIED.
10. ALL SITE FURNISHINGS SHALL BE INSTALLED IN THE LOCATIONS SPECIFIED ON THE PLANS, PER MANUFACTURER DETAILS AND SPECIFICATIONS.
11. ALL JOINTS BETWEEN CONCRETE PAVERS SHALL BE HAND SWEPT WITH POLYMERIC SAND.
12. ALL CONCRETE STAIRS AND RAMPS SHALL BE STANDARD GRAY CONCRETE UNLESS OTHERWISE NOTED ON THE PLANS. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI PER CITY STANDARDS.
13. ALL PARKING LOT LAYOUT DIMENSIONS ARE TO THE FACE OF CURB.
14. ALL PARKING STALLS ARE TO BE DESIGNATED WITH 4" W. PAINTED LINES.
15. ALL ADA PARKING STALLS SHALL BE IDENTIFIED WITH SIGNS AND MARKINGS THAT COMPLY WITH THE ADA (AMERICANS WITH DISABILITIES ACT) CODE AND SECTIONS 11B-208 AND 11B-502 CBC.
16. PARKING STALLS SHALL BE PROVIDED FOR CLEAN AIR VEHICLES AND EVCS PARKING AS REQUIRED BY SECTIONS 5.106.2 & 5.106.5.3 CGBC.

PARKING SUMMARY

LOT	TOTAL	GENERAL	ADA STANDARD	ADA VAN	ELECTRIC VEHICLE (EV) (6%)	EV ADA STANDARD	EVA ADA VAN	EV AMBULATORY	CLEAN AIR (8%)	CLEAN AIR ADA STANDARD	BICYCLE (5%)
VIP LOTS	603	507	10	3	37	1	1	1	49	2	
EAST LOT	IMPROVEMENTS BY OTHERS UNDER SEPARATE PERMIT RE: OAPT2200109 FOR EAST PARKING LOT INFORMATION										
MARSHALLING YARD	7	5	1	1	0	0	0	0	1	0	
TOTAL	610	512	11	4	37	1	1	1	50	2	31

LEGEND

LA — LANDSCAPE AREA RE: LANDSCAPE DRAWINGS

INCLUDED IN PERMIT

PROJECT NORTH

TRUE NORTH

0 40 80 160

SCALE: 1" = 80'-0"

POPULOUS®

CAA/ICON
Owner's Rep
8108 E Prentice Ave., Suite 900
Greenwood Village, CO 80111
Phone: 303.796.2655
Shawn Ropp: shawn.ropp@iconvenue.com

OAK VIEW GROUP
Owner
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John Bolton: jbolton@oakviewgroup.com

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Golden, CO 80401
303.421.6655
Jeff Ewens: jeff.ewens@me-engineers.com

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310.254.1900
Ryan Anderson: randerson@walterpmoore.com

FOOD SERVICE
S2O CONSULTANTS, INC.
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Hawthorn Woods, IL 60047-8529
224.717.1555
Harry Schildkraut: harry@s2oconsultants.net

CODE
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Norwell, MA 02061
781.878.3500
Ben Muscente: ben@howeengineers.com

VERTICAL TRANSPORTATION
FORTUNE SHEPLER SALING
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Highlands Ranch, CO 80126
720.438.1540
Scott Shepler: scott.shepler@fs2ec.com

LANDSCAPE
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Baltimore, MD 21201
410.528.8395
Zach Baier: ZBaier@flourateeter.com

LICENSED ARCHITECT LYLE MILLER C-34658 STATE OF CALIFORNIA

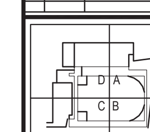
COACHELLA VALLEY ARENA

75702 VARNER RD., THOUSAND PALMS, CA, 92276

100% CONSTRUCTION DOCUMENTS

REVISIONS

NO.	DATE	DESCRIPTION
E	10/20/2021	Revision E - BUILDING PERMIT
F	01/28/2022	Revision F - SKATE CENTER AND RFI UPDATES
G	02/24/2022	Revision G - TEAM UPDATES
H	02/24/2022	Revision H - TECH/AV & MISC
L	06/09/2022	Revision L - SITE & RFI UPDATES



PROJECT NO. 19.4849

ISSUED BY:

ISSUED DATE: 02/26/2021

SHEET TITLE: SITE REFERENCE PLAN

DISCIPLINE - CATEGORY - SUB CATEGORY - SHEET

SD1-00

APPENDIX B

NORTHSTAR SPECIFIC PLAN AREA

NORTHSTAR
PALM DESERT

APN's

695-100-001	*695-100-008
695-100-002	*695-100-009
695-100-004	*695-100-010
695-100-005	*695-100-012
695-100-006	*695-100-014
695-100-007	*695-100-015
695-100-011	
695-100-017	
695-070-001	

* APN's associated with Specific Plan Amendment

LAND USE SUMMARY

PLANNING AREA 1
USE: CHAMPIONSHIP GOLF COURSE
AREA: 240 AC.

PLANNING AREA 2
USE: GOLF CLUBHOUSE FACILITIES
AREA: 5.9 AC.

PLANNING AREA 3
USE: DELUXE GOLF-VIEW HOTEL
AREA: 17.6 AC.

PLANNING AREA 4
USE: RESORT GOLF-VIEW VILLAS
AREA: 7.3 AC.
UNIT #: 54
DENSITY: 7.4 UNITS/AC.

PLANNING AREA 5
USE: RESORT TIMESHARE UNITS
AREA: 9.95 AC.
UNIT #: 216
DENSITY: 21.7 UNITS/AC.

PLANNING AREA 6A & 6B
USE: GOLF VIEW CONDOMINIUMS
AREA: 33.2 AC.
UNIT #: 550
DENSITY: 16.6 UNITS/AC.

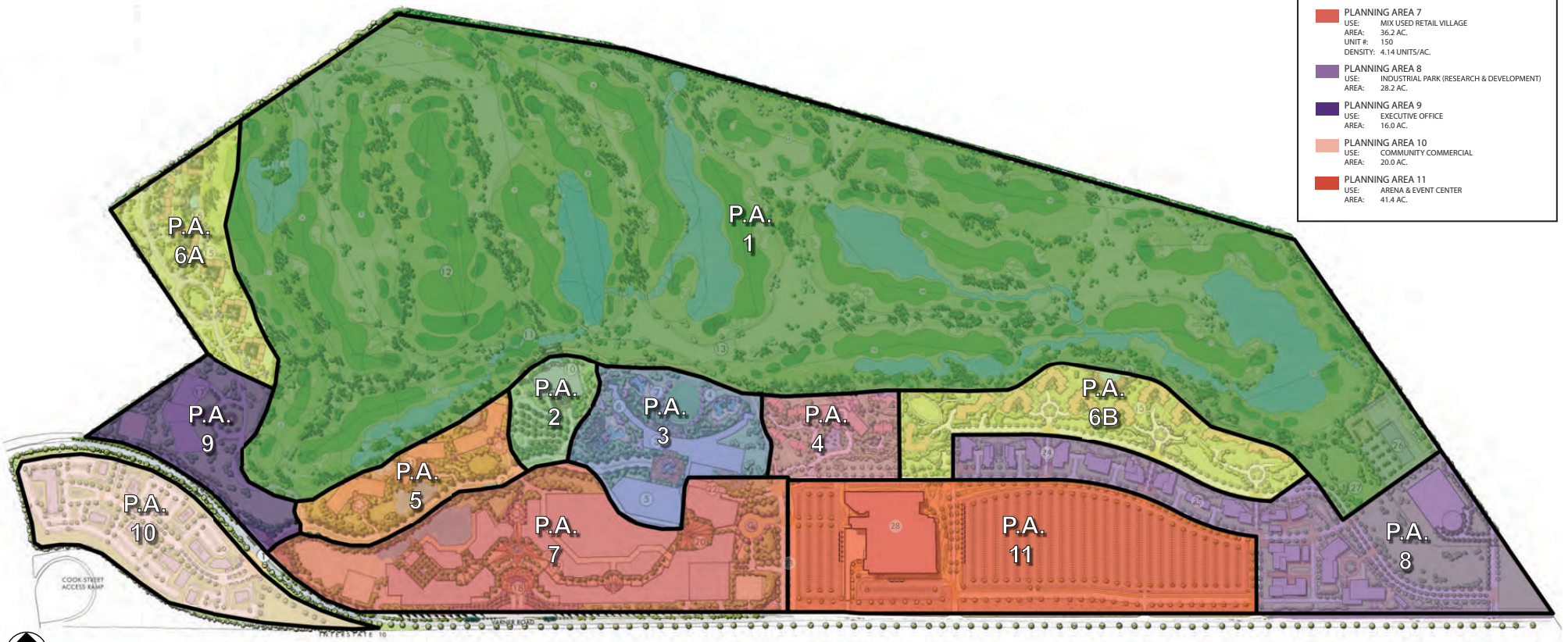
PLANNING AREA 7
USE: MIX USED RETAIL VILLAGE
AREA: 36.2 AC.
UNIT #: 150
DENSITY: 4.14 UNITS/AC.

PLANNING AREA 8
USE: INDUSTRIAL PARK (RESEARCH & DEVELOPMENT)
AREA: 28.2 AC.

PLANNING AREA 9
USE: EXECUTIVE OFFICE
AREA: 16.0 AC.

PLANNING AREA 10
USE: COMMUNITY COMMERCIAL
AREA: 20.0 AC.

PLANNING AREA 11
USE: ARENA & EVENT CENTER
AREA: 41.4 AC.



SOURCE: The Altum Group - 2020

FIGURE **4**

Meridian Consultants

Proposed NorthStar Specific Plan Conceptual Land Use Map

296-001-20

APPENDIX C

TRAFFIC CONTROL PLAN

TEMPORARY CONSTRUCTION SIGNS (THIS SHEET ONLY)

R1-1 C9A (CA) W3-4

LEGEND (THIS SHEET)

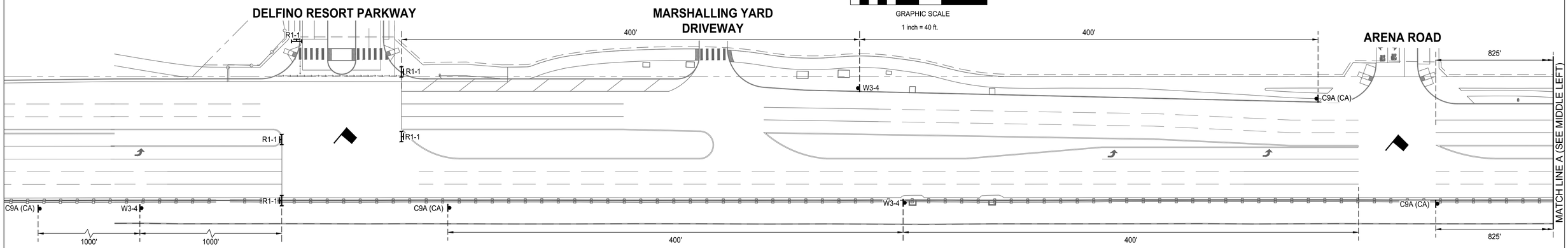
ITEM	SYMBOL
PROPOSED TEMPORARY ROAD SIGN	
TYPE II BARRICADE WITH SIGN	
DIRECTION OF TRAVEL	
CHANGEABLE MESSAGE SIGN	CMS
TRAFFIC CONTROL OFFICER	

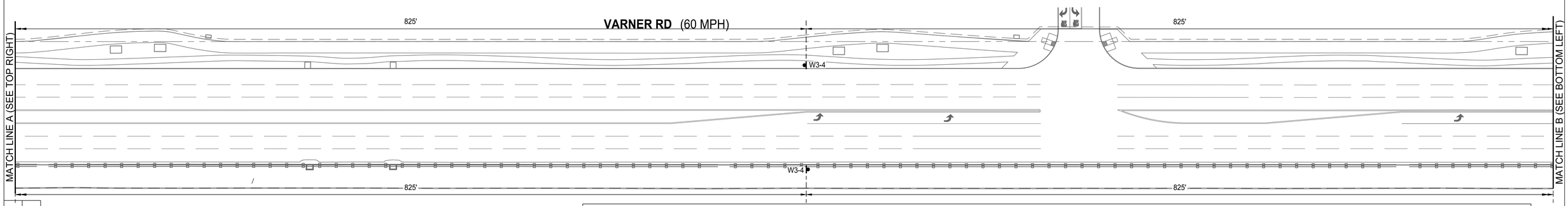
EVENT TRAFFIC CONTROL

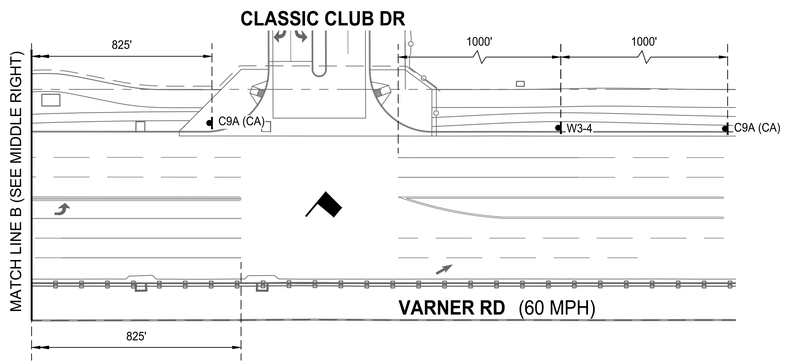
40' 0' 20' 40' 80'

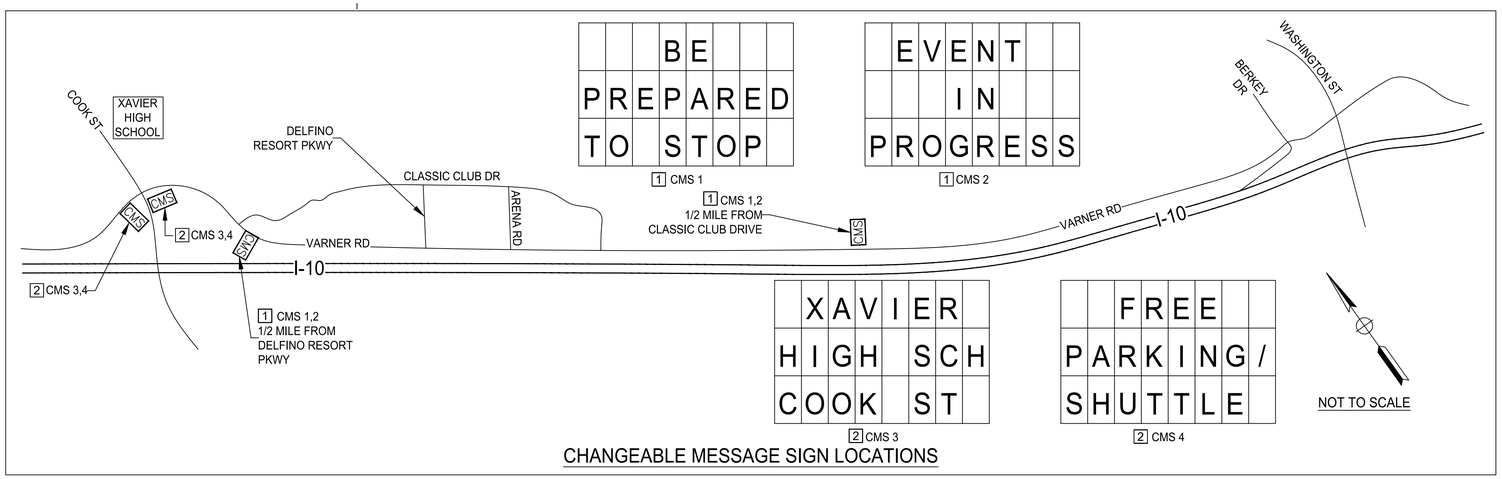
GRAPHIC SCALE

1 inch = 40 ft.









CHANGEABLE MESSAGE SIGN LOCATIONS

APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

RECMD | COUNTY OVERSIGHT ENGINEER | REGISTRATION NUMBER | DATE SIGNED

DIG ALERT — DIAL BEFORE YOU DIG — TOLL FREE 1-800-227-2600 — TWO WORKING DAYS BEFORE YOU DIG — A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

NOTE:
WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The private engineer signing these plans is responsible for assuring the accuracy and acceptability of the design hereon. In the event of discrepancies arising after county approval or during construction, the private engineer shall be responsible for determining an acceptable solution and revising the plans for approval by the county.

MARK	BY	DATE

ENGINEER

REVISIONS

APPR.	DATE

COUNTY

SEAL—ENGINEER

REGISTERED PROFESSIONAL ENGINEER — JAMES MILLER — No. 82522 — Exp. 09-30-22 — CIVIL — STATE OF CALIFORNIA

ENGINEERING COMPANY

NV5
1502 AVENUE OF SCIENCE
SUITE 200
SAN DIEGO, CA 92128
(858) 927-3661
WWW.NV5.COM

PREPARED BY: JAMES MILLER
R.C.E. NO. 82522
DATE 12/02/22

BENCHMARK:
CITY OF PALM DESERT BENCHMARK NO. 136, A MARKED 2" BRASS DISC AT NW COR. OF CATCH BASIN, AT THE NORTHWEST CORNER OF GERALD FORD DR. AND COOK STREET, NORTH OF GERALD FORD DR.
ELEVATION = 168.028 FT. (NAV88)

SCALE: H: AS NOTED V: AS NOTED

PPT200021 (PM38040) IP210269

COUNTY OF RIVERSIDE
SCHEDULE "E"
EVENT DAY TRAFFIC CONTROL

FOR: W.O. COUNTY FILE NO. 971 BB

SHEET NO. 1 OF 3 SHTS

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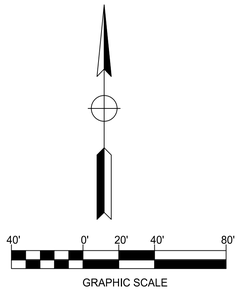
TEMPORARY CONSTRUCTION SIGNS (THIS SHEET ONLY)

R1-1 C9A (CA) W3-4

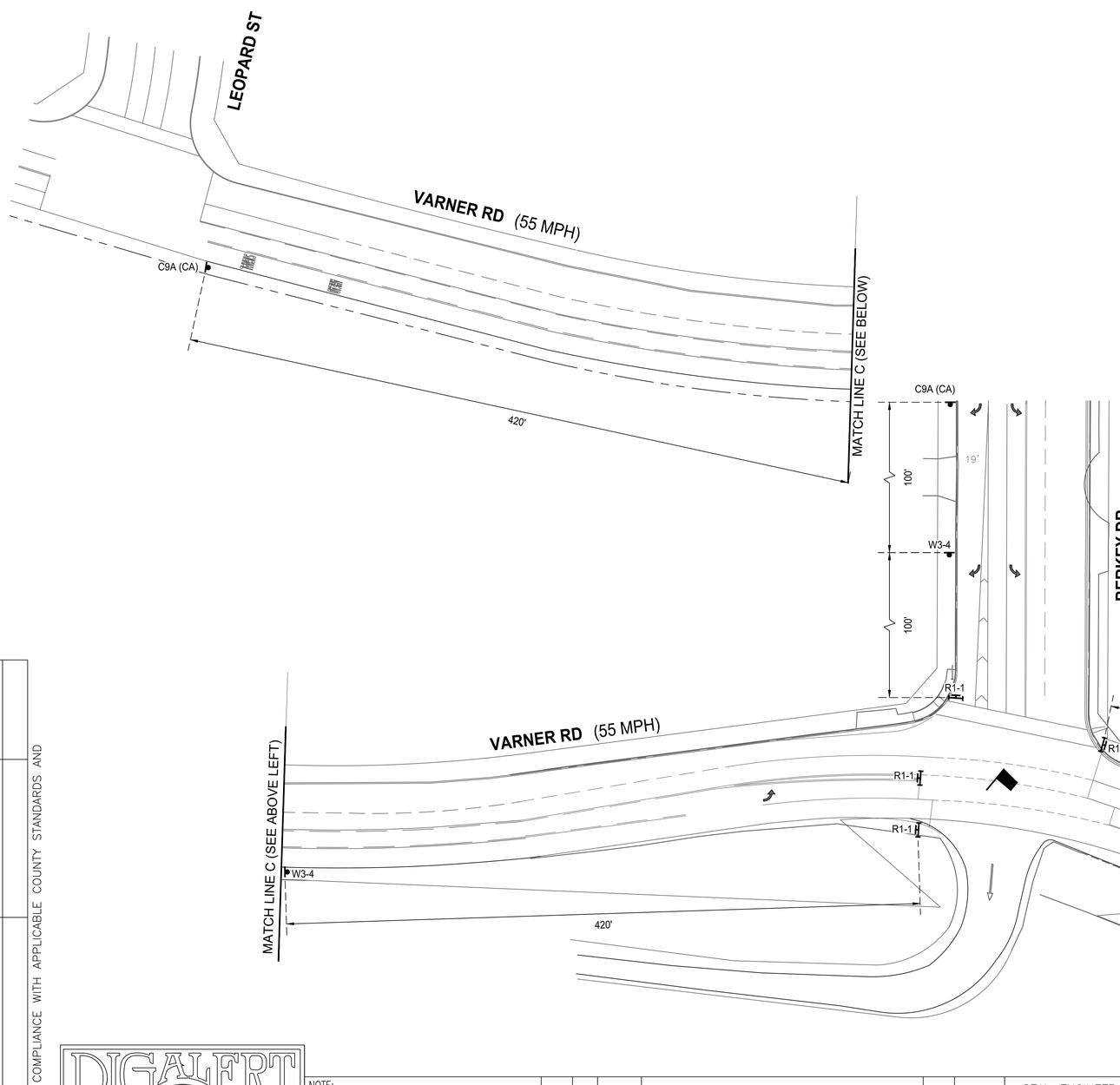


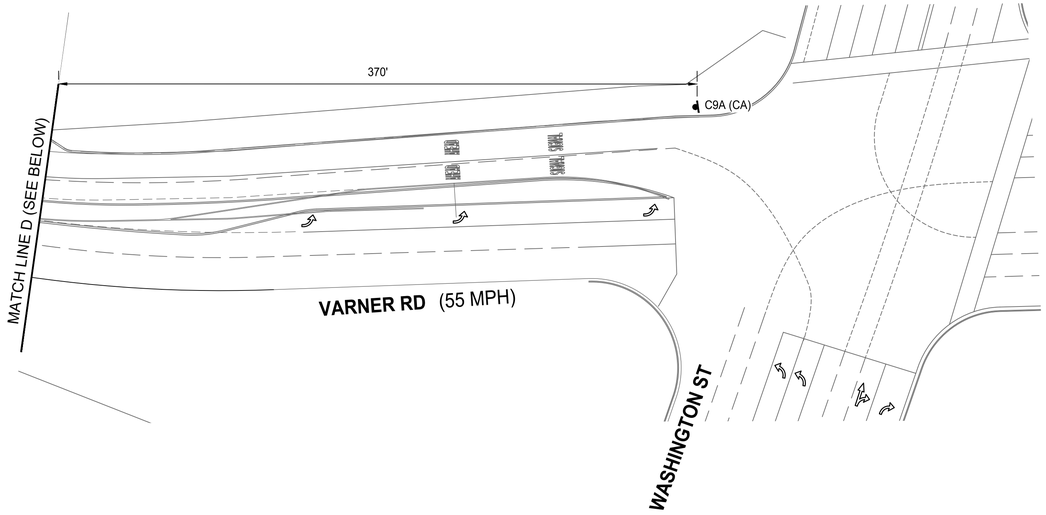
GRAPHIC SCALE
1 inch = 40 ft.

LEGEND (THIS SHEET)

ITEM	SYMBOL
PROPOSED TEMPORARY ROAD SIGN	
TYPE II BARRICADE WITH SIGN	
DIRECTION OF TRAVEL	
CHANGEABLE MESSAGE SIGN	CMS
TRAFFIC CONTROL OFFICER	

EVENT TRAFFIC CONTROL





APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

RECMD	COUNTY OVERSIGHT ENGINEER	REGISTRATION NUMBER	DATE SIGNED

DIGALERT
DIAL BEFORE YOU DIG TOLL FREE 1-800-227-2600
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A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

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MARK	BY	DATE	REVISIONS	APPR.	DATE

ENGINEER — COUNTY

SEAL—ENGINEER
REGISTERED PROFESSIONAL ENGINEER
JAMES MILLER
No. 82522
Exp. 09-30-23
CIVIL
STATE OF CALIFORNIA

ENGINEERING COMPANY
NV5
1502 AVENUE OF SCIENCE
SUITE 200
SAN DIEGO, CA 92128
(858) 927-3661
WWW.NV5.COM

PREPARED BY: JAMES MILLER
R.C.E. NO. 82522
DATE 12/02/22

BENCHMARK:
CITY OF PALM DESERT BENCHMARK NO. 136. A MARKED 2" BRASS DISC AT NW COR. OF CATCH BASIN, AT THE NORTHWEST CORNER OF GERALD FORD DR. AND COOK STREET, NORTH OF GERALD FORD DR.
ELEVATION = 168.028 FT. (NAV88)

SCALE: H: AS NOTED V: AS NOTED

PPT200021 (PM38040) IP210269

COUNTY OF RIVERSIDE
SCHEDULE "E"
EVENT DAY TRAFFIC CONTROL

FOR: W.O. COUNTY FILE NO. 971 BB

SHEET NO. 2
2 OF 3 SHTS

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TEMPORARY CONSTRUCTION SIGNS (THIS SHEET ONLY)

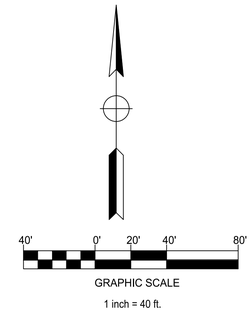
C9A (CA)

W3-4

LEGEND (THIS SHEET)

ITEM	SYMBOL
PROPOSED TEMPORARY ROAD SIGN	
TYPE II BARRICADE WITH SIGN	
DIRECTION OF TRAVEL	
TRAFFIC SIGNAL	TS
TRAFFIC CONTROL OFFICER	
CHANGEABLE MESSAGE SIGN	CMS

EVENT TRAFFIC CONTROL



GRAPHIC SCALE

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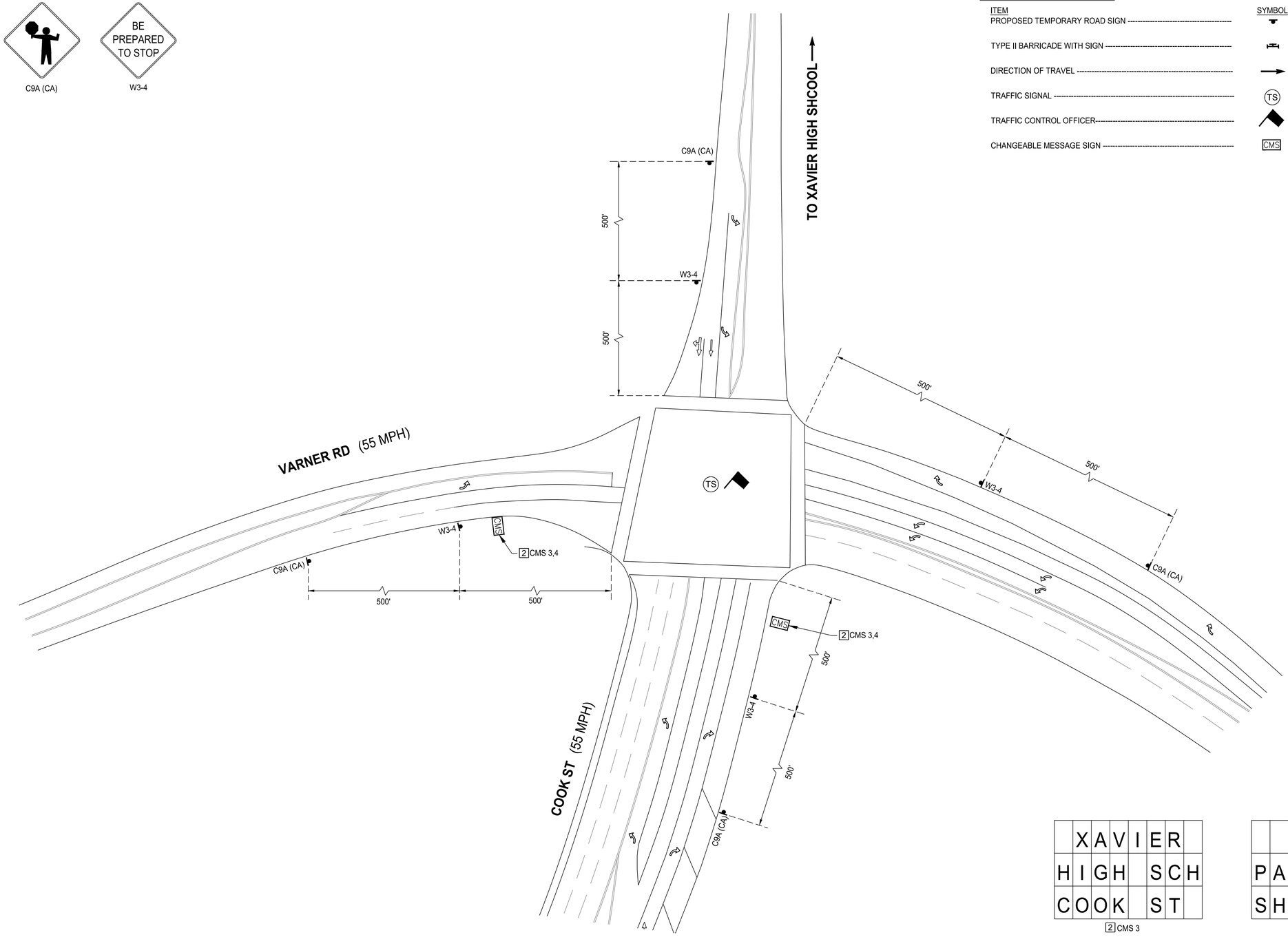

	X	A	V	I	E	R	
H	I	G	H		S	C	H
C	O	O	K		S	T	

2 CMS 3

		F	R	E	E		
P	A	R	K	I	N	G	/
S	H	U	T	T	L	E	

2 CMS 4

APPROVED AS TO COMPLIANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

RECMD	COUNTY OVERSIGHT ENGINEER	REGISTRATION NUMBER	DATE SIGNED

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MARK	BY	DATE	REVISIONS	APPR.	DATE

ENGINEER — COUNTY

SEAL–ENGINEER

REGISTERED PROFESSIONAL ENGINEER
JAMES MILLER
No. 82522
Exp. 09-30-23
CIVIL
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SHEET NO. 3

3 OF 3 SHTS

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