4.9 LAND USE AND PLANNING

The purpose of this section is to evaluate the Serena Park project as it relates to land use and planning policy under the jurisdiction of local and regional planning agencies. The initial discussion within this section presents an overview of relevant planning documents to provide a *"Regulatory Context"* for discussion and analysis of land use and planning topics later in the chapter.

A. Regional Setting

The project is located within the city limits of Palm Springs, a community in Riverside County, California, approximately 100 miles east of Los Angeles, 150 miles northeast from San Diego and 50 miles west from the City of Riverside. As shown in Exhibit 3.10-2 Palm Springs is bordered by the city of Desert Hot Springs on the north, by the cities of Cathedral City and Rancho Mirage on the east and by unincorporated Riverside County land on the west. The project is situated in the northern portion of the City, immediately west of the Whitewater River flood plain that separates Palm Springs from Cathedral City.

Land Use Plans and Policies

- *General Plan Land Use Element / City of Palm Springs*

  The Land Use Element of the Palm Springs General Plan defines the land use categories assigned to all properties within the City and its Sphere of Influence. Associated with these categories are goals, policies and programs to help guide future development and build-out of the community. The Land use Element is the broadest and most wide-reaching of all General Plan elements, establishing the general type and density/intensity of land use. In conjunction with the General Plan Environmental Impact Report (EIR), it serves as the basic framework for land use policy decisions, including the approval of Specific Plans, within the community.

  The project presently has a General Plan designation of "Open Space/Parks & Recreation" (OS-P/R) but would be amended to "Very Low Density Residential" (VLDR) over proposed residential areas as part of the project entitlements.

- *Zoning Ordinance / City of Palm Springs*

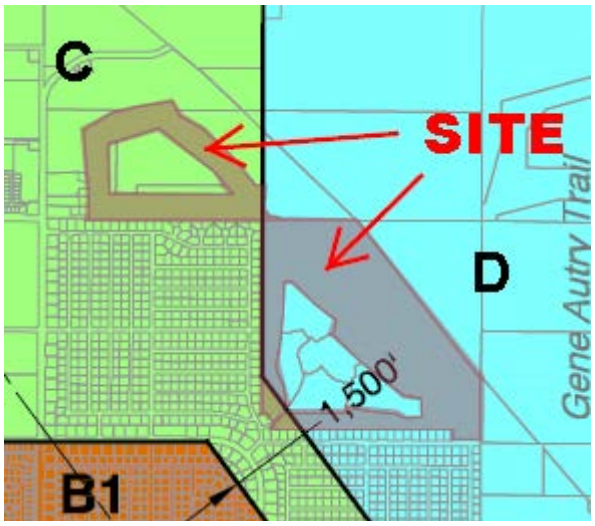
  The Palm Springs Zoning Ordinance serves as an implementation tool to further the objectives of and establish consistency with the Land Use Element of the General Plan and thus to protect the public health, safety and general welfare of

the residents, and to provide economic and social benefits from an orderly, planned use of land resources. The Zoning Ordinance provides regulations for the allowable development in each zone. These regulations include detailed standards related to permitted and conditional uses, lot size/dimensions, yard requirements, lot coverage, building height, parking requirements, fencing, landscape and open space. The Zoning Ordinance establishes compatibility between land uses on adjacent properties and provides a set of regulations to develop the City in an efficient and harmonious fashion.

The project is presently zoned "O" and "O5" (Open Land) but would be amended to Planned Development District (PD) as part of the project entitlements.

- *Airport Land Use Compatibility Plan/Riverside County Airport Land Use Commission*

Although the Palm Springs International Airport is owned and operated by the City of Palm Springs, a land use compatibility plan was developed for each airport within the County by the Riverside County Airport Land Use Commission (RCALUC). The plan for each airport evaluates nearby land uses for compatibility with airport operations. As a part of the City development review process, all project proposals within the airport influence area are required to undergo a compatibility review by the RCALUC prior to the granting of City approvals. As the local land use authority, the City also has the right to override the RCALUC, if it chooses.



The southern portion of the project is located primarily within Compatibility Zone D. The criteria set forth in Countywide Policy 3.1.3 (a), residential densities in Zone C northwest of the airport shall either be kept to a very low density of no more than 0.2 dwelling units per acre or be in the range of 3.0 to 15.0 dwelling units per acre. The choice between these two options is at the discretion of the City of Palm Springs. The northern portion of the project and the northwesterly tip of the southern portion are located within Compatibility Zone C. Criteria set forth in Countywide Policy 3.1.3(b), provides a high density option that allows residential densities of 3.0 dwelling units per gross acre to the

extent that such densities are typical of existing residential development in nearby communities.

Based on the gross acreage of the property (156.18) acres the Tentative Tract Map proposes a density of 2.74 dwelling units per acre. However the Palm Springs International Airport Compatibility Plan (PSIALUCP) allows for residential densities to be calculated on a net basis. Excluding the 35.62 acre remainder lot, the net area is reduced to 120.56 acres. Based on this net acreage, the project proposes an overall density of 3.55 dwelling units per acres, which meets the compatibility Zone C and D criteria of a minimum of 3.0 dwelling units.

Regional Plans and Policies

- *Coachella Valley Multiple Species Habitat Conservation Plan / Coachella Valley Association of Governments*

  The Coachella Valley Multiple Species Conservation Habitat Plan (MSHCP) is a biological conservation plan that strives to preserve over 240,000 acres of open space and protect 27 plant and animal species throughout the Coachella Valley. In complying with federal and state endangered species laws, the MSHCP not only safeguards the desert's natural heritage for future generations, but also allows more timely construction of roads and other infrastructure needed to accommodate population growth in the Coachella Valley. In this regard, the MSHCP identifies both conservation areas to be preserved and fee areas where development is permitted subject to the payment of a predetermined mitigation fee.

  Those portions of the project proposed for development are not inside a Conservation Area. However, the Not-a-Part (NAP) parcel east of the flood control levy is situated within the "Whitewater Floodplain Conservation Area".

- *Agua Caliente Band of Cahuilla Indians Tribal Habitat Conservation Plan (THCP)*

  The Agua Caliente Band of Cahuilla Indians Tribal Habitat Conservation Plan (THCP) addresses land development along with other activities taking place within the Reservation; which includes Tribal Trust land, Allotted Trust Land, and Fee Land. The plan provides the means to protect and conserve federally listed species and others deemed by the Tribe and the U.S. Fish and Wildlife Service (USFWS) to be sensitive and potentially in need of listing in the future (collectively Covered Species); and authorizes the incidental take of these species where appropriate. The THCP was adopted by the Tribal Council in 2010 but did not receive final approval from the U.S. Fish and Wildlife Service

(USFWS). USFWS approval would also include a Section 10a permit for all covered species and activities.

The project is not on Tribal land nor included in the THCP. However, it is adjacent to the "Valley Floor Conservation Area, Section 6 Target Acquisition Area" immediately to the east.

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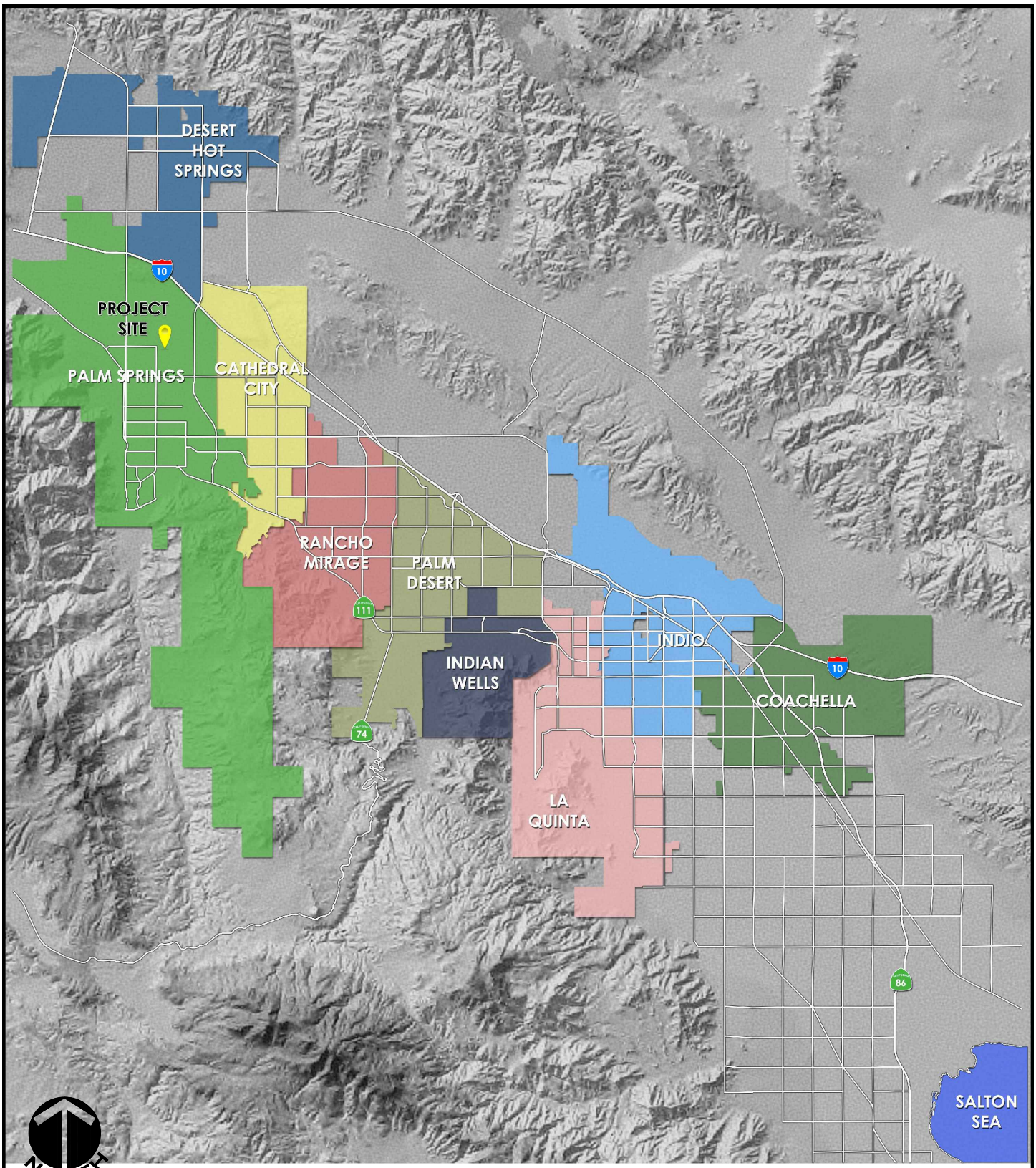
Aerial Photograph

Environmental Impact Report for Tentative Tract Map No. 36691

Exhibit 4.9-1



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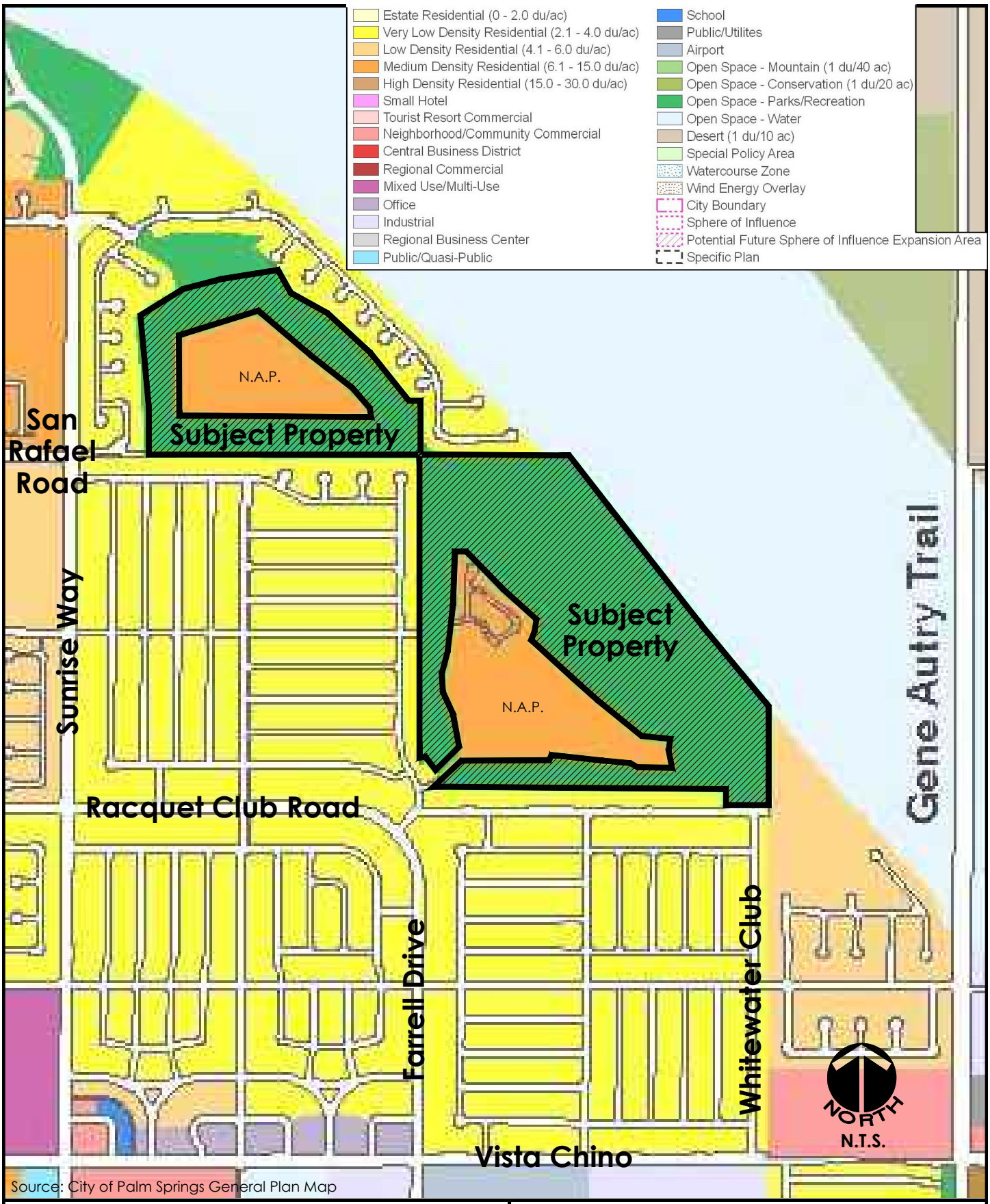
Jurisdiction Map

Environmental Impact Report for Tentative Tract Map No. 36691

Exhibit 4.9-2



Source: City of Palm Springs General Plan Map

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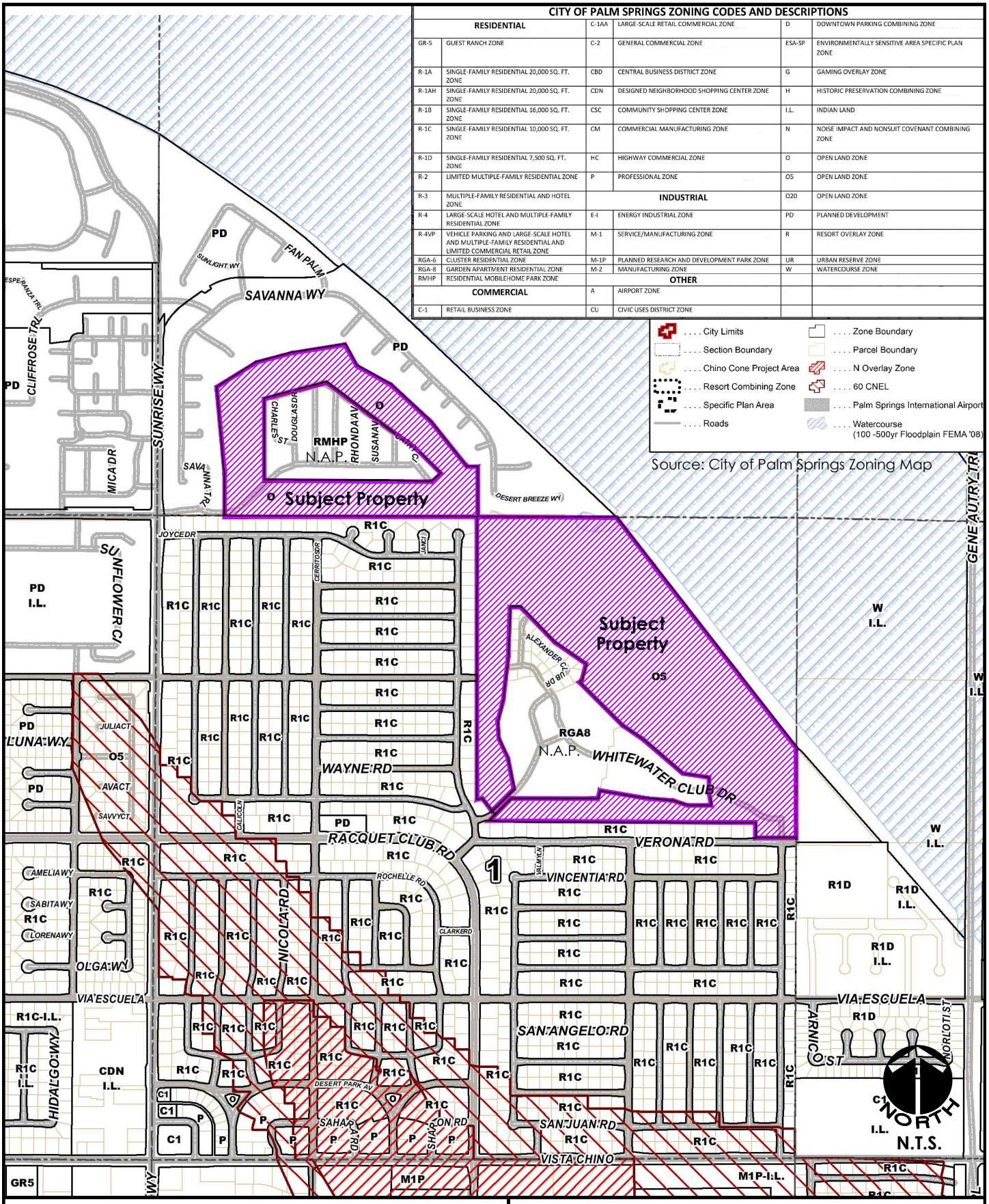
City of Palm Springs
General Plan Land Use

Environmental Impact Report for Tentative Tract Map No. 36691



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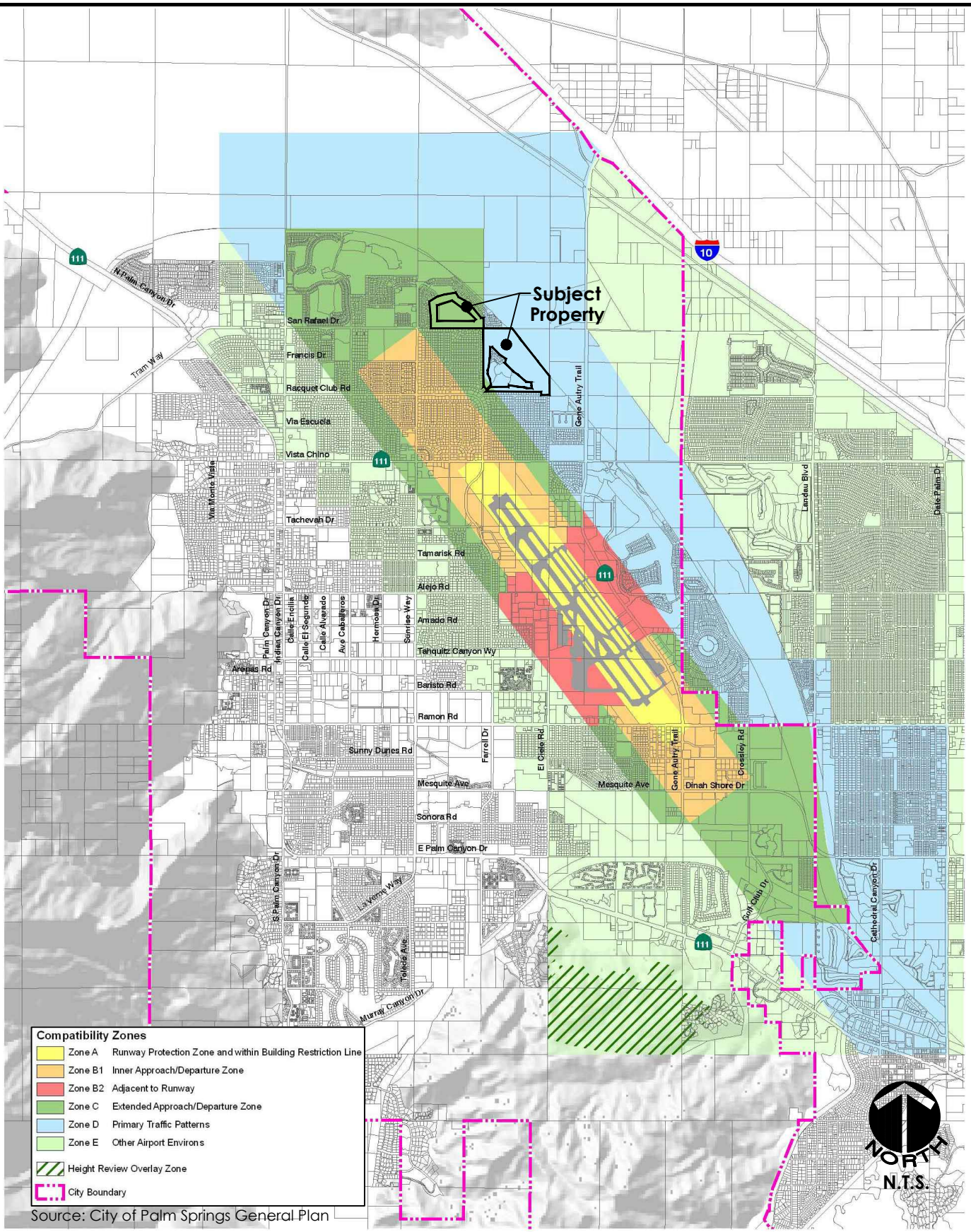
City of Palm Springs Zoning

Environmental Impact Report for Tentative Tract Map No. 36691



Source: City of Palm Springs General Plan

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City of Palm Springs
Airport Land Use Compatibility Plan

Environmental Impact Report for Tentative Tract Map No. 36691

B. Existing Conditions

The project vicinity is characterized largely by existing single family residences to the north, west and south. The Whitewater River flood plain, located to the north and east, constrains the urbanized area and provides a large open area in the immediate vicinity. The southern portion of the project is directly adjacent to the flood plain but separated by a flood control levy. The following table characterizes properties surrounding the project.

Table 4.9-1 Surrounding Uses

	Jurisdiction	General Plan	Zoning	Existing Use
NORTHERN SUBAREA				
North	Palm Springs	VLDR	PD	SF Residential
South	Palm Springs	VLDR	R1C	SF Residential
East	Palm Springs	VLDR	PD	SF Residential
West	Palm Springs	VLDR	PD	SF Residential
Interior	Palm Springs	MDR	RMHP	Mobile Home Park
SOUTHERN SUBAREA				
North	Palm Springs	VLDR	PD	SF Residential
South	Palm Springs	VLDR	R1C	SF Residential
East	Palm Springs	OS-W, LDR	W, O5	Vacant
West	Palm Springs	VLDR	R1C	SF Residential
Interior	Palm Springs	MDR	RGA8	Condominium/SF

Notes: VLDR = Very Low Density Residential
MDR = Medium Density Residential
OS-W = Open Space-Water
PD = Planned Development District
R1C = Single Family Residential, 10,000 s.f.
W = Watercourse
RGA8 = Garden Apartment Residential
SF Residential = Single Family Residential

The project site is a vacant infill site previously used as a privately owned golf course. The golf course has been inactive since 2007 and remaining features include deteriorating parking lots, small portions of building foundations and tennis courts. No grassed fairways, greens, or driving ranges remain, although these areas show signs of disturbance. To accommodate this use, the City zoned the property as “Open Land”: the northern portion as “O” and the southern portion as “O5”.

C. Land Use and Planning Impacts

Threshold Criteria

Thresholds of significance were derived from criteria in the CEQA Guidelines and the standard CEQA Environmental Assessment Form. The following questions are relevant to determining whether a project could have a significant impact on the environment from a land use and planning perspective. Would the project:

a) Physically divide an established community?

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, Specific Plan, local coastal program, or Zoning Ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

As stated earlier, the property was originally developed as a golf course in a residential setting. Because the golf course was privately owned separately from the surrounding community, it acted as a physical barrier and surrounding residential neighborhoods developed around it over time as discrete, separated neighborhoods. The project would replace the golf course with residential uses, infilling and completing the surrounding residential land use pattern. Consequently, since the surrounding neighborhoods already function independently and the project introduces a compatible residential use, it would unify, rather than divide, the community. In addition, the project would replace underutilized, unmaintained land with new residential homes that would enhance the local area. The proposed site design and architecture outlined in the Planned Development District will ensure that the project is developed to an acceptable standard of quality that complements the area in which it will be built.

- **Less than significant impacts to physically dividing an established community are anticipated.**

Land Use plans applicable to the project were identified previously in Section B of this chapter. The relevant policies from each plan are listed below followed by a brief discussion of project compatibility.

- *General Plan Land Use Element/ City of Palm Springs*

The project presently has a General Plan designation of "Open Space – Parks/ Recreation" (OS-P/R) but would be amended to "Very Low Density Residential" (VLDR) as part of the project entitlements. The VLDR land use category allows residential development at densities between 2.1–4.0 dwelling units per acre (du/ac). The project proposes an overall residential density of 2.7 du/ac (4.0 du/ac on the north portion and 2.38 du/ac on the south portion), it would be consistent with the amended VLDR General Plan land use category. The public park portion of the project would remain as OS-P/R.

> *GOAL LU1: Establish a balanced pattern of land uses that complements the pattern and character of existing uses, offers opportunities for the intensification of key targeted sites, minimizes adverse environmental impacts, and has positive economic results.*
>
> The project complements the existing land use pattern by introducing a residential project of similar density within an existing residential area. Because the project would infill a previously disturbed golf course site, fewer environmental impacts are likely as compared to developing a new project on vacant, undisturbed land. Converting the abandoned golf course to a viable residential use will have positive economic benefits for the City by adding functional land to the tax role, reducing the likelihood of code enforcement violations, providing areas for both public and private recreation and increasing the City's housing stock.
>
> *LU1.1 Ensure that development meets or exceeds requirements and standards specified within each land use designation.*
>
> The project is subject to the City's standard development review process. As a part of this, the specific components of design will be reviewed in detail for compliance with applicable requirements of the VLDR land use category and other technical design standards. Approval of the project will validate project compliance with all applicable requirements and standards.
>
> *LU1.3 Ensure that new land use projects are built with adequate utility and municipal infrastructure capacity to support them.*
>
> The project occurs in a developed area with access to all urban infrastructure, including paved streets, sewer, water and other public utility and service systems. No capacity issues are known to exist. See Section 4.15, Utilities and Service Systems, for a full discussion of this topic.

LU1.5 Allow for flexible development standards provided that the potential benefits and merit of projects can be balanced with potential impacts.

The project proposes development under a Planned Development District (PD), which allows more flexible development standards to best tailor the project to the site and surrounding area. The potential benefits and merits of the project will be fully evaluated during the PD review process.

LU1.7 Require new construction to mitigate impacts on the City's housing, schools, public open space, childcare facilities, and other public needs.

The project will pay required development impact fees related to housing, schools, open space, childcare and other public services as necessary. The required payments are identified in the City Conditions of Approval and incorporated into project entitlement approvals. Therefore, the project complies with this policy.

LU1.12 Ensure that land uses maintain and expand parks, recreational trails, bikeways, and pedestrian corridors and linkages throughout the City and between Palm Springs and adjacent municipalities.

The project includes provisions for a 5-acre public park and a recreational trail along the Whitewater Flood Channel levee. Consequently, it contributes to maintaining and expanding the City's public parks and recreational trail linkages. Currently, the subject site is fenced private land that prohibits public access. In addition, private parks and trails will be provided for use by community residents.

LU2.2 Projects that propose to convert open space areas that are designated "Open Space – Parks/Recreation" to developable areas (for residential, commercial, etc.) must either offer in-kind replacement of such open space elsewhere in the City, make payment of in-lieu fees, or replace the converted open space through the use of density transfer.

A development agreement will be executed with this project and will identify special measures the City and applicant will abide by. The Serena Park project will provide a network of open space both public and private throughout the development and offer the Remainder lot to the City to maintain as open space and habitat conservation. These open space areas will be provided as a replacement to the golf course that will be removed from the existing Open Space – Parks Recreation land use designation.

LU6.2 Encourage new residential infill development.

The project would create a new residential community on an underutilized, poorly maintained, privately owned, vacant parcel of land surrounded by existing residential neighborhoods. As such, it complies with the City's policy of encouraging residential infill development.

LU6.1 Provide incentives to encourage developers to produce housing at all socioeconomic levels.

The project would provide two different market rate housing products at price ranges affordable to buyers at different income levels. Consequently, it would comply with this policy and further diversify the City's housing stock.

LU11.4 Ensure that proposed land uses and developments around the airport comply with the policies set forth in the Riverside County Airport Land Use Compatibility Plan.

On April 9, 2015 the Riverside County Airport Land Use Commission (ALUC) found the project to be consistent with the General Plan Amendment and Conditionally Consistent for TTM 36691. During the ALUC review period, it was requested that 12 lots which exceeded the 517.74 feet above mean sea level (AMSL) due to varied pad elevations, t submit to the Federal Aviation Administration (FAA) for Obstruction Evaluation Review. A submittal was made to the FAA on March 12, 2015 and the FAA made a Determination of "No Hazard to Air Navigation" for all 12 lots.

As part of the ALUC Consistency Determination, standard conditions prior to building permits have been applied to provide evidence that structures at their top points in feet AMSL do not exceed specified elevation of the runway at the Palm Springs International Airport at its northwesterly terminus, or proof of additional FAA Determination of "No Hazard to Air Navigation". See Appendix G for ALUCP Staff Report and FAA Determination letters.

LU11.2 Require the disclosure of potential aircraft overflight as part of real estate transactions within the airport influence area.

As part of the ALUC Consistency Determination, standard conditions for overflight disclosure will be applied. These will be made a part of the

City's conditions of approval for the project and, therefore, the project will comply with this policy.

- *Zoning Ordinance/ City of Palm Springs*

  The project is presently zoned "O" (Open Space) but would be amended to Planned Development District (PD) as part of the project entitlements. PDs are described in the Palm Springs Zoning Code as follows:

  > *94.03.00.B.1. Planned residential development districts may include a multiplicity of housing types; provided, the density does not exceed the general plan requirements. Housing density may be increased in conformance with state and local regulations if the district assists the city in meeting its housing goals as set forth in the housing element of the general plan. The form and type of development on the PD site boundary shall be compatible with the existing or potential development of the surrounding neighborhoods.*
  >
  > The overall project density of 2.7 du/ac conforms with the amended VLDR General Plan land use designation (2.1-4.0 du/ac) and is also consistent with the existing VLDR and MDR land use (6.1 – 15.0 du/ac) residential densities in the vicinity. Compatibility with surrounding development along the project boundary is achieved by either maintaining similar lot sizes or further separating the new residential units from existing uses along the boundary. The project is subject to the City's Planned Development District (PD) review process including submittal of a Preliminary Development Plan for approval by the Palm Springs Planning Commission and City Council. City approval of the Change of Zone and Planned Development District would render the project consistent with the City zoning code.

- *Airport Land Use Compatibility Plan/Riverside County Airport Land Use Commission*

  The southern portion of the project is located primarily within Airport Compatibility Zone D. The northern portion of the project and the northwesterly tip of the southern portion are located within Compatibility Zone C.

  The following policies from the Airport Land Use Compatibility Plan (ALUCP) Chapter 3, Individual Airport Policies and Compatibility Maps apply to Zones C and D surrounding the Palm Springs International Airport.

2.2 ZONE C RESIDENTIAL DENSITIES: The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities in Zone C northwest of the airport shall either be kept to a very low density of no more than 0.2 dwelling units per acre as indicated in the table or be in the range of 3.0 to 15.0 dwelling units per acre. The choice between these two options is at the discretion of the City of Palm Springs, the only affected land use jurisdictions. (Criteria for Zone C southeast of the airport remain as indicated in Table 2A.)

A portion of the project site is located in Compatibility Zone C northwest of the Palm Springs International Airport and, consequently, this policy would apply. The portion of the project in Zone C proposes 145 units on 36.65 net acres for a density of 3.9 du/ac., which falls within the required 3.0 - 15.0 density range. Therefore, the project complies with this policy.

2.3 ZONE D RESIDENTIAL DENSITIES: The criteria set forth in Countywide Policy 3.1.3(b) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the high density option for Compatibility Zone D at Palm Springs International Airport shall allow residential densities as low as 3.0 dwelling units per gross acre to the extent that such densities are typical of existing (as of the adoption date of this plan) residential development in nearby areas of the community.

A portion of the project site is located in Compatibility Zone D of the Palm Springs International Airport and, consequently, this policy would apply. The portion of the project in Zone D proposes 284 units on 94.6 net acres for a density of 3.0 du/ac. This is typical of nearby residential lots and the project complies with this policy.

The following policies from the Airport Land Use Compatibility Plan (ALUCP) Chapter 2, Countywide Policies, are also relevant.

4.1.4. NOISE EXPOSURE IN RESIDENTIAL AREAS: Unless otherwise indicated in the airport-specific policies listed in Chapter 3, the maximum CNEL considered normally acceptable for new residential land uses in the vicinity of the airports covered by this Plan is 60 dB for all airports except low-activity outlying airports (Chiriaco Summit and Desert Center) for which the criterion is 55 dB. These standards shall be based upon noise contours calculated as described above.

The project site lies well outside the 60 CNEL noise contour and, therefore, is consistent with the noise exposure policy.

> *4.2.4. OPEN LAND: In the event that a light aircraft is forced to land away from an airport, the risks to the people on board can best be minimized by providing as much open land area as possible within the airport vicinity. This concept is based upon the fact that the majority of light aircraft accidents and incidents occurring away from an airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site.*
>
> The policy goes on to state that open land must be free of most structures or major obstacles and have minimum dimensions of 75 feet by 300 feet. It further states that "*roads and automobile parking lots are acceptable as open land*". The project includes roadways and open space areas that would be suitable as open land. In addition, the Whitewater Floodplain, a vast open space area, occurs immediately east of the project and would be a pilot's logical landing target during an emergency. Therefore, the project would be consistent with the open land policy.

The project has undergone a full compatibility review by the Riverside County Airport Land Use Commission (ALUC). The project will comply with relevant policies and has received a determination of consistency from the ALUC. The consistency determination verifies that the project complies with all ALUC compatibility policy.

- **The project will not conflict with any applicable land use plan, policy or regulation, less than significant impacts are anticipated.**

The CVMSHCP, managed by the Coachella Valley Conservation Commission (CVCC), is designed as a regional habitat conservation plan that uses biological criteria and land use information to identify and acquire key Conservation Areas needed to preserve a diverse range of sensitive plant and animal species. Development is allowed in areas outside the Conservation Areas, but projects are required to pay a development impact fee to fund acquisition efforts inside the Conservation Areas. To facilitate this, the CVMSHCP provides take authority outside Conservation Areas to the permittees of the plan.

The City of Palm Springs is one of eight Coachella Valley cities that adopted the CVMSHCP in 2007 and are named as a permittee. Palm Springs Ordinance 1794 is the City's implementing regulation that defines its local mitigation fee program for new development under the MSHCP. Section 8.95.120 of the City ordinance allows the City to grant a credit against the mitigation fee in exchange for dedication of land within a MSHCP Conservation Area.

Those portions of the project proposed for development are not inside a Conservation Area, but are subject to the City's mitigation fee in accordance with Ordinance 1794. The Not-a-Part (NAP) parcel east of the flood control levy is situated within the "Whitewater Floodplain Conservation Area". However, no portion of this will be disturbed. This parcel would qualify for the City's fee credit should it be voluntarily dedicated to the CVCC for preservation, however this is not currently a part of the project proposal.

Payment of required development impact fees and/or any voluntary dedication of land within the Whitewater Floodplain Conservation Area will render the project consistent with the CVMSHCP.

Agua Caliente Band of Cahuilla Indians Tribal Habitat Conservation Plan (THCP)

The project is not on Tribal land and not subject to the THCP. It does lie adjacent to the "Valley Floor Conservation Area, Section 6 Target Acquisition Area" immediately to the east. However, this portion of the project is in the Whitewater River Floodplain and not proposed for development. Consequently, it serves as a buffer between the portions of the project to be developed and Tribal land.

For these reasons, the project is consistent with the TCHCP. In addition, because the project includes a General Plan Amendment, Tribal consultation is required according to Senate Bill 18 (SB 18).

- **The project will not conflict with any applicable habitat or conservation plans. Less than significant impacts are anticipated.**

D. Potentially Significant Impacts

As noted above, the project will result in no significant land use and planning impacts.

E. Standard Conditions (SC) and Mitigation Measures (MM)

The project is subject to mandatory planning and engineering reviews by City departments and other responsible agencies of the project entitlements during the development review process. This process results in the development of conditions of approval that must be complied with before development permits are issued. No environmental mitigation measures are required for land use and planning impacts.

F. Level of Significance after Mitigation

Based on the above analysis, project implementation would be consistent with all land use and conservation plans and results in no impacts related to this topic.

G. *Resources*

City of Palm Springs General Plan (October 2007)

City of Palm Springs Zoning Code and Zoning Map (January 2014)

Riverside County RCALUCP, East County Airports Background Data, Volume 3, Section E7, Palm Springs International Airport (March 2005)

Riverside County Airport Land Use Compatibility Plan Policy Document, Volume 1, Section PS, Palm Springs International Airport (March 2005)

Tribal Habitat Conservation Plan, Agua Caliente Band of Cahuilla Indians (August 2010)

4.10 NOISE

The discussion presented in this section is based on a variety of information sources, including the project-specific Noise Assessment, completed by Endo Engineering, May 2014 (Appendix H), the Noise Element from the City of Palm Springs General Plan (2007), and the Noise Element (Chapter 7) from the Riverside County Integrated Plan (RCIP) General Plan and Environmental Impact Report (EIR) (October, 2003).

A. Background

Sound is a physical phenomenon consisting of minute vibrations that travel through a medium, such as air, and are sensed by the human ear. Sound is generally characterized by several variables, including frequency and amplitude. Frequency describes the sound's pitch (tone) and is measured in cycles per second (Hertz [Hz]), while amplitude describes the sound's pressure (loudness).

Noise is generally defined as unwanted sound that disrupts normal activities or that diminishes the quality of the environment. It is usually caused by human activity that adds to the existing acoustic setting of a locale. The responses of individuals to noise levels are diverse and influenced by multiple factors, including the type of noise, the perceived importance of the noise, its appropriateness to the setting, noise sensitivity of the individual, and the time of day as well as the type of activity during which the noise occurs. Noise is generally deemed undesirable when it interferes with normal activities, causes actual physical harm, or has an adverse effect on health.

Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The human ear does not respond uniformly to sounds at all frequencies. It tends to be less sensitive to low and high frequencies than to medium frequencies that correspond with human speech. In response to this, the A-weighted noise level or scale has been developed to correspond better with peoples' subjective judgment of sound levels. This A-weighted sound level is called the "noise level" referenced in units of dBA (A).

Noise sources occur in two forms: (1) point sources, such as stationary equipment or individual motor vehicles and (2) line sources, such as a roadway or railroad with a large number of stationary or mobile point sources (i.e. motor vehicles and train cars, respectively). Sound dissipates exponentially with distance from the noise source. Such attenuation is commonly referred to as a distance loss. For a single point source, sound levels decrease (attenuate) approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced from a line source, the sound decreases 3 dBA for each doubling of distance in a developed environment. Line source noise in a relatively flat, undeveloped

environment with absorptive vegetation decreases 4.5 dBA for each doubling of distance.

Moreover, the presence of structures (e.g., solid walls and buildings) and natural topography (e.g., hills) that obstructs the line-of-sight between a noise source and a receptor tends to reduce the noise level. This type of sound attenuation is known as "barrier insertion loss." Partial attenuation will occur to a lesser extent if the line-of-sight between the source and its receptor is partially blocked.

Several scales have been developed which address community noise levels. Those that are applicable to this analysis are the Equivalent Noise Level (Leq) and the Community Noise Equivalent Level (CNEL). Leq is the average A-weighted sound level measured over a given time interval.

Leq can be measured over any given time period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods. CNEL is another average A-weighted sound level measured over a 24-hour period.

The CNEL scale, as described above, is expressed as a weighted aggregate number. The time of day corrections which comprise the CNEL model require the addition of 5 decibels to sound levels from 7:00 p.m. to 10:00 p.m. in the evening, and an additional 10 decibels to sound levels occurring between 10:00 p.m. and 7:00 a.m. Because there is a general decrease in the overall amount and loudness of noise generated during these times as compared to daytime hours, sensitivity to sound increases. Therefore, sounds seem louder in the evening and at night and are weighted accordingly.

In general, sensitive noise receptors, such as residential uses, schools, libraries, churches, hospitals and nursing homes are considered unsuitable land uses in unmitigated noise environments where exterior CNEL levels exceed 65 dBA. Commercial and industrial uses, conventional hotels and motels, neighborhood ballparks and playgrounds, and other outdoor spectator sport arenas are considered less sensitive land uses. Heavy commercial and industrial uses, transportation and utility land uses are considered least sensitive, with allowable unmitigated exterior ambient noise levels of up to 70 CNEL.

Excessive noise levels can result in psychological and physiological impacts ranging from annoyance to temporary or permanent hearing loss and mental distress. In recent years, concerns regarding the potential impacts of noise pollution have increased significantly. Community sounds commonly range between very quiet (40 dBA) to very loud (100 dBA). A conversation carried on at three feet has a sound level of about 60 dBA.

B. Regional Setting and Existing Conditions

Regional noise impacts in the Coachella Valley are known to primarily result from transportation sources such as roadway, air, and rail traffic. Motor vehicle traffic generally represents a major source of continuous noise, particularly affecting neighboring areas due to engine vibration, exhaust system and the interaction of tires with the roadway. The noise produced along a roadway is influenced by traffic volume, average speed and the percentage of trucks in the traffic composition.

The project is located south of a regionally important corridor formed by the Interstate 10 Freeway and the Union Pacific Railroad. The Interstate 10 Freeway and the Union Pacific Railroad traverse the Coachella Valley along an upper portion of its primary axis. Seven of the Valley's nine incorporated cities and various unincorporated areas are adjoined or traversed by these transportation routes. The railroad accommodates rail freight transport services through the Coachella Valley under the operation of Union Pacific Corporation while passenger services take place under the operation of the National Railroad Passenger Corporation, Amtrak. The rail portion of the corridor is located approximately 6,540 feet north of the north subarea. The Interstate 10 Freeway accommodates vehicular traffic across the Valley. The closest residence proposed within the project site would be located approximately 7,930 feet south of Interstate 10.

The project site is a vacant, previously disturbed property within the City of Palm Springs. Land to the east and northeast is vacant and is designated as part of the CVMSHCP's White Water River Conservation Area. Land to the north, south, and west is largely developed for residential uses. The City of Palm Springs land use designations for the project and its immediate vicinity include Open Space – Parks/Recreation, Very Low Density Residential, Medium Density Residential, and Open Space – Water.

Existing roadway noise sources near the project are primarily attributed to traffic along roadways analyzed in the Serena Park (TTM 36691) Noise Impact Study. Interstate 10, the Union Pacific Railroad and the Gene Autry Trail interchange also generate traffic-related noise to the north and northeast of the project. The highest traffic volume at the highest speed limits occurs along Interstate 10 however, the freeway is approximately 7,930 feet north of the project site.

Sound and groundborne vibration are also generated in the project vicinity by freight or passenger transport on the Union Pacific Railroad, however, the project's northeastern boundary is separated from the Union Pacific Railroad by a distance ranging from approximately 1.2 to 1.3 miles. A portion of the Whitewater River separates the project from the railroad. As a result, noise and groundborne vibration levels generated by railroad traffic at a relatively higher elevation pose a less than significant impact on the neighboring undeveloped areas. Moreover, trains traveling along this track do not use a locomotive horn routinely, because there are no highway-rail crossings in the vicinity.

Therefore, the greatest source of excessive and impulsive noise normally associated with train traffic is eliminated in the project locale. Railroad traffic noise is limited to that of locomotive engines and train wheels. Train wheels tend to generate more noise along the curved sections of track. Since the segment of track south of the project and in the vicinity is linear (lacks noticeable curves), the level of noise caused by the train wheels is minimized further.

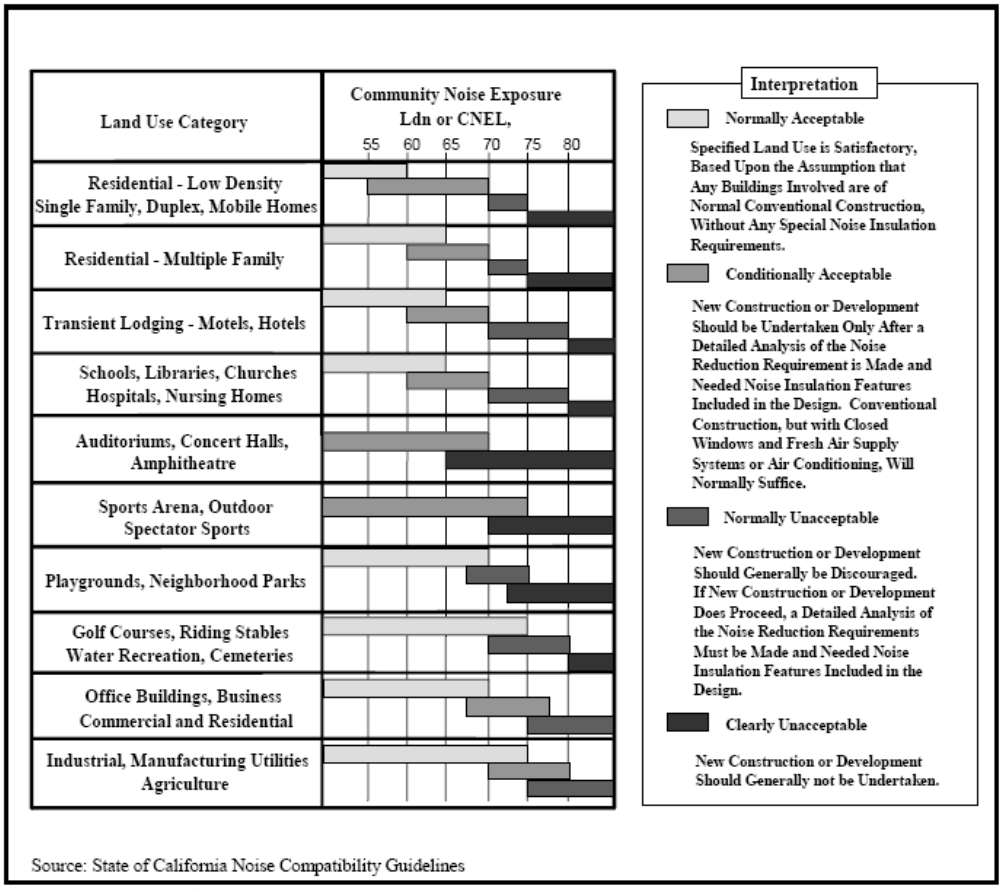
The project site is located in the City of Palm Springs. Information that pertains to potential noise impacts was also reviewed from the Noise Element of the Palm Springs General Plan and the General Plan EIR. According to these documents, the primary source of noise for the existing community is attributed to motor vehicle traffic. Aircraft and stationary noise sources are deemed to have relatively lesser impacts. The Interstate 10 and Union Pacific Railroad Lines are recognized for generating a more noticeable noise impact primarily to the northern areas of the City.

The City's General Plan provides a variety of collected data and modeled noise impacts, some of which are represented in the projected noise contours for the City's roadways and freeways at General Plan buildout. According to the General Plan Noise Element's Future Roadway Community Noise Equivalent Level (CNEL) Noise Contours (Figure 8-5), the project area is not impacted by unacceptable levels of noise attributed to traffic. As previously discussed, the CNEL is the average of the intensity of a sound over a 24 hour period, with corrections for time of day.

The General plan has established guidelines for acceptable community noise levels, which are based on the CNEL rating scale. For residential uses, the noise levels in exterior living areas (rear yards, patios, and balconies) cannot exceed 65 dBA CNEL. The interior noise levels attributed to exterior sources shall not exceed 45 dBA CNEL in any habitable room. The State of California has established guidelines for acceptable community noise levels, which are based on the CNEL rating scale. These guidelines specify the similar indoor and outdoor noise levels specified in the Noise Element of the City's 2007 General Plan Update and General Plan Update EIR.

Table 4.10-1 presents these guidelines, which were used within the noise study to assess the compatibility of the proposed project with the noise environment.

Table 4.10-1
Noise and Land Use Compatibility Guidelines



Source: State of California Noise Compatibility Guidelines

Endo Engineering performed a Noise Assessment for the Palm Springs Country Club project. Noise level measurements and a survey of the project area and vicinity were performed to establish the current baseline noise levels. Points located west and south of the project, were designated for such measurements. The highway noise levels projected for this specialized assessment were computed using data from the project-specific traffic study. The methods found that the project will not be subject to noise level exceeding 60 dBA CNEL from any transportation related sources following project completion. Additional details can be reviewed in Noise Assessment report, included in its entirety as an Appendix of this document.

C. Noise Impacts

Threshold Criteria

Thresholds of significance were derived from criteria in the CEQA Guidelines and the standard CEQA Environmental Assessment Form. The following questions are relevant to determining whether a project could have a significant impact on the environment from a noise perspective. Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Short Term Noise Sources

Construction and demolition noise represents a short-term impact on ambient noise levels. Noise generated by heavy equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels. Noise increases may be noticeable to residents surrounding the site when:

- Demolition of the remaining clubhouse foundation, tennis courts, and parking lots occurs within the southeast corner of the south subarea;
- The demolition debris is loaded onto trucks and hauled to the landfill;
- Construction vehicles associated with workers, building materials, and construction equipment enter and leave the site;

- Activities occur in construction staging areas;
- Temporary on-site generators are operated;
- Fine grading activities are underway;
- Construction of the buildings is occurring;
- Paving activities occur to provide site access and internal streets.

Short-term construction noise levels will be higher than the ambient noise levels in the study area today, but will subside once the construction activities are complete. Two types of noise impacts should be considered during the construction phase: 1) transportation-related noise impacts, and 2) construction activity noise impacts.

The transport of workers, construction equipment, demolition debris, and building materials will increase roadway noise levels in the project vicinity during the construction period. Although temporary, these increases could be perceptible to nearby sensitive receptors located along the vicinity roadways.

Demolition activities associated with the removal and transport of existing concrete slabs and pavement in the south subarea will produce short-term noise increases along vicinity roads in August of 2015. The demolition debris will be processed on-site into more manageable pieces with concrete/industrial saws and loaded into haul trucks for removal.

Demolition activities will require the removal of approximately 8,424 tons of debris from the associated foundations, tennis courts, and parking areas. It is expected that 42 truckloads would be required to remove the debris over a period of 10 days. Trucks will use Whitewater Club Drive, Vista Chino, and Indian Canyon Drive to transport the debris to the landfill.

The haul trucks may sit idle during the loading process and may create noise levels in excess of ambient levels. Although these trucks may create noise levels perceptible to residents, each truck would traverse these local streets periodically. The daily volume of trucks compared to all other daily traffic would only represent a fraction of the total daily volume of these streets. The associated increase in ambient noise created from temporary truck traffic may cause annoyance to residents, but would not result in any long-term or severe impacts considered to be significant.

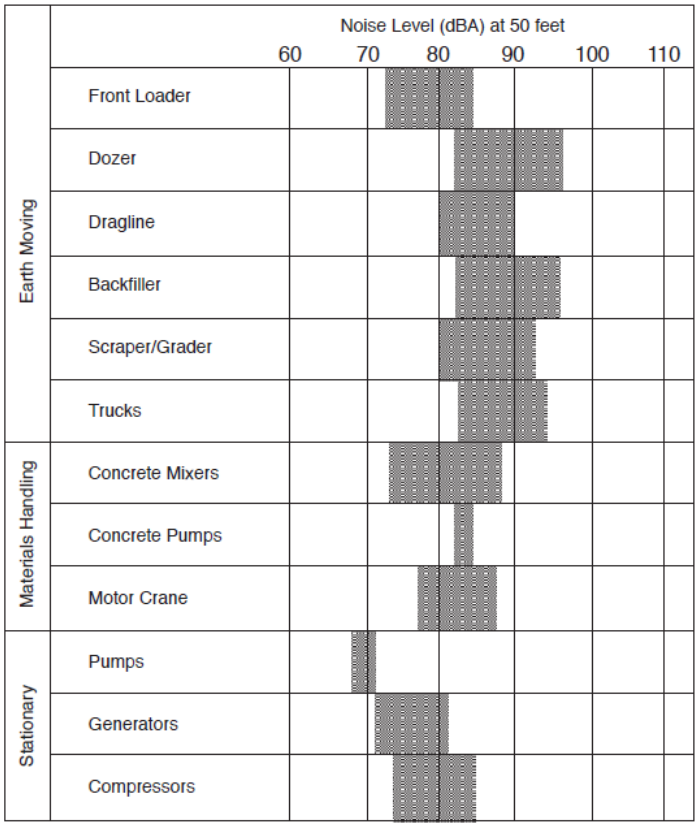
Noise associated with on-site construction activities may also be audible to residents in the surrounding communities. These increases in noise levels will be addressed by the regulations set forth in the City of Palm Springs Construction Regulators, Noise Ordinance, and Noise Control Act of 1972 which all establish noise standards for construction equipment.

Phasing of construction will also influence the character of noise levels surrounding the

project site as work progresses. Despite apparent differences in the type and size of equipment used throughout construction, similarities in the prevalent noise sources and patterns of operation allow noise ranges to be categorized by work phase.

The demolition, earthwork, and paving phases will involve the use of heavy excavating and paving equipment such as backhoes, bulldozers, front loaders, scrapers, and compactors. Typically, operation of equipment at full power is only necessary for 1-2 minute durations with operation at lower power levels lasting 3-4 minutes. Noise levels at 50 feet from heavy equipment range from 73 to 96 dBA under full power operation. It is expected that three graders will be utilized in the rough and precise grading phases of the project which will take place during a three week period. The export of dirt is not anticipated during the grading phases because cut and fill will be balanced within the site. Expected temporary noise levels at 50 feet during different phases of project construction are listed in Table 4.10-2 below.

Table 4.10-2
Noise for Construction Equipment



Source: EPA, 1971; "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances". NTID300.1

The City of Palm Springs regulates construction activities through conditions upon project entitlements and building permits. The potential for off-site noise impacts are further reduced by the *Palm Springs Noise Ordinance* (Municipal Code Section

11.74.041) and the *Palm Springs Construction Site Regulations* (Chapter 8.04.220). The Construction Site Regulations outlined in Municipal Code Chapter 8.04.220, limit the hours of construction work between 7:00 am and 7:00 pm Mondays through Fridays, 8:00 am to 5:00 pm Saturdays, and no work is permitted on Sundays.

Long Term Noise Impacts

In community noise assessment, changes in noise levels greater than 3 dBA are often identified as significant, while changes less than 1 dBA will not be discernible to local residents. In the range of 1 to 3 dBA, residents who are very sensitive to noise may perceive a slight change. In laboratory testing situations, humans are able to detect noise level changes of slightly less than 1 dBA. In a community noise situation, however, noise exposures are over a long time period, and changes in noise levels occur over years, rather than the immediate comparison made in a laboratory situation.

Therefore, the level at which changes in community noise levels become discernible is likely to be some value greater than 1 dBA, and 3 dBA appears to be appropriate for most people. Subsequently, noise level change of threshold of at least 3 dBA will be considered a significant increase for this noise analysis. Mitigation measures will be required where the 65 dBA CNEL exterior noise standard is exceeded. In the cases where there is an increase of at least 3 dBA but the exterior noise standard is not exceeded, exterior noise mitigation measures could be warranted.

The project is not expected to result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

- **Less than significant operational noise impacts are expected to result due to the proposed land use.**

As mentioned previously the project site is not located in close proximity to any significant sources of vibration such as railroads, wind turbines, or heavy truck facilities. At its closest point, the project site is 1.2 miles (6,540 feet) south of the Union Pacific Railroad corridor. The Federal Transit Administration (FTA) identifies critical screening distances for ground vibration assessment by land use category in *Transit Noise and Vibration Impact Assessment* (May 2006). Residential land uses located more than 200 feet from a railroad right-of-way typically have little potential for significant adverse ground vibration impact and therefore do not require a detailed vibration analysis.

The City of Palm Springs Zoning Code 11.74.020 defines the "Vibration perception threshold" as the minimum ground- or structure-borne vibrational motion necessary to cause a normal person to be aware of the vibration by such direct means as, but not limited to, sensation by touch or visual observation` of moving objects. Note that the

"perceptional threshold" defines when a person will perceive the vibration, not when the impact is considered adverse. A Caltrans Technical Report entitled "Transportation Related Earthborne Vibrations (Caltrans Experiences, July 24, 1992)" recommends that 0.2 in/sec be used as the threshold of significance for architectural damage.

Varying degrees of ground vibration may result from construction activity, and this is dependent on equipment and methods used, distance to affected structures, and soil types. Construction activities usually resulting in vibration most commonly include pile driving and rock blasting, although large, heavy construction equipment, such as bulldozers and loaded trucks, can cause perceptible vibration levels in very close proximity. Pile driving and rock blasting will not occur during the construction of this project.

Vibration levels around construction sites as a function of distance in areas of sandy/rocky soil are as follows:

- Truck @ 200 feet from rough road – 0.0005 in/sec
- Vehicles @ 50 feet from highway – 0.001 in/sec
- Vehicles @ 50 feet from rough road – 0.005 in/sec
- Jackhammer @ 50 feet – 0.01 in/sec
- Dozer @ 50 feet – 0.05 in/sec

Equipment expected to be utilized onsite do not reach the suggested significance threshold of 0.2 in/sec within 50 feet of existing structures. Jackhammers and Dozers may be utilized during demolition activities in the southeast corner of the south subarea but only intermittently in proximity to existing structures. The site exists in a graded condition with engineered soils, so impacts associated with rock relocation of crushing will not occur. Additionally, recommendations provided to mitigate temporary noise impacts during construction will work concurrently to reduce impacts related to vibration.

❖ **Less than significant impacts related to groundborne vibration or groundborne noise levels are expected to result due to the proposed land use.**

Off-Site Operational Noise Impacts

The project proposes residential land uses similar to those surrounding the project site. It is expected that the implementation of the proposed project would generate noise levels similar to those of the surrounding communities.

The proposed public park in the south subarea area of the project may intermittently generate noise levels that are perceptible to the surrounding community. These sources will typically be generated by users of the park and landscape maintenance activities

requiring the use of motorized equipment (Leaf Blowers, Lawn Mowers, Etc.). The park will be located approximately 240 feet minimum from existing single family land use and existing potential sensitive receptors. Future noise impacts to the existing homes would additionally be reduced by any structures and walls constructed as part of the proposed project. Activities within the park will be subject to the provisions of the *Palm Springs Noise Ordinance* (Municipal Code Section 11.74.041).The proposed public park will not include an amplified public address system. The park amenities have not been programmed however potential noise levels are anticipated to be similar to those associated with an active neighborhood park. According to the Noise Analysis Letter Response to Comments the noise levels generated by activities at the park would have the potential to annoy adjacent noise-sensitive receptors but would be unlikely to exceed the applicable noise standards. The noise generated by the park would be subject to the provisions of the Palm Springs Noise Ordinance. In either case, there are no existing noise-sensitive receptors adjacent to the proposed park. Future homeowners will be informed of the park when they purchase their residences.

- **Less than significant impacts are anticipated relative to noise impacts associated with the proposed public park.**

Off-Site Vehicular Noise Impacts

As opposed to construction noise, traffic related noise is a more permanent, long term noise source that is influenced directly by growth in a particular area. The impact of the Serena Park project on the land uses surrounding the project site is assessed by comparing the projected noise levels with the project completed, with the noise levels that would exist in the future without the project.

The projected off-site noise impacts for the year 2020 with the implementation of the proposed project are shown in Table 4.10-3. Noise levels are expected to range from a low of 53.0 CNEL on Via Escuela east of Gene Autry Trail, to a high of 80.6 CNEL along Vista Chino east of Farrell Drive. The 70 CNEL contour will occur within the right-of-way for fifteen analyzed roadway segments and the 65 CNEL contour will occur within the right-of-way for ten analyzed roadway segments.

Noise increases of less than 3 dBA in locations not adjacent to sensitive receptors or sensitive land uses are not considered significant. The noise study determines that the proposed project would generate a 3.0 dBA or greater noise increase for only one of the thirty-eight segments analyzed. An increase of 3.2 dBA is expected to occur along Whitewater Club Drive, between Via Escuela and Verona Road. While this noise increase is considered discernable, the noise increase would not cause nearby residences exposure to noise levels greater than 60 CNEL. Therefore, this project related noise increase would be considered a less than significant increase.

Two roadway segments analyzed are expected to generate increase in excess of 1 dBA, but less than 3 dBA. These increases would occur on 2.7 dBA on San Rafael Drive east of Sunrise Way, and 1.3 dBA on Farrell Drive north of Racquet Club Drive. The San Rafael Drive segment is immediately west of the project and would be utilized for project access and would not cause significant increases in noise levels. The Farrell Drive segment is subject to increases that would not be perceptible to nearby residences, no mitigation would be required.

Projected off-site noise impacts for the year 2030 would generate an audible noise increase upon one roadway segment that would provide access to the project site. The projected noise levels for the year 2030 with the proposed project are shown on Table 4.10-4. An increase of 3.1 dBA is expected to occur along Whitewater Club Drive north of Via Escuela. While this noise increase is considered discernable, the noise increase would not cause nearby residences exposure to noise levels greater than 60 CNEL. Therefore, this project related noise increase would be considered a less than significant increase.

Table 4.10-5 lists the projected future 2020 traffic volumes and the corresponding distances to the 60 dB, 65 dB, and 70 dB CNEL contours for the without-project case, and Table 4.10-6 lists the projected future 2020 traffic volumes and corresponding distances to these noise contours for the with-project case. The time and traffic distributions used for calculating vehicle noise exposure levels remain the same as for existing conditions.

Table 4.10-3
Projected Off-Site Noise Impacts for the Year 2020

Table 3.12-3
Increase in Year 2020 Motor Vehicle Noise
at 50 Feet with Proposed Project

Roadway Segment (CNEL)	Without Project (CNEL)	With Project (CNEL)	Increase (dBA)
Sunrise Way			
North of San Rafael Drive	72.3	72.5	0.2
South of San Rafael Drive	75.0	75.3	0.3
North of Raquet Club Drive	75.3	75.6	0.3
South of Raquet Club Drive	74.7	75.0	0.3
North of Via Escuela	74.8	75.1	0.3
South of Via Escuela	75.2	75.5	0.3
North of Vista Chino	75.6	75.8	0.2
Sorth of Vista Chino	76.6	76.7	0.1
Farrell Drive			
North of Raquet Club Drive	57.2	58.5	1.3
South of Raquet Club Drive	73.6	73.7	0.1
North of Via Escuela	73.6	73.6	0.0
South of Via Escuela	73.7	73.8	0.1
North of Vista Chino	73.7	73.9	0.2
South of Vista Chino	75.6	75.7	0.1
Whitewater Club Drive			
North of Via Escuela	56.7	59.9	3.2
South of Via Escuela	54.5	55.4	0.9
North of Vista Chino	55.0	55.8	0.8
Gene Autry Trail			
North of Via Escuela	80.2	80.3	0.1
South of Via Escuela	79.9	79.9	0.0
San Rafeal Drive			
West of Sunrise Way	68.5	68.7	0.2
East of Sunrise Way	57.2	59.9	2.7
Raquet Club Drive			
West of Sunrise Way	69.1	69.2	0.1
East of Sunrise Way	69.9	70.2	0.3
West of Farrell Drive	69.6	69.9	0.3
Via Escuela			
West of Sunrise Way	58.9	59.9	0.4
East of Sunrise Way	59.4	60.2	0.8
West of Farrell Drive	59.5	60.2	0.7
East of Farrell Drive	62.7	63.2	0.5
West of Whitewater Club Drive	61.2	61.9	0.7
East of Whitewater Club Drive	62.9	63.6	0.7
West of Gene Autry Trail	62.7	63.3	0.6
East of Gene Autry Trail	53.0	53.0	0.0
Vista Chino			
West of Sunrise Way	77.3	77.4	0.1
East of Sunrise Way	77.9	77.9	0.0
West of Farrell Drive	78.8	78.8	0.0
East of Farrell Drive	80.6	80.6	0.0
West of Whitewater Club Drive	80.3	80.3	0.0
East of Whitewater Club Drive	80.4	80.4	0.0

Table 4.10-4
Projected Off-Site Noise Impacts for the Year 2030

Table 3.12-4 Increase in Year 2030 Motor Vehicle Noise at 50 Feet with Proposed Project			
Roadway Segment (CNEL)	**Without Project (CNEL)**	**With Project (CNEL)**	**Increase (dBA)**
Sunrise Way			
North of San Rafael Drive	72.7	72.8	0.1
South of San Rafael Drive	77.3	77.5	0.2
North of Raquet Club Drive	77.3	77.5	0.2
South of Raquet Club Drive	76.5	76.6	0.1
North of Via Escuela	76.5	76.6	0.1
South of Via Escuela	76.5	76.7	0.2
North of Vista Chino	76.5	76.7	0.2
Sorth of Vista Chino	76.8	76.9	0.1
Farrell Drive			
North of Raquet Club Drive	58.6	59.6	1.0
South of Raquet Club Drive	73.9	73.9	0.0
North of Via Escuela	73.8	73.9	0.1
South of Via Escuela	73.9	74.1	0.2
North of Vista Chino	74.0	74.1	0.1
South of Vista Chino	76.5	76.5	0.0
Whitewater Club Drive			
North of Via Escuela	56.9	60.0	3.1
South of Via Escuela	54.7	55.6	0.9
North of Vista Chino	55.3	56.0	0.7
Gene Autry Trail			
North of Via Escuela	80.9	81.0	0.1
South of Via Escuela	80.4	80.5	0.1
San Rafeal Drive			
West of Sunrise Way	69.4	69.5	0.1
East of Sunrise Way	57.4	60.0	2.6
Raquet Club Drive			
West of Sunrise Way	69.8	70.0	0.2
East of Sunrise Way	70.7	71.0	0.3
West of Farrell Drive	69.9	70.1	0.2
Via Escuela			
West of Sunrise Way	59.2	59.5	0.3
East of Sunrise Way	61.3	61.8	0.5
West of Farrell Drive	61.3	61.8	0.5
East of Farrell Drive	64.9	65.2	0.3
West of Whitewater Club Drive	62.0	62.6	0.6
East of Whitewater Club Drive	64.1	64.6	0.5
West of Gene Autry Trail	64.1	64.6	0.5
East of Gene Autry Trail	53.3	53.3	0.0
Vista Chino			
West of Sunrise Way	78.1	78.2	0.1
East of Sunrise Way	78.8	78.9	0.1
West of Farrell Drive	80.5	80.5	0.0
East of Farrell Drive	81.7	81.7	0.0
West of Whitewater Club Drive	81.7	81.7	0.0
East of Whitewater Club Drive	81.9	82.0	0.1

Table 4.10-5
Distance to CNEL Tables 2020 without project

Table 3.12-5
Future Distance to 2020 CNEL
Contours without Project

Roadway Segment (CNEL)	Average Daily Traffic (Veh/Day)	CNEL at 50 Feet	Distance to Contours 70 dBA	65 dBA	60 dBA
Sunrise Way					
North of San Rafael Drive	3,970	69.4	N/A	123	383
South of San Rafael Drive	9,890	73.4	99	304	960
North of Raquet Club Drive	11,080	73.9	110	341	1,077
South of Raquet Club Drive	10,220	73.5	101	311	982
North of Via Escuela	10,610	73.7	106	326	1,029
South of Via Escuela	12,460	74.4	123	383	1,208
North of Vista Chino	14,030	74.9	138	429	1,356
Sorth of Vista Chino	19,850	76.4	193	606	1,915
Farrell Drive					
North of Raquet Club Drive	1,600	56.9	N/A	N/A	N/A
South of Raquet Club Drive	10,770	73.5	106	331	1,044
North of Via Escuela	10,650	73.5	106	331	1,044
South of Via Escuela	10,800	73.5	106	331	1,044
North of Vista Chino	10,930	73.6	108	338	1,069
South of Vista Chino	15,380	75.0	149	467	1,475
Whitewater Club Drive					
North of Via Escuela	1,250	55.8	N/A	N/A	N/A
South of Via Escuela	860	54.2	N/A	N/A	N/A
North of Vista Chino	980	54.7	N/A	N/A	N/A
Gene Autry Trail					
North of Via Escuela	30,640	79.7	410	1,295	4,094
South of Via Escuela	29,490	79.5	392	1,236	3,909
San Rafeal Drive					
West of Sunrise Way	6,910	67.9	N/A	93	288
East of Sunrise Way	1,650	57.0	N/A	N/A	N/A
Raquet Club Drive					
West of Sunrise Way	7,910	68.5	N/A	106	331
East of Sunrise Way	9,490	69.3	44	127	397
West of Farrell Drive	9,830	69.5	45	133	416
Via Escuela					
West of Sunrise Way	2,470	58.8	N/A	N/A	83
East of Sunrise Way	2,110	58.1	N/A	N/A	33
West of Farrell Drive	2,170	58.2	N/A	N/A	33
East of Farrell Drive	4,380	61.3	N/A	N/A	67
West of Whitewater Club Drive	3,920	60.8	N/A	N/A	60
East of Whitewater Club Drive	5,380	62.2	N/A	N/A	83
West of Gene Autry Trail	4,790	61.6	N/A	N/A	72
East of Gene Autry Trail	640	52.9	N/A	N/A	N/A
Vista Chino					
West of Sunrise Way	19,460	76.7	189	592	1,871
East of Sunrise Way	21,490	77.2	212	665	2,099
West of Farrell Drive	23,450	77.5	227	712	2,250
East of Farrell Drive	33,620	79.8	383	1,208	3,820
West of Whitewater Club Drive	66,260	79.4	383	1,208	3,820
East of Whitewater Club Drive	33,210	79.4	383	1,208	3,820

Table 4.10-6
Distance to CNEL Tables 2020 with project

Table 3.12-6
Future Distance to 2020 CNEL
Contours with Project

Roadway Segment (CNEL)	Average Daily Traffic (Veh/Day)	CNEL at 50 Feet	Distance to Contours 70 dBA	65 dBA	60 dBA
Sunrise Way					
North of San Rafael Drive	8,130	72.5	82	248	780
South of San Rafael Drive	15,310	75.3	151	471	1,486
North of Raquet Club Drive	16,310	75.6	161	504	1,593
South of Raquet Club Drive	14,220	75.0	141	439	1,387
North of Via Escuela	14,520	75.1	144	449	1,420
South of Via Escuela	16,000	75.5	157	493	1,557
North of Vista Chino	17,100	75.8	168	528	1,668
Sorth of Vista Chino	21,210	76.7	207	649	2,052
Farrell Drive					
North of Raquet Club Drive	2,330	58.5	N/A	N/A	N/A
South of Raquet Club Drive	11,240	73.7	111	346	1,094
North of Via Escuela	11,120	73.6	108	338	1,069
South of Via Escuela	11,570	73.8	113	354	1,119
North of Vista Chino	11,710	73.9	116	363	1,145
South of Vista Chino	17,840	75.7	174	548	1,733
Whitewater Club Drive					
North of Via Escuela	3,180	59.9	N/A	N/A	N/A
South of Via Escuela	1,140	55.4	N/A	N/A	N/A
North of Vista Chino	1,260	55.8	N/A	N/A	N/A
Gene Autry Trail					
North of Via Escuela	35,100	80.3	471	1,486	4,700
South of Via Escuela	32,670	79.9	429	1,356	4,287
San Rafeal Drive					
West of Sunrise Way	8,170	68.7	N/A	111	346
East of Sunrise Way	3,210	59.9	N/A	N/A	49
Raquet Club Drive					
West of Sunrise Way	9,330	69.2	N/A	124	388
East of Sunrise Way	11,550	70.2	52	156	489
West of Farrell Drive	10,920	69.9	49	145	456
Via Escuela					
West of Sunrise Way	2,790	59.3	N/A	N/A	43
East of Sunrise Way	3,420	60.2	N/A	N/A	52
West of Farrell Drive	3,470	60.2	N/A	N/A	52
East of Farrell Drive	6,850	63.2	N/A	33	104
West of Whitewater Club Drive	5,080	61.9	N/A	N/A	77
East of Whitewater Club Drive	7,450	63.6	N/A	36	114
West of Gene Autry Trail	7,030	63.3	N/A	34	106
East of Gene Autry Trail	660	53.0	N/A	N/A	N/A
Vista Chino					
West of Sunrise Way	22,470	77.4	222	696	2,198
East of Sunrise Way	25,440	77.9	248	781	2,467
West of Farrell Drive	31,290	78.8	305	960	3,034
East of Farrell Drive	40,370	80.6	460	1,453	4,593
West of Whitewater Club Drive	41,730	80.3	471	1,486	4,700
East of Whitewater Club Drive	42,680	80.4	482	1,521	4,810

- **Less than significant impacts related to a substantial permanent increase in ambient noise levels in the project vicinity are expected to result due to the proposed land use.**

Airport Noise Impacts

The Palm Springs international Airport is located approximately 1/2 mile to the south of the proposed project. The Riverside County Airport Land Use Compatibility Plan outlines the procedures used in the review of proposed development within the range of an airport's activity. Within the Compatibility Plan, noise contours and compatibility zones are established based on an area's potential noise exposure, safety concerns, protection of airspace, and concerns related to overflights. Noise contours for the Palm Springs International Airport are derived from factors such as: aircraft type in the fleet using the airport, the number of current and future expected flights to and from the airport, and flight paths around the airport.

Land use compatibility is evaluated in part by the existing and future noise environment surrounding the airport. Policy 4.1.2 (a) of the *Riverside County Airport Land Use Compatibility Plan Policy Document* recommends an evaluation of two different time periods. The time periods analyzed in the City of Palm Springs Airport Master Plan evaluated the years 2002 and 2020 in establishing land use requirements according to noise exposure. The Airport's 60 dB and 65 dB contours appear to be identical for the existing 2002 and projected 2020 noise levels.

According to the contours within the Airport Master Plan, the Serena Park project would expose new residential development to levels below 60 dB CNEL. The southwestern corners of the north and south subarea will be located approximately 700 feet outside of the 60 dB CNEL contour. The south subarea will be located approximately 2,085 feet outside of the 65 dB CNEL contour while the north subarea will be located approximately .75 miles outside of the 65 dB CNEL contour. The Airport influence area for the Palm Springs Airport is divided into five zones designated Zone A through Zone E. Each Zone takes into account noise impacts, overflights, safety concerns, and airspace concerns to maintain compatible land uses within the vicinity of the Airport.

The north subarea Planning area of the project is located entirely within Compatibility Zone C. Palm Springs Compatibility Policy 2.2 states the residential land uses within Zone C shall be within the range of 3.0 to 15.0 dwelling units per acre. The *Riverside County Airport Land Use Compatibility Plan* also states the 20% of the land within a residential development remain as open space to accommodate controlled emergency landings for light aircraft. Within Zone C, there is also a required minimum noise reduction level of 20 dB from the outside of the unit to the inside. This establishes a 45 dB CNEL maximum interior noise level for aircraft noise sources.

The south subarea Planning area is located within Zone D which permits densities greater than 5 dwelling units per acre. However, densities as low as 3.0 dwelling units per acre are acceptable within Zone D as long as the density is representative of surrounding developments. Residential development within Zone D is required to maintain 10% open space.

The proposed project is consistent with the residential density requirements in the *Riverside County Airport Land Use Compatibility Plan Policy Document.* The project shall comply with all requirements identified in the *Riverside County Airport Land Use Compatibility Plan Policy Document* (adopted March 2005) related to residential development within the Palm Springs International Airport Influence Area. The ALUC Development Review found the project consistent with the 2005 Palm Springs International Airport Land Use Compatibility Plan. .

Therefore the proposed project which is located within an airport land use plan is not expected to expose people residing or working in the project area to excessive noise levels.

- **Less than significant impacts related to a substantial permanent increase in ambient noise levels in the project vicinity are expected to result due to the proposed land use.**

The project is not located within the vicinity of a private airstrip.

- **No impacts are expected relative to this issue.**

D. Potentially Significant Impacts

As discussed impacts relative to temporary or periodic increase could be significant absent mitigation. Some homes will be constructed directly adjacent to or 50 feet from, existing homes. According to the Noise Analysis the maximum noise level at 50 feet could be as high as 96 dBA homes at selective phases of construction including demolition and grading activities.

General Plan policy NS3.12 encourages the use of portable noise barriers for heavy equipment operations performed within 100 feet of existing residences, or requests that applicants provide evidence as to why the use of such barriers is infeasible."

The levels of construction noise expected to occur within the neighborhoods surrounding the project site may cause annoyance however severe effects are not expected to result. Hearing loss is not likely to occur, since construction operating cycles

will be limited to the less-sensitive hours of the day and generate noise levels that are intermittent. Compliance with General Plan Goals and Policies, the traffic analysis indicates:

"It will be important to incorporate all feasible noise reducing measures into the construction specifications to ensure that the potential for adverse impacts on the adjacent community is reduced to the maximum extent feasible".

Standard Conditions expected to reduce noise impacts during construction include the following:

- During the demolition, roadway, infrastructure, retention, and dwelling unit grading and installation phases of the project, the developer shall insure that all construction activities comply with applicable state and local construction noise regulations.

- Construction activities within the project site shall be limited to the hours between 7:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 5:00 p.m. on Saturdays, as specified by the *Palm Springs Municipal Code* Construction Site Regulations (Chapter 8.04.220) if the noise produced is of such intensity or quality that it disturbs the peace and quiet of any other person of normal sensitivity. Construction work shall not be permitted on Sundays or six major holidays, when residents are more likely to be at home. Activities conducted as part of the implementation of an approved fugitive dust control program are exempt from these limitations.

Construction noise reduction measures are included in the Noise impact Study. These measures are:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and the engines shall be equipped with shrouds.

- All construction equipment shall be in proper working order and maintained in a proper state of tune to reduce backfires.

- Stockpiling and vehicle staging areas shall be located as far as practical from noise-sensitive receptors.

- Parking, refueling and servicing operations for all heavy equipment and on-site construction vehicles shall be located as far as practical from existing homes.

- Every effort shall be made during construction activities to create the greatest distance between noise sources and noise-sensitive receptors located in the vicinity of the project site.

- Stationary equipment shall be placed such that emitted noise is directed away from noise-sensitive receptors.

A temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project have the possibility of occurrence during construction however impacts are expected to be less than significant following implementation of recommendations within the Noise analysis and the City of Palm Springs regulations for construction noise.

- **Less than significant impacts related to a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project are expected to result following implementation of mitigation measures and standard conditions during construction activities.**

E. Standard Conditions (SC) and Mitigation Measures (MM)

SC 4.10-1: During the demolition, roadway, infrastructure, retention, and dwelling unit grading and installation phases of the project, the developer shall insure that all construction activities comply with applicable state and local construction noise regulations.

SC 4.10-2: Construction activities within the project site shall be limited to the hours between 7:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 5:00 p.m. on Saturdays, as specified by the *Palm Springs Municipal Code* Construction Site Regulations (Chapter 8.04.220) if the noise produced is of such intensity or quality that it disturbs the peace and quiet of any other person of normal sensitivity. Construction work shall not be permitted on Sundays or six major holidays, when residents are more likely to be at home. Activities conducted as part of the implementation of an approved fugitive dust control program are exempt from these limitations.

SC 4.10-3: During landscape maintenance, the operator(s) of the HOA and its amenities shall comply with the City of Palm Springs General Plan and the City of Palm Springs Noise Ordinance, which limit hours of operation and noise levels for certain activities.

SC 4.10-4: Future on-site development shall comply with all relevant noise policies set forth in the Noise Element of the General Plan.

MM 4.10-1: The developer shall ensure that all construction equipment, fixed or mobile, is equipped with properly operating and maintained mufflers and the engines shall be equipped with shrouds throughout all construction activities

MM 4.10-2: The developer shall ensure that all construction equipment is in proper working order and maintained in a proper state of tune to reduce backfires throughout all construction activities

MM 4.10-3: The developer shall ensure that stockpiling and vehicle staging areas are located as far as practical from noise-sensitive receptors throughout all construction activities

MM 4.10-4: The developer shall ensure that parking, refueling and servicing operations for all heavy equipment and on-site construction vehicles are located as far as practical from existing homes throughout all construction activities.

MM 4.10-5: The developer shall ensure that every effort be made throughout all construction activities to create the greatest distance between noise sources and noise-sensitive receptors located in the vicinity of the project site

MM 4.10-6: The developer shall ensure that stationary equipment is placed such that emitted noise is directed away from noise-sensitive receptors during all construction activities.

MM 4.10-7: The developer shall ensure that the project complies with all requirements identified in the *Riverside County Airport Land Use Compatibility Plan Policy Document* (adopted March 2005) related to residential development within the Palm Springs International Airport Influence Area, as discussed on pages 4-14 and 4-15.

F. Level of Significance after Mitigation

The level of significance following implementation of the established mitigation measures is expected to be less than significant for thresholds related to noise. The project is not expected to result in unavoidable significant impacts.

G. Resources

City of Palm Springs General Plan Update, prepared by The Planning Center, October 2007.

City of Palm Springs General Plan Update Environmental Impact Report, prepared by The Planning Center, October 2007.

Palm Springs Country Club (TTM 36691) Noise Impact Study, prepared by Endo Engineering, May, 2014.

Riverside County Integrated Project General Plan Final Program Environmental Impact Report, Volume I, prepared by Riverside County Transportation and Land Management Agency Planning Department, October 2003.

Transportation Related Earthborne Vibrations, prepared by Caltrans, July 24, 1992.

4.11 POPULATION AND HOUSING

The discussion within this section is based on a variety of information sources. These sources include the Land Use Element and Housing Element for the City of Palm Springs General Plan (October, 2007) and General Plan Environmental Impact Report (October, 2007), City of Palm Springs Zoning Code, United States Census Bureau, Riverside County Center for Demographic Research, and the California Department of Finance.

A. Regional Setting

The Coachella Valley region is formed by nine incorporated cities and surrounding unincorporated areas, including the project site. The incorporated cities include Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage.

The Coachella Valley and the City of Palm Springs are located in the center of Riverside County, one of the fastest growing counties in California. The Coachella Valley and Palm Springs are projected to grow substantially in the coming years. The dry climate with abundant sunshine is also a very attractive factor for new residents, retirees, and tourists. The City is home to many residents who own second homes and reside in colder parts of the U.S. during the summer months but live in Palm Springs during the winter months to avoid the harsh cold temperature. This is commonly referred to as winter “snowbird” season and usually occurs from late October to May, during this time of year the population of the City doubles. Major benefits are also derived from the low cost of housing compared to the surrounding counties of Orange, Los Angeles, and San Diego.

According to the information compiled by the Coachella Valley Business Partnership from the U.S. Census Bureau and the California Department of Finance, the Coachella Valley region has an approximate population count of 423,644 persons as of the most recent decennial census in 2010. This estimate includes the cumulative population counts of the Valley’s nine incorporated cities and surrounding unincorporated areas. The estimate reveals an increase of 117,114 persons (37.8 percent) from the prior decennial count in 2000, when the population was estimated at 309,530 persons. According to the Riverside County Center for Demographic Research the City of Palm Springs had a population of 45,712 as of 2013 and projects the City’s population to be 56,109 by year 2035. The projection represents a population growth of 22.7%.

The City of Palm Springs is adjoined to the west by the San Jacinto Mountains and to the east by the City of Cathedral City. Adjoining land to the north of the City is comprised of the City of Desert Hot Springs and unincorporated Riverside County. To the south of the City are the Santa Rosa Mountains. Palm Springs currently encompasses approximately

95 square miles of land, extending from the Santa Rosa Mountains to the south and the City of Desert Hot Springs' southerly city limits to the north.

Palm Springs has six designated Spheres of Influence covering an additional area of approximately 42 square miles in six regions located south and west of the City's incorporated boundary. The lands known as the City's Sphere of Influence are identified by the Riverside County Local Agency Formation Commission (LAFCO) as areas likely to be serviced or annexed by the City of Palm springs in the future. The City presently does not have regulatory control over these lands, but does have authority and responsibility to designate its preference for land use planning in the County land.

The City of Indio has the largest population in the Coachella Valley. In 2010, its population was 76,036, which increased to 77,165 by 2011. The Coachella Valley city with the smallest population is Indian Wells. Its 2010 and 2011 populations were 4,958 and 5,010 respectively. The populations for other Valley cities range from approximately 17,463 to 51,603. In this context, Cathedral City has the second largest population with 51,200 residents in 2010 and 51,603 residents in 2011 due to a slight increase of 0.78 percent.

Table 4.11 - 1
Coachella Valley Population by City

City	2010	2011	2012
Cathedral City	51,200	51,603	51,952
Coachella	40,704	41,502	41,904
Desert Hot Springs	25,938	27,383	27,638
Indian Wells	4,958	5,010	5,035
Indio	76,036	77,165	78,065
La Quinta	37,467	37,836	38,075
Palm Desert	48,445	49,111	49,471
Palm Springs	***44,552***	***45,002***	***46,281***
Rancho Mirage	17,218	17,463	17,504
Source: U.S. Census Bureau (2010), California Department of Finance (2011)			

B. Existing Conditions

The Serena Park project is located in a portion of Section 36, T3S, R4E and a portion of Section 1, T4S, R4E. The proposed project encompasses the former site of the Palm Springs Country Club golf course, tennis courts and clubhouse. The project proposes 429 single story residences upon the vacant former Country Club Site. The project surrounds two developments that were independent of previous golf course ownership. Land surrounding the project includes mostly residential development, conservation

area, and Indian Land. However, no portion of the project site encompasses any Indian Land. The project site is designated as recreational open space and the project description includes a general plan amendment to a very low density residential use.
Land to the immediate south of the project includes residential development, beyond which lies the Palm Springs Airport. Palm Springs Airport covers 940 Acres within the City of Palm Springs Sphere of Influence. The Airport is small with limited carriers and destinations available. The Airport is also located approximately ½ mile the south of former tribal lands of the Agua Caliente Band of Cahuilla Indians (ACBCI). Portions of the Section are still owned by the Tribe and are available for lease.

Land to the north of the project includes residential development, beyond which lies the Coachella Valley Multi Species Habitat Conservation Plan (CVMSHCP) White Water Floodplain Conservation Area. The Conservation Area extends from the southern bank of the Whitewater River across the entire floodplain to the Union Pacific Railroad corridor. The southern bank of the river has been identified as a future route of the Coachella Valley Link Project, a multi-purpose trail extending 52 miles from Palm Springs to the Salton Sea.

Land to the west of the project is largely developed residentially. The southeastern portion of Section 35, approximately ¾ of a mile to the west, is developed while the remainder of the Section is vacant, but shows signs of previously planned development. Also 500 feet west of the project's western-most boundary lies Section 2, part of the Agua Caliente Band of Cahuilla Indian Reservation. Although much of Section 2 is owned by other entities in Fee, there are portions that are owned by the Tribe and leased to occupants. Further to the west are the San Jacinto Mountains and Palm Springs Aerial Tramway.

Land to the east of the project includes the Riverside County Flood Control Levee, beyond which lays the CVMSHCP White Water Floodplain Conservation Area. Also abutting the eastern-most boundary of the property is Section 6, a portion of the ACBCI Reservation. Land in Section 6 is mostly unleased, tribal land with some portions being owned in Fee by other entities.

According to the Decennial Census information from the U.S. Census Bureau, the total Palm Springs population in 1990 was approximately 40,181 persons. In 2000, the population had increased by approximately 2,626 persons (6.5%), reaching approximately 42,807 persons. In 2010, the City population grew by 1,745 (4.3%), reaching a total of approximately 44,552 persons and as of the year 2012, the population is estimated at 46,281 persons.

According to the U.S. Census Bureau, in 2000, the City had a total of 30,823 housing units and an average household size of 2.06 persons. This decennial count revealed that approximately 20,516 housing units (66.6%) were registered occupied while the

remaining 10,307 units (33.4%) were deemed vacant. By 2010, the number of total housing units in the City increased by 3,971, reaching a total of 34,794 units, which represents a 12.5% growth from the prior decennial count. Approximately 22,746 housing units (65.4%) were registered occupied while the remaining 12,048 units (34.6%) were deemed vacant.

As mentioned previously, the average household size listed for Palm Springs was estimated at 2.06 persons in 2000. The 2010 census revealed an average household size of 1.93 persons, indicating a slight decrease from the prior decennial count. For this analysis, the 1.95 persons per household size was derived using 2012 population of 45,907 persons.

The proposed project would include a total of 137 multiple-family residential dwellings and 292 single family residential dwellings. The multiple-family residential dwellings are planned to be single story attached residences with private roads and common open space. Based on the City's average household size range of 1.95 persons per household, it is anticipated that build-out of the Serena Park Project would have the potential to bring approximately 837 residents into the City based on full occupancy.

The project proposes changes to zoning and a general plan amendment from current designations to residential designations. Current land use and zoning designations of the site include Open Space – Recreation according to the City General plan, and Open Land Zone according to the City Zoning Ordinance. A general plan amendment to Very Low Density Residential will allow typical residential development accommodating lot sizes from 5,000 to 10,000 square feet.

A Planned Development District will be created in lieu of a change of zone to allow a low density residential land use to replace the golf course. The Planned Development District is used when complex development proposals arise that would normally require a deviance from existing zoning standards. The planned development district will allow the project to propose its own setback, parking, lot coverage, and standards other than building height. Establishment of a planned development district is intended to result in efficient project design with minimal impacts to the surrounding community.

C. Population and Housing Impacts

Threshold Criteria

Thresholds of significance were derived from criteria in the CEQA Guidelines and the standard CEQA Environmental Assessment Form. The following questions are relevant to determining whether a project could have a significant impact on the environment from a population and housing perspective. Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The project will result in the development of 429 single family residential units on 156+/- acres of land in the City of Palm Springs, resulting in a total of 137 single-story attached residential dwellings and 292 single-family units. Based on the City's average household size, of approximately 1.95 persons per household, build-out and full occupancy of the Serena Park project would result in a projected population of approximately 837 residents. It is expected that some of those residents would be relocated from neighboring cities or other areas within Palm Springs.

According to the Riverside County Center for Demographic Research, Palm Springs Progress Report, the projected Palm Springs population by the year 2020 is 48,938 persons and 56,109 persons by the year 2035, a growth of 7171 additional residents. The Southern Californian Association of Governments (SCAG) Growth Forecast Report for 2012-2035, projects the population for Palm Springs by 2020 to be 49,900 persons and 56,100 by year 2035, a growth of 6,200 additional residents.

The project's population at full build-out, occupancy and household size is expected to be approximately 837 persons. Project-associated population represents approximately 12.3% of the projected population increase. Between 2013 (46,281) and 2035 (56,109), the population is expected to grow by 9,828 persons. The project population at buildout, 837 persons, is approximately 8.5% of this increase. Population growth of 12.3% and 8.5% are not considered significant increases.

The City of Palm Springs 2007 General Plan's Housing Element analyzed the City's general demographic profile and projected future growth rates. The housing element estimated a population of 94,949 residents at General Plan buildout. However, following the 2008 recession, growth rates of the City have declined. Only small amounts of new residential development have been economically feasible until recently. Per the Coachella Valley Economic Partnership Annual 2014 Economic Report, population growth for Palm Springs was 45,135 which is 1, 146 persons less than the U.S. Census 2013 estimate of 46,281. Palm Springs also saw a slowdown in new homes sales between 2013 and 2014 (57 vs. 106). This slow growth is likely due to the slow recovery of the housing market and the City being largely built out.

The project proposes 137 units on the northern subarea as market rate, age restricted (55 and over) attached residential units. These units will appeal to retired or retiring seniors looking for gated communities with amenities on a smaller scale and in close-knit neighborhoods. The Four Seasons at Palm Springs is currently the only gated 55+ active adult community. The addition of these age restricted units will help meet the City's General Plan goals of providing a range of diverse housing needs to all residents.

Although the project proposes to convert designated open space to residential use, compatibility with the General Plan's growth projections is anticipated. This growth is not expected to significantly impact the remainder of the Palm Springs population or its neighboring areas.

- **The project is not expected to induce substantial population growth directly or indirectly. Less than significant impacts are expected.**

The project site is vacant land and will not result in the displacement of existing housing or people, necessitating the construction of replacement housing elsewhere.

- **Less than significant impacts are anticipated related to these topics.**

D. Potentially Significant Impacts

As noted above, the project will not result in significant impacts to housing and population.

E. Standard Conditions (SC) and Mitigation Measures (MM)

The project would not result in impacts requiring the implementation of mitigation measures.

F. Level of Significance after Mitigation

This topic is not applicable.

G. Resources

Riverside County Center for Demographic Research, Palms Springs Progress Report, prepared by Riverside County Transportation and Land Management Agency RCCDR, 2014

Riverside County Integrated Project General Plan Final Program Environmental Impact Report, Volume I, prepared by Riverside County Transportation and Land Management Agency Planning Department, October 2003.

United States Census Bureau, American Fact Finder, http://quickfacts.census.gov/qfd/states/06/0612048.html Accessed March, 2014

Southern California Association of Governments (SCAG) 20112-2035 Growth Forecast, Adopted April 2012

2014 Annual Coachella Valley Economic Report, prepared by Coachella Valley Economic Partnership

4.12 PUBLIC SERVICES

Impacts to public services resulting from the development of the proposed Serena Park were analyzed based on the review of various documents and consultations with appropriate agencies; these include, but are not limited to the Palm Springs 2007 General Plan, 2007 City of Palm Springs General Plan Update Environmental Impact Report (EIR), and the Riverside County Integrated Project (RCIP) General Plan Final Program Environmental Impact Report, Volume I (October 2003). A complete listing of resources utilized is included at the end of this analysis.

A. Regional Setting

The Serena Park is located in the Coachella Valley, a region within the County of Riverside, California. The following are brief summaries of the various public services provided by the County to the Coachella Valley:

Fire Protection

A full range of fire protection services are offered by Riverside County Fire Department in cooperation with CAL FIRE, 24 hours a day 7 days a week. The Riverside County Fire Department (RCFD) is staffed with a combination of State of California Department of Forestry & Fire Protection firefighters. Together they operate 97 fire stations that serve 1,360,000 residents throughout the 7,206 square miles of Riverside County. The Fire Department provides an array of full services from fires to hazardous materials discharge and medical emergencies. RCFD partners with 21 cities for contract services, which include most of the Coachella Valley with the exception of Palm Springs and Cathedral City. Riverside County Fire Department follows the national standard of 6 minutes per call for response times but will adjust this time as needed in order to meet local requirements.

Police Protection

The Riverside County Sheriff's Department provides community policing and the operation and maintenance of correctional facilities via ten Sheriff's Stations spread across the region. There is one sub-station located in the Coachella Valley; which is the Palm Desert Station, located at 73705 Gerald Ford Drive. Additional Stations are located throughout the Coachella Valley with the contracted cities of Rancho Mirage, Indian Wells, La Quinta and Coachella. The Riverside County Sheriff's Department covers 7,300 square miles and is staffed with over 4,000 dedicated men and women that provide 24/7 service to the public with the exception of Palm Springs and Cathedral City. The Department also operates five adult correction or detention centers and juvenile detention facilities.

School

Three school districts provide public education services to the Coachella Valley region. These include, Coachella Valley Unified District (CVUSD), Desert Sands Unified School District (DSUSD) and Palm Springs Unified School District (PSUSD). Based on the RCIP, the majority of the County school districts lack the ability to provide educational services for future growth. In general, State and local fiscal constraints have been linked to inadequate revenues/funding for the expansion of school facilities.

Parks and Recreation

See Section 4.13 Recreation for discussion regarding Parks and Recreation.

Other Public Facilities

Medical Facilities:
Major medical service providers in the Coachella Valley include, Desert Regional Medical Center in the City of Palm Springs, Eisenhower Medical Center located in the City of Rancho Mirage and John F. Kennedy Memorial Hospital in the City of Indio.

Library

The Riverside County Library System includes 37 libraries and 2 bookmobiles with 7 valley locations. In the Coachella Valley, library services are provided by the following branches of the Riverside County Library System:

- Cathedral City Library located at 33520 Date Palm Drive, Cathedral City, CA 92234
- Desert Hot Springs Library located at 11691 West Drive, Desert Hot Springs, CA 92240
- Palm Desert Library 73-300 Fred Waring Drive, Palm Desert, CA 92260
- Thousand Palms Library located at 31189 Robert Road, Thousand Palms, CA 92276
- Indio Library located at 200 Civic Center Mall, Indio, CA 92201
- Coachella Library located at 1538 Seventh Ave, Coachella, CA 92236
- La Quinta Library located at 78-275 Calle Tampico La Quinta, CA 92253
- Bookmobile is available in Palm Desert, Indio Hills and Desert Hot Springs on Tuesdays, Thermal on Thursdays and Saturdays.

B. Existing Conditions

Fire

The City of Palm Springs is provided fire services by the Palm Springs Fire Department (PSFD). The PSFD was established in 1931 and provides fire suppression, paramedic services, and rescue operations within the City limits and through mutual aid agreements with numerous agencies in the City's Sphere of Influence. The PSFD is an "All-Risk" organization that provides an array of emergency services to residents and visitors. PSFD serves a population of 45,907 (2012 U.S. Census data) year round residents, which is doubled during seasonal months. Their service area covers 96 square miles with a daily staff of 16 firefighters. At the time of writing, the Palm Springs Fire Department has 48 sworn employees for fire suppression and 4 admin staff. There are 5 fire stations strategically located throughout the City to allow for the City's standard response time of five minutes or less. As of 2012 the PSFD received a Class 3 ISO (Insurance Service Office). The department strives to meet the National Fire Protection Association (NFPA) Standards.

The department is actively involved in the community and administers a Fire Explorer Program, CPR classes, Fire Extinguisher training, Community Emergency Response Team (CERT) and Disaster Preparedness..

In general, the Palm Springs Fire Department responsibilities include:

- Basic and advanced life support emergency medical response
- Fire and life safety code enforcement
- Plan reviews for new construction and remodels
- Inspections
- Hazardous materials administration and control,
- Fire and life safety public education
- Paramedic services

Palm Springs Fire Station No. 443 located at 590 E. Racquet Club and would be the first responder to the project site. This station is 1.5 miles from the project site and is equipped with two Engines (1 frontline, 1 reserve) and one quick attack. This station is staffed with one firefighter, one engineer and one Captain.

Existing Palm Springs fire stations are briefly described below:

Station No. 441

Station No. 441 generally serves the Downtown Area and is located at 227 N. Indian Canyon Drive and is approximately 3.6 miles west of the project site. This fire station is currently equipped with one fire engine, one 75' aerial truck (reserve), one paramedic truck and one quick attack. Fire staff includes one firefighter, one engineer, and one Captain.

Station No. 442

Station No. 442 is a dual purpose station and also the Palm Springs Fire Department Headquarters, it is located at 300 N. El Cielo Road. Its primary response areas are east of Sunrise Way bordered to the north at Vista Chino, to the south at east Palm Canyon and to the east at Gene Autry Trail. This station provides Aircraft Rescue Firefighting (ARFF) services to the Palm Springs International Airport on a 24-hour daily basis, Personnel assigned to the airport provide 24-hour protection and twice daily runway inspections.

This station is 2.6 miles south of the proposed project and is equipped with one command vehicle, a 1,800-gallon water tender, one 100' aerial truck, a breathing support vehicle and three airport crash trucks. Staffing includes 7 personnel, made up of; one firefighter, three Engineers, one Captain on truck, and one Battalion Chief on command vehicle.

Station No. 443

Station No. 443 is at 590 E. Racquet Club this is the City's north end station. Station 443 is equipped with two fire engines (one frontline, one reserve), one quick attack and is staffed with one firefighter, one engineer and one Captain. This station is 1.5 miles west of the project site.

Station No. 444

Station No. 444 is located at 1300 Laverne Way, and serves the south portion of the City. This stations primary response area is east to Farrell Drive bordered to the South at City limits to north at Mesquite Ave and to the west at Mt. San Jacinto. This station is equipped with two fire engines (one reserve, one frontline) and one quick attack. It is 4.8 miles south of the proposed project site and staffed with one firefighter, one engineer and one Captain.

Station No. 445

Station No. 445 located at 5800 Bolero Road is temporarily closed and currently unstaffed. Its primary response areas have been divided between Station 442 and Station 444.

Mutual Aid Agreements

The City of Palm Springs provides its own fire department and maintains mutual-aid agreements with other agencies and municipalities. The Riverside County Fire Department (CalFire) and Cathedral City Fire Department are able to provide additional fire assistance under their mutual-aid agreement with the City. Mutual-aid is an agreement among emergency responders to lend assistance across jurisdictions provided resources are available and is not to the detriment of their own service areas. Other agencies providing service under mutual-aid are the United States Forest Service (USFS), CA Department of Forestry (CDF) and Bureau of Land Management (BLM). These mutual-aid agencies generally respond to fire emergencies outside of the City's boundaries and in the Sphere of Influence (SOI).

Standardized Emergency Management System (SEMS)

The Standard Emergency Management System (SEMS) is the system required by Government Code Section 8607(a) for managing emergencies involving multiple jurisdictions and agencies. California requires that all local governments use the SEMS to be eligible for funding for their response related personnel costs under state disaster assistance programs and as outlined by the City's Emergency Plan. The law also gives local agencies the primary authority regarding rescue and treatment of casualties, and decision making of protective actions for the community. The local emergency services organization and the incident commander have the on-scene authority.

The SEMS has been established to provide effective management of multi-agency and jurisdictional emergencies in California. Based on the incident type, multi agencies and disciplines may be called upon to assist with emergency response. Emergency response teams could involve fire and rescue, health and medical crews, police, public works, and the coroner. The success of an emergency response involves carrying out the work in the most effective manner, keeping open lines of communication between the responding agencies to share and distribute information, and coordinate efforts.

The SEMS system consists of five organizational levels and includes the following:

- Field Response – emergency response personnel and resources under appropriate authority, carry out tactical decisions and activities in response to an incident or threat.
- Local Government – cities, counties and special districts manage and coordinate the overall emergency response and recovery activities within their jurisdictions.
- Operational Area - the operational area manages and coordinates information, resources, and priorities among local governments within the operational area, and serves as the coordination and communication link between local and regional government.
- Region – due to the States size and geography, it has been divided into six mutual aid regions. This division is to provide more effective application and coordination of mutual aid and other emergency related activities.
- State – the state level of SEMS tasks and coordinates state resources and mutual aid among the mutual aid region and between the regional and state levels. The state level also serves as the coordination and communication link between the state and the federal disaster response system.

Fire Codes

The City of Palm Springs has adopted the 2013 California Fire Code with City amendments which provides required construction standards in new structures and remodels, road widths and configurations to accommodate the passage of fire trucks and engines and requirements for minimum fire flow rates for water mains. The construction requirements are a function of building size, type, material, purpose, location proximity to other structures, and type of fire suppression system installed.

Wildland Fires

Large areas of southern California are particularly susceptible to wildfire due to the region's weather. Much of Riverside County is rated as a potential wildland Fire Area by the State of CA, Department of Forestry & Fire Protection. Fire potential in Riverside County is typically greatest from August through October, when dry vegetation coexists with hot, dry Santa Ana winds. The encroachment of residences into wildland areas also increases the wildfire risk. The western and southern portions of the City, specifically neighborhoods located along the foothills and canyon mouths, are generally more susceptible to wildland fires.

Few wildland fires have occurred in Palm Springs urban areas, vegetation is the predominant fuel for wildland fires. While urban areas may have significant vegetation or landscaping, it is not continuous and often broken up by paved areas, open space and

irrigated vegetation. This combination along with separations between structures and low vegetative fuel loads reduce the risk of wildland fires.

The project site is adjacent to the Whitewater Channel which is maintained by the Riverside County Flood Control (RCFC). The composition of the channel is fine sand with sparsely scattered cobble and sparse vegetation and is not in a very high fire severity zone. The Riverside County RCIP designates the area in a low to very low Wildfire Zone and the project site is part of the Non-Very High Fire Hazard Severity Zone (VHFHSF) per the Cal Fire 2010 Recommended Local Responsibility Area (LRA) FHSZ Map.

Wildland Fire Protection

Per the 2007 Palm Springs General Plan, the majority of fire suppression in the wildland areas of Palm Springs is the responsibility of the USDA Forest Service (USFS) and the Bureau of Land Management. Only one small area in the northwest corner of the City and Sphere of Influence is designated as a State Responsibility Area (SRA), the California Department of Forestry and Fire Protection (CDF) has primary responsibility for fire protection on this area. In addition to those agencies, Cal Fire and the Palm Springs Fire Department are available to offer additional assistance to ensure an appropriate response is made.

To protect a building from wildfire, flammable materials must be removed from around the building and fire resistant material must be used for building construction. Current State law requires that homeowners clear and conduct fuel modification to 100 feet around their buildings to create a defensible space for firefighters to protect their homes.

Fuel modification is the act of reducing the volume of flammable vegetation of an area to decrease fire intensity, and duration. Defensible space is an area created to help protect a home and provide a safety zone for the firefighters who are battling the flames.

Police

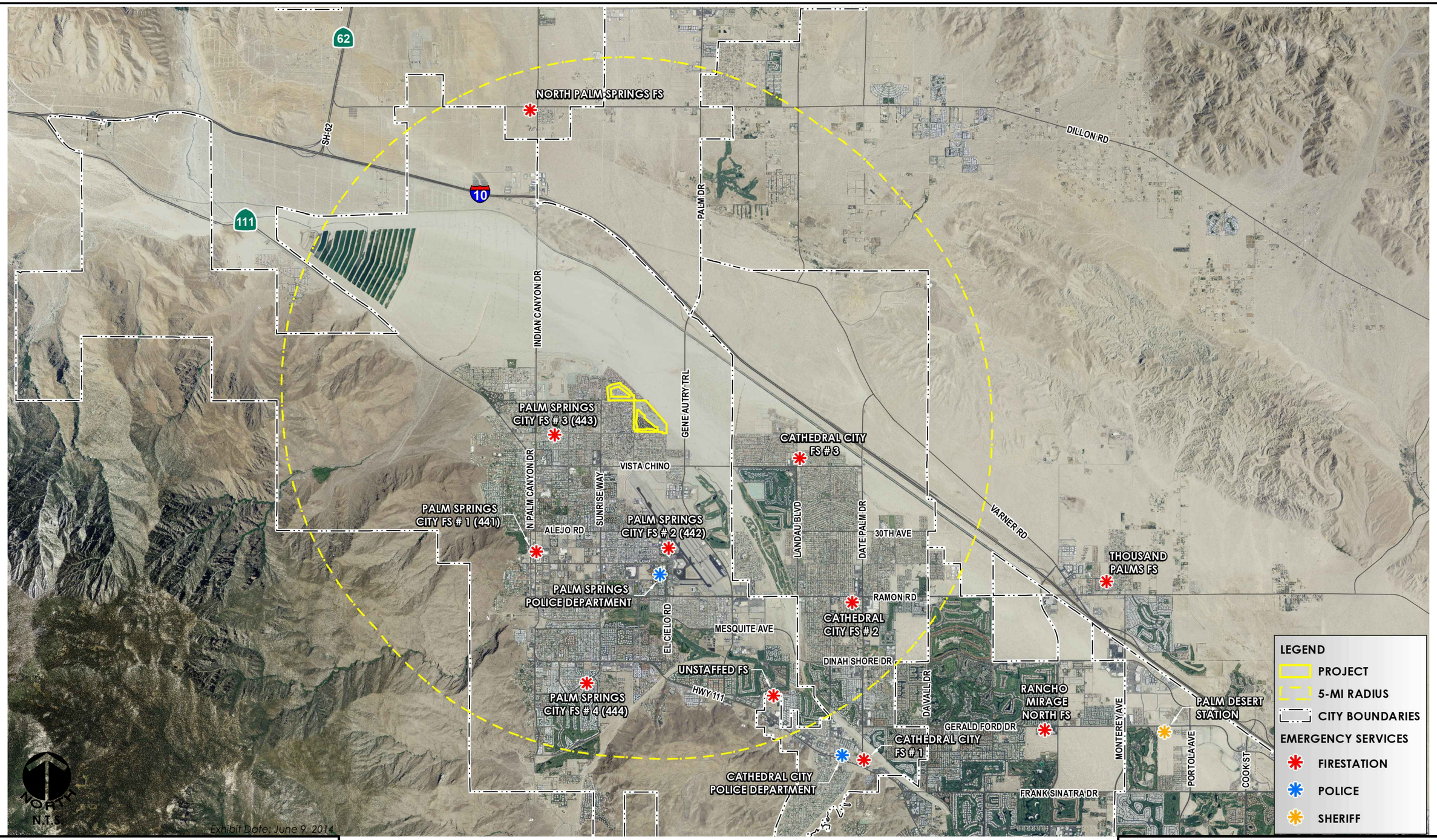
Law enforcement services in Palm Springs are provided by the Palm Springs Police Department (PSPD). Per the PSPD website, the department currently has 92 sworn police officer positions, which include the Chief, two Captains, three Lieutenants, and fourteen Sergeants and patrols 96 square miles. The PSPD is headquartered at 200 South Civic Drive. A Substation for bicycle patrol is located at 105 S. Indian Canyon Drive.

The department is divided into divisions such as Administration, Patrol, Investigations, Traffic, Airport and Bicycle Patrol, in addition to an array of support staff and volunteers.

The department employs a Community Policing Program which is a partnership between the PSPD and the residents of Palm Springs to promote public safety. The Citizen on Patrol (COP) team has a membership of more than 20 members. Volunteers perform a range of support tasks such as traffic control at traffic collisions, parking citations, and crime scene security. C.O.P. contributed 8000 volunteer hours in 2012.

The estimated population for Palm Springs is 45,907 permanent residents. This number is estimated to double when part-time residents and tourists are added to the population. The 2007 Palm Springs General Plan states that the desired response time for all priority one calls (emergencies) is 5 minutes or less and priority two calls (non-emergencies) is 30 minutes or less. The Palm Springs 2007 General Plan also has a goal to maintain a ratio of 1 sworn police officer per 1,000 residents in the City. The City's current officer to permanent resident population ratio is 1.84.

The Palm Springs Police Department is funded through the Palm Springs General Fund; and the City's Community Facilities District (CFD). The City's CFD assess and collects a special tax from all property owners in addition to normal property taxes to assist in the financing of police, fire and safety.



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Existing Emergency Services

Environmental Impact Report for Tentative Tract Map No. 36691

Schools

The proposed project is located with the Palm Springs Unified School District (PSUSD). The School Districts current facilities include sixteen elementary schools, five middle schools and four high schools. The District also offers continuation high school, independent study program, head start programs, and adult education. Within the City of Palm Springs, the PSUSD operates four elementary schools, one middle schools and one high school. Table 4.12-1 shows the school facilities and enrollment rate for 2010-2014.

Table 4.12-1
Palm Springs Unified School District
Student Enrollment Rate 2009-2013
School Facilities in Palm Springs

School	2010	2011	2012	2013	2014
Elementary School Grades K-5					
Cahuilla Elementary School	578	558	545	584	535
Cielo Vista Elementary School	541	753	771	787	753
Katherine Finchy Elementary School	628	625	651	650	651
Vista Del Monte Elementary School	485	466	441	407	383
Middle School Grades 6-8					
Raymond Cree Middle School	1,072	997	973	991	972
High School Grades 9-12	2,158	2,196	2,164	2,092	1,782
Palm Springs High					
Source: California Department of Education website, accessed February 13, 2014					

Based on student enrollment data provided by the California Department of Education, the overall enrollment in school facilities in Palm Springs has remained relatively constant between the 2010-2014 school years. PSUSD continues to plan for expansion of existing services and facilities to meet the increasing demand for public education. It should also be noted that PSUSD has an open enrollment policy so that students may choose to commute to another school outside of their school boundary but within the district, provided space is available. The Serena Park project falls within the school attendance boundary of Vista Del Monte Elementary, located at 2744 Via Miraleste (1.6 miles from the project site); Raymond Cree Middle School, located at 1011 E. Vista

Chino (1.7 miles from the project); and Palm Springs High School, located at 2401 E. Baristo Road, (2.8 miles from the project site).

Per the most recent data provided by the PSUSD (May 2015), current capacity for Vista Del Monte is 943 students; Raymond Cree Middle School is 1,369 students and Palm Springs High School is 2,191 students. As shown in Table 4.12-1, during the 2013-2014 school year, enrollment for Vista Del Monte Elementary was 383 students, Raymond Cree Middle School had 972 students and Palm Springs High had 1,782 students. All schools that would potentially serve the project site are operating under capacity.

Education funding comes from a combination of federal, state, and local sources. Funding is the largest program under the state budget, 42% of the state's General fund goes towards K-12 education. Assembly Bill 2926 and Senate Bill 50 (SB 50) allow school districts to collect "developer fees" for new construction for residential/commercial and industrial use. At the time of writing the current developer fee payable to the PSUSD is $3.36 per square foot for residential development and $0.54 per square foot for commercial/industrial development. Additional Local Development Impact Fees will also apply at the time of building permit issuance.

School aged children may also attend several private schools located in the City of Palm Springs or near and throughout the Coachella Valley. Private campuses in Palm Springs include St. Theresa Elementary School (PK-8), Kings School of the Desert (K-8), Montessori School of Palm Springs (K-6) and Desert Chapel Christian School (K-12).

There are a number of schools in the Coachella Valley that provide higher education; these include College of the Desert, California State University, San Bernardino, Palm Desert Campus, University of Phoenix, and University of California Riverside-Palm Desert Campus.

Parks and Recreation

See Section 4.13 Recreation for discussion regarding Parks and Recreation.

Other Public Facilities

Medical Facilities
Major medical facilities and a number of physicians' offices and urgent care centers provide healthcare services to the City of Palm Springs.

Desert Regional Medical Center is a subsidiary of the Tenet Healthcare Corporation, and is located at 1150 North Indian Canyon Road in Palm Springs. It is approximately 2.7 miles from the project site. Desert Regional Medical Center is a 387-bed acute care hospital and offers various health care and emergency services. The emergency

department is the Coachella Valley's only designated trauma center, serving more than 8,000 square miles of southeastern California.

The Eisenhower Medical Center complex is located at 39000 Bob Hope Drive in the City of Rancho Mirage and is 11 miles east of the project site. This not-for-profit medical facility has 250+ full service beds and provides a wide range of medical services. The Eisenhower Medical Center complex includes a number of facilities, among these are the Barbara Sinatra Children's Center, the Community Blood Bank, the Davis MIR building, the Desert Cardiology Center, the Desert Orthopedic Center, the Eisenhower Hospital, the Eisenhower Lucy Curci Cancer Center and the Emergency Department.
The John F. Kennedy Memorial Hospital is located at 47111 Monroe Street in the City of Indio and 22 miles east of the Serena Park. The hospital is a subsidiary of Tenet Healthcare Corporation and has 145 patient beds. The various medical services provided at the JFK Memorial Hospital include a 24-hour emergency room, Arthritis Institute, cardiac and vascular services, JKF Express Care, orthopedics, pediatrics, and surgical services.

Libraries

Library service is provided by the Palm Springs City Library, located at 300 South Sunrise Way. The library is open 6 days a week and holds over 100,000 individual items in its vast and diverse collection. The library provides free access to the Internet and educational databases. The library also provides a community room, story room, teen zone as well as assorted free adult and children's programming.

The Palm Springs Public Library is a City developed funded and supported facility. A large funding source for the library comes from the City's General Fund, private donations, and through the support of the Friends of the Palm Springs Library, who promote the interest of the library and critical fundraising.

The Welwood Murray Community Library is located at 100 S. Palm Canyon Drive in downtown Palm Springs. This 3,000 sqft building opened as Palm Springs first library in 1941 and served as such until 1975 when the now current Palm Springs Library opened its doors. This library is the oldest intact civic building in the City and is a registered historical site. In May 2014 the Welwood Murray Community Library began a full renovation and reopened its doors in February 2015. This library is a branch from the main Palm Springs library and provides library services, such as Wi-Fi, public computers and a collection of magazine and newspapers for browsing. It also serves as a visitor center and is open to the public daily.

Other Libraries

The following Riverside County public libraries are located throughout the Coachella Valley:

- Cathedral City Library, 33520 Date Palm Drive
- Desert Hot Springs Library, 11691 West Drive
- Palm Desert Library located at 73-300 Fred Waring Drive
- Thousand Palms Library located at 31189 Robert Road
- La Quinta Library located at 78-275 Calle Tampico
- Indio Library located at 200 Civic Center Mall
- Coachella Library located at 1538 Seventh Ave

Additional City Public Libraries:

- Rancho Mirage Public Library, 71-100 Highway 111

C. Public Service Impacts

Threshold Criteria

Thresholds of significance were derived from criteria in the CEQA Guidelines and the standard CEQA Environmental Assessment Form. The following questions are relevant to determining whether a project could have a significant impact to public services.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives of any of the public services:

    - Fire protection?
    - Police protection?
    - Schools?
    - Parks?
    - Other public facilities?

Fire Protection

The project will result in 429 residential units, 292 will be detached single-family homes and 137 will be developed as single story cluster residences. Development of the proposed project will contribute to the existing demand for fire protection services. The

project location occurs in a highly populated area of Palm Springs which is considered to have a very low risk of wide-spread fire. The project is not located within a wildland area which could contain significant fire hazards and risk.

The Palm Springs Fire Department operates 3-shifts with 16 firefighters for 24-hour fire protection. Per communication with Deputy Fire Chief Ron Beverly, the project site occurs within the response area of Palm Springs Fire Station No. 443 on Racquet Club and Via Miraleste. This station will provide first response to the project site. Due to the close proximity of this station to the project site, and its adjacency to existing development with various points of access, adequate response times of 5 minutes or less will be met.

As previously mentioned, Station 5 is temporarily closed and Stations 442 and 444 currently divide the area covered by Station 5. Per communication with PSFD Deputy Chief Ron Beverly, despite this stations closure, PSFD continues to meet response times without deficiency, however response delays can occur with increased call volume and simultaneous calls.

The project will be required to annex into the City's Community Facilities District (CFD) to assist in the financing of police, fire protection and suppression services and both emergency and non-emergency services. The special taxes collected will help offset costs for equipment and demand for fire service to the project site.

- ❖ Potential impacts to fire services associated with the Serena Park are considered less than significant.

Police Protection

The proposed project occurs within the jurisdiction of the Palm Springs Police Department (PSPD). Development of the proposed project would create additional demands for police services.

The proposed project includes 429 residential units and could potentially generate 837 new residents in the City of Palm Springs (429 x 1.95 pph = 837). This would represent a 1.9% population increase to the City's current population of 45,907 (2012 U.S. Census Bureau data). Additionally, portions of future population may be seasonal rather than permanent year-round residents.

Anticipated police services at buildout of the proposed project will generally include theft, noise complaints, loitering, illegal parking and traffic accidents. The project provides emergency vehicle access points, and gated entries for vehicle access and

lighting. Project design and defensible space components will aid in the security of the project.

The proposed project would not substantially increase the need for new or expanded police facilities. The project will be required to annex into the City's Community Facilities District (CFD) to assist in the financing of police, fire protection and suppression services and both emergency and non-emergency services. The special taxes collected will help offset costs and demand for police service to the project site.

- ❖ Impacts to police protection services resulting from the Serena Park project are anticipated to be less than significant.

Schools

Build-out of the Palm Springs County Club development would be 292 single family residential units and 137 cluster residences. The project has the potential to generate 83 new students based on the student generation factors provided by PSUSD (See Table 4.12-2 and 4.12-3). Enrollment to school within the City of Palm Springs has been consistent the past 5 years as shown in Table 4.12-1. As previously mentioned, Vista Del Monte Elementary, Raymond Cree Middle School, and Palm Springs High School, are located within the school boundary. All three schools are running under operating capacity and the additional 83 students generated by the project would not result in overcapacity.

The project developer will pay the required developer fee to the PSUSD which at the time of writing is $3.43 per square foot for residential development and $0.51 per square foot for commercial/industrial buildings. Developer fees are state legislated (AB 2926) and monies collected are used for construction and reconstruction of school facilities. Additionally, the developer will be required to pay applicable Development Impact Fees to assist in offsetting impacts to school facilities.

Table 4.12-2
PSUSD Student Generation Rates

School Level	SFD	SFA	MF
Elementary School (Grades K-5)	0.1338	0.0136	0.4583
Middle School (Grades 6-8)	0.0611	0.0027	0.2500
High School (Grades 9-12)	0.0875	0.0082	0.1667

Table 4.12-3
Potential Number of New PSUSD Students
Associated with the Development of the
Proposed Serena Park

School Level	Proposed Units	Land Use Type	*Student Generation Factor	Total Students Generated
Elementary School (Grades K-5)	292	SFD	0.1338	39
	137	SFA	0.0136	1
Middle School (Grades 6-8)	292	SFD	0.0611	17
	137	SFA	0.0027	0
High School (Grades 9-12)	292	SFD	0.0875	25
	137	SFA	0.0082	1
Total New Students				**83**
*Source: Student Generation Factor provided by Palm Springs Unified School District 2015				

- **Project implementation will not require the development of additional school facilities and impacts are considered less than significant.**

Parks and Recreation

See Section 4.13 Recreation for discussion regarding Parks and Recreation.

Other Public Facilities

Development of the proposed project is anticipated to have less than significant impacts to library services and its facilities. Future residents of the proposed project will have access to the Palm Springs Library and the Welwood Murray Memorial Library. Other library facilities include the City of Rancho Mirage and other various existing branches of the Riverside County Library Systems located throughout the valley. The primary source of funding for the Palm Springs library comes from the City's General Fund. Additionally, the Friends of the Palm Springs Library hold various fund raising events to raise money for the purchase of library materials and equipment.

- **Project implementation will not require the development of additional public facilities. Less than significant impacts are expected.**

D. Potentially Significant Impacts

Impacts to fire and police protection services are expected to be less than significant. Adherence to standard conditions is expected to reduce potential impacts to less than significant.

E. Standard Conditions (SC) and Mitigation Measures (MM)

Implementation of standard conditions is expected to reduce potential impacts to public services resulting from the development of the proposed Serena Park to less than significant levels. Future development shall implement the following standard conditions:

Fire Protection

SC 4.12 -1: The project developer shall submit project site plans for review and approval by the Palm Springs Fire Department during standard approval process.

SC 4.12-2: In conjunction with the recordation of the final map the Project Developer shall participate in the Community Facilities District to assist in the funding of future emergency services.

SC 4.12-3: The Project shall adhere to the provision of the Palm Springs Municipal Code for building construction standards.

SC 4.12-4: The project will comply with Uniform Fire Code, Uniform Building Code and other state and national code provisions regarding building construction, including fire sprinklers.

SC 4.12-5: The project will provide onsite fire hydrants with required fire flow, approved automatic sprinkler system, as well as adequate emergency access to the project site.

Police Protection

SC 4.12-6: The Project Developer shall submit plans to for review by the Palm Springs Police Department prior to project approval.

SC 4.12-7: In conjunction with recordation of the final map the Project Developer shall participate in the Community Facilities District to assist in the funding of future emergency services.

SC 4.12-8: Project design shall provide adequate access for all emergency vehicles.

SC 4.12-9: Project siting and design shall promote the feasible use of defensible space concepts or high security designs to improve public safety. Examples of defensible space concepts include but are not limited to, site and building lighting, visual observation of open spaces, secured areas and screening elements.

SC 4.12-10: The project will adhere to the standards for street addressing and lighting in order to enhance and facilitate emergency response time. All structures and places of business shall display visible addresses.

School

MM 4.12-1: Prior to issuance of grading permit, the project developer shall pay appropriate fees to the Palm Springs Unified School District. Payment of fees will mitigate school impacts.

Parks and Recreation

See Section 4.13 Recreation for discussion regarding Parks and Recreation.

Other Public Facilities

No additional mitigation measures required for school, library, or medical services.

F. Level of Significance after Mitigation

Following the implementation of the Standard Conditions and Mitigation Measure discussed in this section, the Serena Park project is expected to result in less than significant impacts to Public Services.

G. Resources

City of Palm Springs Website, www.ci.palm-springs.ca.us

Palm Springs Fire Department Website, www.ci.palm-springs.ca.us

Palm Springs Police Department Website, www.ci.palm-springs.ca.us

Riverside County Library System, www.rivlib.info accessed February 2014

City of Palm Springs 2007 General Plan, prepared by the Planning Center, Adopted October 2007

California Department of Education, Dataquest www.cde.ca.gov accessed February 2014, April 2015

Palm Springs Unified School District, www.psusd.us accessed February 2014, April 2015

Palm Springs Unified School District School Facilities Needs Analysis, prepared by Dolinka Group, LLC. March 7, 2014

Cal Fire Riverside County west Fire Hazard Severity Map, www.fire.ca.gov, accessed March 2014 and April 2015

Riverside County Fire Department, www.rvcfire.org, accessed March 2014 and April 2015

4.13 RECREATION

Potential impacts to recreational facilities associated with the development of the Serena Park were assessed based on the review of various resources which include the City of Palm Springs 2007 General Plan, 2007 City of Palm Springs General Plan Update Draft EIR, Riverside County Integrated Project General Plan (October 2003), and Riverside County Integrated Project General Plan Final Program Environmental Impact Report, Volume I (October 2003).

A. Regional Setting

The Riverside County Parks Department maintains and operates a total of 35 regional parks, encompassing approximately 22,317 acres located throughout the County. Other local parks fall under the Riverside County's Community Service Area and serve the following areas, Beaumont, Cherry Valley; the Coachella Valley, Jurupa area; the valley wide area incorporating San Jacinto Valley, Winchester, Menifee Valley, and the Anza Valley. The County's park inventory includes approximately 794,000 acres of the Joshua Tree National Park; the Santa Rosa Mountains National Monument that encompasses approximately 272,000 acres which is managed by the U.S. Bureau of Land Management; the Salton Sea which is under State jurisdiction and the Anza-Borrego State Park.

Many planned communities and apartment complexes offer facilities such as pools/spas, basketball/tennis courts, playgrounds, and golf courses. Commercial recreational facilities in the County include polo and equestrian centers, golf courses and water/amusement parks.

B. Existing Conditions

The City of Palm Springs is a popular resort destination and the natural environment and climate provide the opportunity for a range of recreational activities such as golfing, hiking, tennis, and bike riding year-round. The City is also home to many residents who own second homes and reside in colder parts of the U.S. during the summer months but live in Palm Springs during the winter months to avoid the harsh cold temperature. This is commonly referred to as winter "snowbird" season and usually occurs from late October to May, during this time of year the population of the City doubles. Palm Springs owns and maintains approximately 156 +/- acres of developed parkland and has a mix of specialty parks, local parks; neighborhood and community parks. Additionally, the City owns 160–acres of golf courses, many of which are open to the public. Parks and Recreation services are provided by the Palm Springs Recreation Division. Table 4.13-1 provides a summary of each park and its amenities.

Table 4.13-1
Palm Springs Park Facilities and Amenities

Name	Location	Acres	Park Type	Amenities
Baristo Park	Calle El Segundo	2 ac.	Local Park	Picnic Tables, Tot Lot, Playground, Grills
Desert Highland Park	480 Tramview Road	18 ac.	Community	Community Room, Athletic Field, Basketball Court, Picnic and Playground Areas
DeMuth Park	4365 Mesquite Ave	61 ac.	Community	Ball Fields, Soccer Field, 4 Tennis Courts, Playground, Restrooms
Frances Stevens Park	555 N. Palm Canyon Drive	4 ac.	Local Park	Picnic Tables and Drinking Fountains
Gateway Park	Corner of Vista Chino and Gene Autry Trail	1.72 ac.	Local Park	Walkways, Park Benches, Bocce Ball Courts
Ruth Hardy Park	700 Tamarisk	22 ac.	Neighborhood	8 Tennis Courts, 3 Sand Volley Ball Courts, Picnic Tables, Basketball Courts, Playground, Grills and Restrooms
Sunrise Park	Sunrise Way between Ramon Road and E. Baristo Road	38 ac.	Community	Basketball Courts, Baseball Field, Picnic Tables, Grills, Playground
Victoria Park	2744 N. Via Miraleste	8 ac	Neighborhood	Picnic Tables, Volleyball Court, Grills, Tot Lots, Play Structures, Covered Picnic Areas, Drinking Fountains and Restroom Facilities
Wellness Park	Corner of Via Miraleste and Tachevah	5.5 ac.	Specialty Park	Walkways, Landscaping, Fitness Course, Park Benches and Water Fountains
Palm Springs Dog Park	Behind Palm Springs City Hall	1 ½ ac	Specialty Park	Park Benches, Shade Canopies, Drinking Fountains

City Parks Categories

Local Parks are primarily designed to serve the recreational needs of residents living within an immediate one quarter to one half-mile radius. They may also be located near commercial and downtown areas to serve visitors, shoppers, and the business community. The City owns and operates two local parks; Frances Stevens and Baristo Park.

Frances Stevens is located in downtown Palm Springs and located next to Palm Springs Playhouse and Art Center. The park's amenities include picnic tables, drinking fountains and feature the "Rainmaker Fountain". The park hosts various art and historical events throughout the year. Baristo Park is nestled in a medium density residential neighborhood and provides a playground, benches, grills and drinking fountains.

Specialty Parks are intended to support the tourist industry, preserve unique historical traditions, preserve or heighten environmental resources, or simply serve recreational needs. Palm Springs has three specialty parks; the Village Green Heritage Center, the Wellness Park and Dog Park behind City Hall. The Wellness Park has several exercise stations, walking paths, benches and meditation gardens. The Village Green Heritage Center has a water fountain, two 19th Century Pioneer homes and the Village Green Museum. The Dog Park provides a fenced area with night lighting and shade canopies.

Neighborhood Parks are designed to serve residents within walking distance and also serve the non-programmed recreational needs of residents in nearby neighborhoods. These parks are conveniently located within approximately one-half mile of walking distance. Ruth Hardy Park and Victoria Park are the City's two Neighborhood Parks. Amenities for both parks include playgrounds, sports fields, basketball courts, picnic areas and paths or open area for walking or strolling.

Community Parks have large recreation facilities such as lighted ball fields, multi-purpose centers, swim centers, and stadiums. These parks are designed to serve residents within three miles of the park and are at least 10 acres. The City operates three community parks, Demuth Park, Desert Highland and Sunrise Park. All three parks are equipped with athletic fields, picnic tables and playgrounds.

Golf is a popular year-round activity for residents and visitors alike. Golf courses also contribute to the recreational amenities available in the City and are an important part of the City and valley's economy. The City of Palm Springs has 7 golf courses, which include championship and tournament level courses. The courses are a mix of private and publicly owned. Tahquitz Creek Golf Resort is a public course owned and operated by the City of Palm Springs. Table 4.13-2 provides a summary of the golf courses in the City of Palm Springs.

Table 4.13-2
Golf Courses in Palm Springs

Golf Course	Public	Private	Holes
Escena	X		18
Mesquite Country Club	X		18
Tahquitz Creek	X		36
Bel Air Greens	X		9
Seven Lakes Country Club		X	18
O'Donnell Golf Club		X	9
Indian Canyon Golf Resort (Semi-Private)		X	18

Park Acreage

The 2007 City of Palm Springs General Plan and adopted Quimby Ordinance have a goal of 5 acres of parkland per 1,000 residents. According to the 2012 U.S. Census Bureau, the population in the City of Palm Springs was 45,907. Therefore, approximately 230 acres of land dedicated for recreational uses are needed to meet the City's goal based on the current estimated population.

Using the City's existing owned and developed park acreage of 156 acres and the 160 acres of Tahquitz Creek Golf Course divided by the current population estimate of 85,000 (which includes seasonal residents) the overall ratio of developed parks to population is below the City's parkland goal. An additional 109 acres of parkland would be needed to fulfill the General Plan requirement. Conversely, using the City's full time resident population without seasonal residents the City is slightly over the 5.0 acres per 1,000 residents. This acreage meets the City's parkland goal per the 2007 Generlal Plan. It should be noted that these quantifications represent only parks that are owned and maintained by the City and excludes privately maintained parks and recreational facilities. Additional conservation trails easily exceeds 109 acres for the estimated population of full time and seasonal residents.

In addition to the city owned parks and recreational facilities, there are additional public and private parks and recreational facilities located throughout the Coachella Valley. These include the Palm Springs Aerial Tramway which carries passengers into the pristine 14,000-acre Mount San Jacinto State Park. Palm Canyon and Tahquitz Canyon are specialized parks located on Agua Caliente Tribal Land and managed by the Tribe. Other well-known parks in the Coachella Valley include the Salton Sea State Recreation area, the Cahuilla County Park, the vast areas of Joshua Tree National Park and the Living Desert Nature Preserve. Refer to Exhibit 4.13-1 "Park and Recreation facilities".

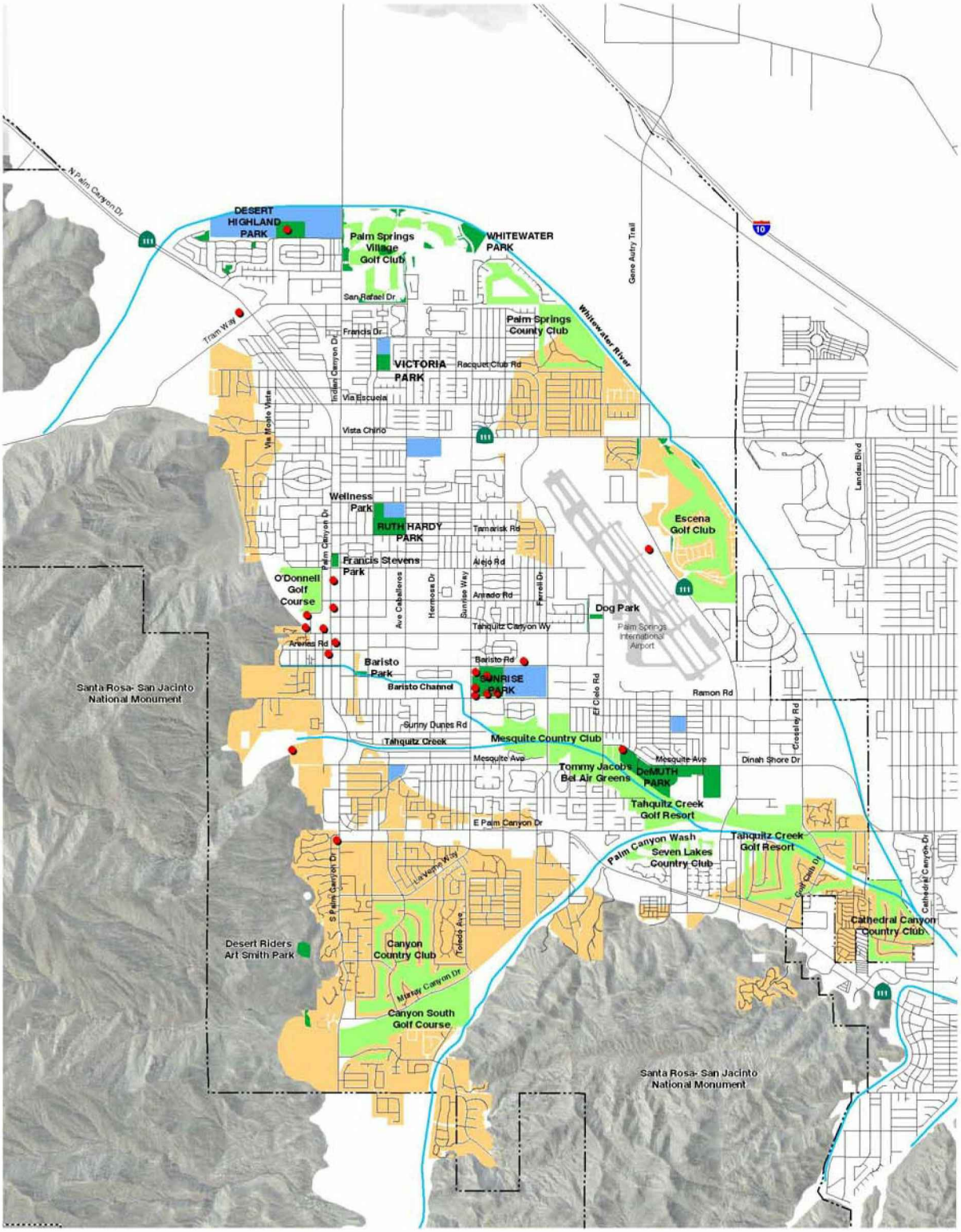
Trails

Trails are also considered an integral part of the City's parks and recreation facilities. Recreational trails systems include riding and hiking trails that provide opportunities to explore the City and its natural environment. These trails also function as windows to the City's history, both tribal and early Anglo settlement, and movement. Hiking trails are abundant in Palm Springs and throughout the Coachella Valley. Palm Springs has over 80 miles of trails that provide hiking, biking, equestrian, and other recreational uses to Palm Springs residents, and visitors. While an abundance of recreation activities can be found throughout the City, acres of conservation land in Palm Springs are also open to the public for hiking and walking.

The Coachella Valley Association of Governments future CV link will provide 52 miles of alternative transportation linked throughout the valley for biking, walking or low speed electric vehicles. The CV link will provide a physical connection between neighborhoods, communities and amenities.

Bike riding is an avid sport for many locals and visitors of Palm Springs. The City provides approximately 47 linear miles of bicycle trails as part of the City's trail system. The class systems of bikeways are as follows; Class I (Bike Path or Trail), Class II (Bike Lane) and Class III (Bike Route). Refer to Exhibit 4.13-2 for the location of bike trails in Palm Springs.

Equestrian activity in the City is traceable back to the early pioneer days and continues to be one of the popular recreational activities in the Coachella Valley. Equestrian trails in Palm Springs include approximately 38 miles of natural trails and 13 miles of drainage basins and natural washes.



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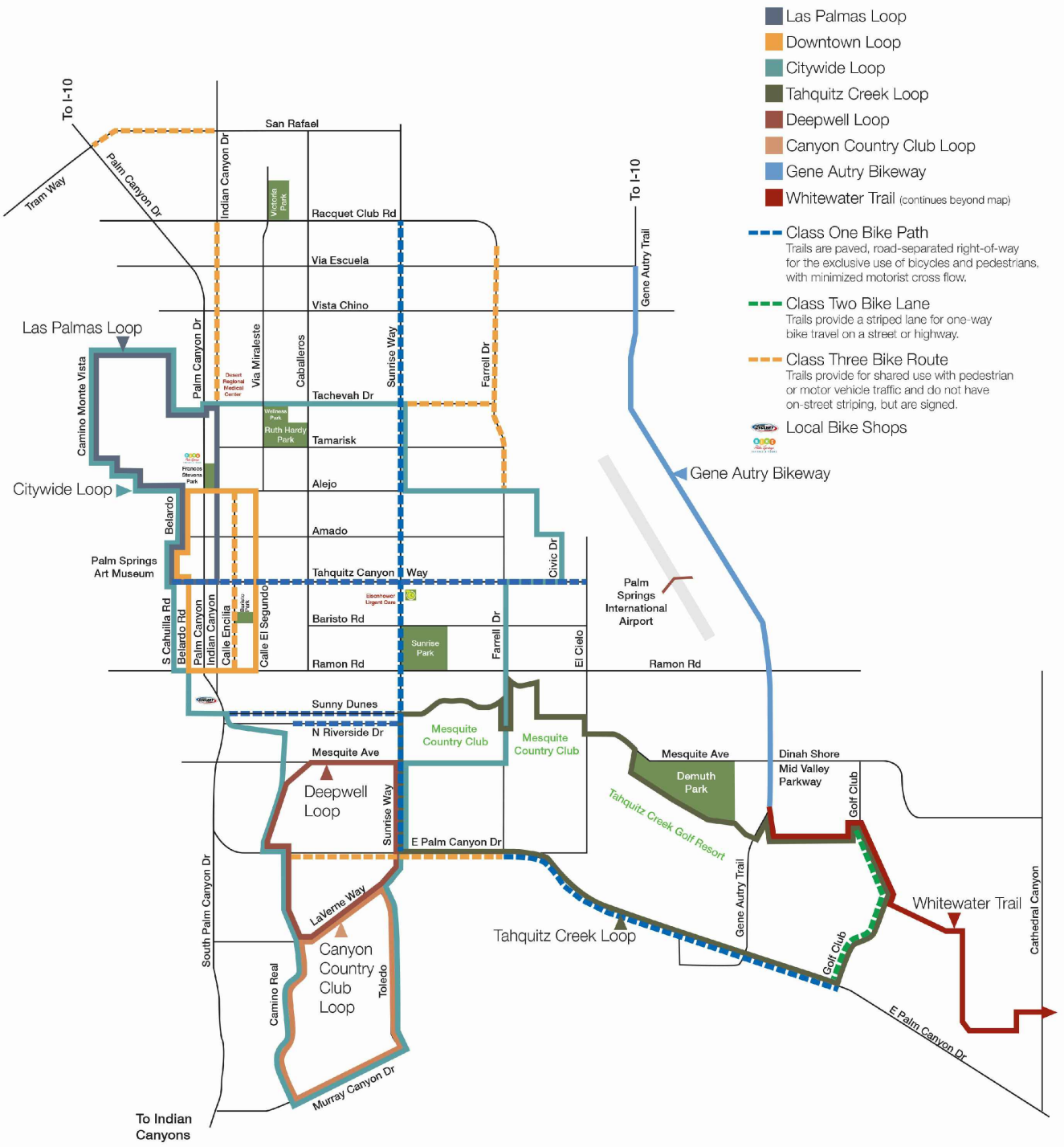
City of Palm Springs
Parks in the General Plan

Environmental Impact Report for Tentative Tract Map No. 36691



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City of Palm Springs Bike Trails

Environmental Impact Report for Tentative Tract Map No. 36691

Maintenance and Financing of Parks, Trails and Recreation Facilities

Maintenance of City parks in Palm Springs is designated to the Parks and Recreation division. The City also has a 10-member Parks and Recreation commission. The Commission functions as an advisory to the City Council on matters relating to park and recreation services, operations of the city's golf courses, special events, and leisure center activities and programs.

Funding for maintenance and development of public parks are derived from various sources including general revenue funds, developer assessments through use of the Quimby Ordinance and exactions of commercial developments, business or fund-raising contributions, Mello-Roos Community Facilities Act, special taxes, benefit assessment districts, facilities bonding, state and federal grants or loans and sewer fund loans.

Trails occur on city, county, state, federal and tribal lands. The federal and state governments oversee the operations and maintenance of trails in their jurisdictions. Management of trails under the jurisdiction of the Agua Caliente Indians is conducted in accordance to the adopted tribal trails management plan. The adopted Coachella Valley Multiple Species Habitat Conservation Plan (CVMSCHP) includes a trail management plan applicable to all Coachella Valley local governments.

The goals and policies of the Palm Springs General Plan (2007) demonstrate the City's continued efforts to provide adequate quantity and quality recreation to its residents and visitors, including providing recreation elements which are sensitive to the overall natural environment, wildlife and habitat, culture and history of the area.

C. Recreation Impacts

Threshold Criteria

Thresholds of significance were derived from criteria in the CEQA Guidelines and the standard CEQA Environmental Assessment Form. The following questions are relevant to determining whether a project could have a significant impact to recreation. Would the project:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The project proposes to redevelop the former golf course with approximately 429 residential units including a 5-acre public park. Within the development the project proposes 42.56 acres of private common areas, paseos, and Private Park. Pedestrian trails will also be part of the project and open to the public. The Land for the public park will be dedicated to the City and could potentially serve as a trail head for the future "CV Link" multi-purpose regional trail that will provide alternative transportation for biking, walking or low speed electric vehicles. The CV Link provides a physical connection between neighborhoods, communities and amenities. Portions of these open space areas will also be used for drainage and stormwater retention.

The 2011 U.S. Census estimates the household size is 1.95 persons in Palm Springs. Using this number per dwelling unit the proposed project could generate approximately 837 new residents at project build-out. With this rise in population demand for parks and recreation facilities will increase. Based on the City's goal of providing 5-acres of parkland per 1,000 residents a minimum dedication of 4.4 acres of parkland would be required. The proposed 5-acre park and 43.4 acres of private open space fulfills the parkland requirement associated with the project.

- **Less than significant impacts are anticipated to recreational use.**

While the project does propose to remove approximately 156.18 acres designated as open space, the current golf course has been abandoned and is no longer feasible to operate. It is privately owned and contains no recreational facilities. However, the City still maintains their 5 acres per 1,000 resident General Plan goals without the use of this designated open space.

The proposed project provides recreational amenities and open space for future residents which will offset the demand for the City's parks and recreation. Additionally, a portion of the residents within the development may be seasonal, which would not contribute to a year round demand. Permitted uses, rules, and regulations for the use of these proposed recreational facilities will comply with applicable City standards and requirements. Development of the proposed project is anticipated to result in less than significant impacts to existing neighborhood and regional parks and recreational facilities.

- **No adverse physical effects to the environment are anticipated from the development of the Serena Park project. Less than significant impacts are anticipated.**

D. Potentially Significant Impacts

No potentially significant impacts to recreation are expected to result from the development of the proposed project.

E. Standard Conditions (SC) and Mitigation Measures (MM)

Potential impacts to parks and recreation facilities associated with the development of the Serena Park project are considered less than significant. The following standard conditions will be implemented.

SC 4.13-1: The Project Developer will provide on-site recreational or open space facilities and contribute to the public development of additional facilities to offset additional demands generated by future project residents in tandem with implementing development.

SC 4.13-2: The Project Developer shall ensure that the elements of the proposed project such as buildings, open spaces, landscape, and activities will be designed to enhance efficiency and compatibility with adjacent uses. Proposed landscape locations and species will be coordinated with architectural and site design.

SC 4.13-3: The Project Developer will comply with the Quimby Act and will be required to pay Park Fees to the City upon development of the property.

SC 4.13-4: The 5 acres of park dedicated to the City of Palm Springs as part of the Project Description shall be dedicated through regulatory guidance and requirements.

F. Level of Significance after Mitigation

Upon the execution of these standard conditions, the project will have less than significant impacts to Recreation Services.

G. Resources

City of Palm Springs General Plan Update prepared by The Planning Center, October 2007

City of Palm Springs General Plan Update Environmental Impact Report, prepared by The Planning Center, March 2007

Riverside County Integrated Project General Plan Final Program Environmental Impact Report, Volume I, prepared by Riverside County Transportation and Land Management

Agency Planning Department, October 2003.

U.S. Census Bureau QuickFacts accessed February and April 2014
http://quickfacts.census.gov/qfd/states/06/0655254.html

4.14 TRANSPORTATION/TRAFFIC

The discussion within this section is based on a variety of information sources. These sources include Palm Springs Country Club (TTM 36691) Traffic Impact Study (February 2014,) City of Palm Springs General Plan Update Environmental Impact Report (March 2007,) City of Palm Springs General Plan Update (March 2007,) the Technical Background Report to the Safety Element of the General Plan for the City of Palm Springs (June 2005,) the Riverside County Airport Land Use Commission Plan (March 2005,) the Riverside County Integrated Project General Plan Final Program Environmental Impact Report Volume 1 (October 2003,) the 2013 Regional Transportation Plan (October 2012-2035) and the Sunline Transit Agency Short Range Transit Plan (SRTP) FY 2013/14 – FY 2015/16.

The Traffic Impact Study for The Palm Springs Country Club is included as Appendix K to this EIR.

A. Regional Setting

Riverside County's transportation system is comprised of many State highways as well as many County and City routes providing modes of travel and goods movement for passenger vehicles and trucks. In addition the County transportation system includes general aviation facilities, limited passenger air service, transit passenger and freight rail service, bicycle facilities and other non-motorized forms of transportation (pedestrian and equestrian trails) (County of Riverside Transportation and Land Management Agency, 2003.)

Regional vehicular access to Palm Springs is currently provided by Interstate 10, State Route 111, and State Route 62. Interstate 10 provides access to Los Angeles and to Arizona. State Route 111 provides access to the southern Coachella Valley. State Route 62 provides access to high desert communities in San Bernardino County.

The private automobile is the dominant mode of travel within the Coachella Valley.

Air Traffic

There are approximately 60 airports in the Southern California area. The greater part of passenger air traffic is carried out by six commercial airports: Los Angeles International, Burbank, John Wayne/Orange County, Ontario International, and the Palm Springs and Long Beach Municipal Airports. The Palm Springs Airport provides the only carrier airport within Riverside County (County of Riverside Transportation and Land Management Agency, 2003.) Ontario International Airport (San Bernardino County) provides significant passenger service to Riverside County Residents.

The Palm Springs International Airport provides both scheduled airline and general aviation access to the Coachella Valley and surrounding desert region. It is located at the northwest corner of Ramon road and Gene Autry Trail. It is classified as a long-haul commercial serviced airport and is capable of supporting non-stop commercial service to destination more than 1,500 miles away. Airlines serving the airport provide nonstop service all along the west coast including Canada as far east as Chicago. Commercial traffic demand is seasonal, with the peak service period extending from January through March, and the slowest period occurring in the summer months.

A new Master Plan was adopted by the Palm Springs City Council in May 2003 in anticipation of continued growth of the airport. Total airline passengers are projected to reach 2.7 million in 2020. Major improvements to the airline terminal and construction of new general aviation aircraft hangars are planned.

Rail Traffic

The Union Pacific Railroad line traverses the area north of the project and south of Interstate Highway 10. Within Riverside County, freight rail is an important backbone of the goods movement and distribution industry. The Union Pacific Railroad provides freight rail service to Riverside County, with up to fifty freight trains per day passing through the area to/ from major cities throughout the continental United States. Union Pacific added a full second track parallel to the existing one in 2003.

AMTRAK currently provides the Coachella Valley with passenger services from the Palm Springs Station and the Indio platform, providing access to AMTRAK's Desert Wind Service which features connections to points west including Riverside and Los Angeles and to points east including Tucson, Arizona and El Paso, Texas. (County of Riverside Transportation and Land Management Agency 2003)

The North Palm Springs AMTRAK train station is a stop three times per week on the Sunset Limited passenger service between Los Angeles and New Orleans. The North Palm Springs train station is located 0.6 miles south of I-10, at the intersection of North Indian Canyon Drive and Palm Springs Station Road. AMTRAK does not currently provide commuter rail services.

Bus Traffic

According to the Regional Transportation Plan (RTP) Local Profiles Report 2013, Public Transit currently represents 2 percent of all trips made in the County for work. Public transportation, where service is available, is utilized primarily by a transit-dependent population (senior citizens, students, low-income residents and the physically disabled)

that generally do not have access to automobiles. (County of Riverside Transportation and Land Management Agency 2003)

The most recent survey undertaken by the SunLine Transit Agency (SunLine) in 2008 highlighted four categories of fixed route riders: workers, students, seniors and visitors, of which seventy-one percent were employed or students.

Sunline provides public transit services for the Coachella Valley area, covering approximately 1,120 square miles with a permanent population of over 443,401 residents (based on the Coachella Valley Economic Partnership (CVEP) 2014 Annual Report Department of Finance Data.) SunLine operates 12 fixed routes, with approximately 548 stops which are maintained on a regular basis. The agency's 2014 Annual Report identified total passenger boardings reaching 4.85 million. This factor coupled with the most recent population projections suggest a significantly larger future role will exist for SunLine in providing a valuable mobility alternative to the private car and to serve those reliant on public transit in the Coachella Valley (RTP.)

SunLine also operates the SunDial System which provides curb to curb demand responsive (dial-a-ride) service for members of the community requiring such service. The SunLine fleet consisted of buses powered by compressed natural gas (CNG)

Twelve SunLine transit lines provide public bus service with a fleet of 27 buses throughout the Coachella Valley seven days a week (excluding Thanksgiving and Christmas.) SunLine has bicycle racks on every bus in its fleet. These racks can carry up to two bicycles per bus (Endo Engineering 2014.)

SunLine's fixed route service, SunBus, consists of 12 routes connecting the Valley from Desert Hot Springs and Palm Springs in the northwest to Mecca and Oasis in the south east. Line 32 provides service between Palm Springs and Palm Desert.

Public transportation in the City of Palm Springs is provided by SunLine through the SunBus Service. This service is provided between approximately 5:00 a.m. and 11:00 p.m. Line 111 is the major trunk line, which is interconnected with twelve smaller community feeder routes that provide access to every community in the Coachella Valley. Three routes currently pass through the study area including: Line 14, 24, and 32.

SunBus Line 14 extends from Desert Hot Springs to downtown Palm Springs, along Gene Autry Trail, Vista Chino and Farrell Drive. SunBus Line 24 serves the area north of Vista Chino along: Palm Canyon Drive, Indian Canyon Drive, and Sunrise Way. Line 24 provides transit service along Sunrise Way (between Vista Chino and Tahquitz Canyon Way) and along Vista Chino, west of Sunrise Way. Line 32 connects Palm Springs to Cathedral City and Thousand Palms. The bus stop that is closest to the property is part of

the Line 32 route and is located at the intersection of Gene Autry Trail and Vista Chino. This stop is located approximately 0.5 miles southeast of the project.

Greyhound Bus Lines provides private transportation services that link the principal population centers of the County with other regions. This includes east-west service connecting Blythe, Indio, Palm Springs, Banning/Beaumont and Riverside. The service continues westward to downtown Los Angeles and intermediate stops.

Truck Traffic

The City of Palm Springs designates truck routes which are designed to provide access to commercial, industrial and other areas of the community that utilize truck service. Designated truck routes are designed to support the weight of heavier vehicles and provide intersections with sufficient room for turning movements by vehicles with large turning radii. They also provide efficient routes for through truck traffic that avoid residential areas, congested streets and landscaped boulevards. Trucks making local deliveries are allowed to divert from these routes to businesses.

Regulatory Programs

A variety of Management Programs are utilized within Riverside County that are applicable to the Palm Springs area. These programs utilize common measurements to gauge the conditions of roadway functionality, capacity and efficiency. Additionally these measurements will also be utilized within the threshold criteria discussion that begins the project specific analysis later within this section. These two measurements are Volume to Capacity (V/C) Analysis and Level of Service (LOS.) A discussion of these measurements is provided here to better understand the discussions associated with the transportation management programs.

Roadway Volume to Capacity (V/C) Analysis

Volume (V) indicates the Average Daily Trips (ADT) on a roadway. Capacity (C) is the maximum amount of traffic capable of being handled by a given roadway section. Capacity is determined by a number of factors: the number and width of lanes and shoulders; the presence of left turn pockets, merge areas at interchanges; and roadway alignment (grades and curves,) on-street parking and other specific attributes.

The design capacity of a roadway is the level at which the facility is handling the maximum traffic volume that it can accommodate while maintaining an acceptable level of driver satisfaction.

A critical V/C ratio of less than 1.00 indicates that all movements at an intersection can be accommodated within the defined cycle length and phase sequence by

proportionally allocating green time. In other words, the total available green time in the phase sequence is adequate to handle all movements, if properly allocated. A V/C ratio of 1.00 indicates that the roadway segment is handling the maximum traffic volume that it can accommodate at the upper limit of LOS E (defined in following section), which is the maximum flow rate or physical capacity of the road segment. V/C ratios that exceed 1.00 imply unfavorable operating conditions and LOS F.

Level of Service (LOS)

Level of Service (LOS) is a measure of transportation system performance based upon the ratio of traffic volume relative to the capacity of the roadway or intersection. As stated previously, the volume-to-capacity ratio (V/C) indicates the overall performance of the roadway segment or intersection and corresponds to a rating of A through F identifying its level of capacity utilization and relative level of congestion. LOS A represents free-flow traffic with little or no delay whereas LOS F represents a breakdown of traffic flow and a high incidence of delay.

LOS reflects a number of factors such as speed and travel time, traffic interruptions, vehicle delay, freedom to maneuver, driver comfort and convenience and vehicle operating costs. Levels of service do not reflect safety.

The City of Palm Springs General Plan states that roadways and intersections shall operate at a level of D or better. Policy 7.2.1 of the Circulation Element specifies that LOS D shall be provided and maintained for the City's circulation network, as measured during the peak month of March.

The following Table 4.14-1 summarizes quality of traffic flow for roadways for LOS A through F:

Table 4.14-1:
Roadway Level-of-Service Descriptions

Level of Service	Quality of Traffic Flow
A	Primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.
B	Reasonably unimpeded operations at travel speed usually, about 70% of the free-flow speed of the arterial classification. Ability to maneuver within the traffic stream is only slightly restricted. Stopped delays are not bothersome, and drivers generally are not subject to appreciable tension.
C	Traffic operations are stable. However, mid-block maneuverability may be more restricted than LOS B. Longer queues, adverse signal coordination (or both) may contribute to lower travel speeds of about 50% of the average free-flow speed for the arterial classification. Motorists will experience some appreciable tension while driving.
D	Borders on a range where small increase in flow may cause substantial increases in approach delay and decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, traffic volumes or some combination of these factors. Average travel speeds are about 40% of the free-flow speed. For planning purposes, this LOS is the lowest that is considered acceptable.
E	Characterized by significant approach delays and average travel speeds of one-third or less of the free-flow speed. Typically caused by some combination of adverse progression, high signal density (More than two signalized intersections per mile), high volumes, extensive queuing, delays at critical intersections, and/ or inappropriate signal timing.
F	Arterial flow at extremely slow speeds, below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized intersections, with high approach delays and extensive queuing. Adverse progression is frequently a contributor to this condition

Source: Highway Capacity Manual (HCM,) Transportation Research Board, 1994.

Note: Throughout this EIR "in-season peak hours" occur during the winter months of January, February and March and between the hours of 7:00 AM and 9:00 AM and 4:00 PM and 6:00 PM each day.

The preferred method of gauging congestion is to look at intersection operations during the peak hours, since the approach lane configurations at intersections represent the limiting factor in the capacity of the transportation system. As a result, peak hour travel demands at intersections are typically used to identify the approach lanes required and the most appropriate form of traffic control. The following Table 4.14-2 summarizes quality of traffic flow for intersections for LOS A through F:

Table 4.14-2:
Intersection Level-of-Service Descriptions

Level of Service	Description	Signalized Intersection Delay sec./ vehicle	Unsignalized Intersection Delay sec./ vehicle
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	< or = 10	< or + 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons or vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>10 & < or =20	>10 & < or =15
C	Good operation. Occasionally drivers may have to wait more that 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 & < or =35	>15 & < or =25
D	.Fair operation. Vehicles are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>35 & < or =55	>25 & < or =35
E6	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes	>55 & < or =80	>35 & < or =50
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore volumes carried are not predictable. Potential for stop and go type traffic.	**>80**	**>50**

Source: Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2000.

The HCM does not define a single overall level of service for unsignalized intersections with two-way stop-control (TWSC). For these intersections the LOS is defined in terms of the minor-street approaches and the conflicting left-turn movements from the major street. Consequently, the City Engineer must review intersections with TWSC that are projected to exhibit excessive control delay and poor levels of service (i.e., LOS E or LOS F) on an individual basis to determine the appropriate mitigation to meet the Palm Springs minimum intersection performance standard of LOS D.

Congestion Management Program (CMP)

The Congestion Management Program (CMP,) prepared by the Riverside County Transportation Commission (RCTC,) is intended to link land use, transportation and air quality with reasonable growth management methods, strategies and programs that effectively utilize new transportation funds to alleviate traffic congestion and related

impacts. As the designated Congestion Management Agency (CMA), the RCTC prepares the CMP that designates a system of highways and roadways to include all State Highway facilities within Riverside County and a system of "principal arterials" to be included as the Congestion Management System (CMS.) Program updates include consultation with local agencies, the County of Riverside, transit agencies and sub-regional agencies like the Coachella Valley Association of Governments (CVAG).

It is the responsibility of local agencies, when reviewing and approving development proposals to consider the traffic impacts to the CMS. All development proposals and circulation projects to be included within the City of Palm Springs are required to comply with the current policies and procedures set forth by the RCTC's CMP.

State Highway 111 is a CMP facility in the study area extending along North Palm Canyon Drive (north of Vista Chino), Vista Chino (from North Palm Canyon Drive to Gene Autry Trail), and Gene Autry Trail (south of Vista Chino).

The CMA provides a uniform database of traffic impacts for use in a countywide transportation computer model. The RCTC has recognized use of the Coachella Valley Area Transportation System (CVATS) sub-regional transportation model and the Riverside Transportation Analysis Model (RIVTAM) to analyze traffic impacts associated with development proposals or land use plans. The methodology for measuring LOS must be that contained in the most recent version of the Highway Capacity Manual. Traffic standards must be set no lower than LOS E for any segment or intersection on the CMP system unless the current LOS is lower (i.e., LOS F).

In addition, the Coachella Valley Association of Governments has developed a Transportation Uniform Mitigation Fee (TUMF) that complements the objectives of the CMP. Palm Springs has adopted an approved Transportation Demand Management (TDM) Ordinance.

One of the Palm Springs General Plan methodologies to address transportation issues includes continuing the City's association with CVAG to achieve a regional transportation strategy that coordinates physical improvements, TUMF, TSM, TDM, public transit and issues of development affecting circulation. The City of Palm Springs remains in compliance with the Riverside County CMP provided all developments participate in the TUMF program.
Continued participation in the TUMF program assures that appropriate fees are assessed for development projects as a means of supporting the financing of regional transportation infrastructure. Impact fees will be collected prior to the issuance of building permits and may be incrementally assessed in conformance with the TUMF program.

Transportation Demand Management (TDM)

The City of Palm Springs has the ability to preserve or extend the capacity of existing roadways through the implementation of TDM strategies. The adopted TDM Ordinance involves goals, policies and programs that encourage the use of a wider range of transportation alternatives, including public transit and bicycles. Such techniques include encouraging the use of car/ van pooling and flex-time work schedules, and the continued utilization and expansion of public transit service. Since the project proposes residential land uses on-site, the provisions of the City's adopted TDM Ordinance do not appear to be applicable.

Local Conditions and Regulatory Management

Hazards

The City's Circulation Element contains several policies that are pertinent to managing hazards related to traffic and conflicts that may occur. There exist established access design principles that would ensure safe and efficient access to and through development The Circulation Element indicates that a project should avoid the use of long, straight roadway segments on new local streets in new residential neighborhoods, whenever possible, to discourage excessive speeds.

CR1.7 Although the grid system of streets is important, avoid the use of long, straight roadway segments on new local streets in new residential neighborhoods, whenever possible.

In relation to bicycle safety, the Circulation Element also encourages the proper design and maintenance of facilities and appropriate signage to ensure the safe use of the bikeway and trail systems.

CR1.16 Require developers, prior to approval of development plans, to provide increased right-of-way through land dedications to accommodate additional demand for dual left-turn and exclusive right-turn lanes, interchange improvements, bus stops and lanes, bicycle facilities or other improvements required to maintain a minimum operating LOS D

CR6.8 Encourage proper design and maintenance of facilities and appropriate signing to ensure the safe use of the bikeway and trail systems.

CR2.3 Require development with gated entries to provide adequate stacking distances and turn-around maneuvering areas so as not to interfere with the safe and efficient operation of adjacent public streets.

Emergency Access

As discussed in the section on Hazards and Hazardous Materials, the City of Palm Springs has adopted the California Code with City Amendments. The California Disaster and Civil Defense Master Mutual Aid Agreement (California Government Code Section 8554-8561) states: "Each party that is a signatory to the agreement shall prepare operational plans to use within their jurisdictions and outside their area." These plans include fire and non-fire emergencies related to natural, technological and war contingencies. The provisions of the California Emergency Services Act are reflected and expanded on by appropriate local emergency ordinances. Local emergency plans, including those of the City of Palm Springs, are considered extensions of the California Emergency Plan.

These provisions include construction standards in new structures, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains (Earth Consultants International, 2005). Coordination with the City and the Fire Department during development review process ensures the adequacy of a project's internal circulation relative to emergency access.
Access by emergency vehicles is required to be designed in a manner approved by the chief of police per *Palm Springs Municipal Code* Section 8.04.190.

Parking Standards

The City of Palm Springs Circulation Element includes several circulation implementation methodologies, as mentioned previously. Included in these programs is the requirement that all new developments shall provide off-street parking in accordance with the Municipal Code parking requirements such as Municipal Code Chapter 12.32 Parking Requirements and Chapter 8.04.510 California Fire Code. Required parking spaces are determined by the type and intensity of uses contained within a project and some adjustments are allowable within the framework of the Zoning Code and review structure.

Street Widths

The City of Palm Springs General Plan Circulation Element details the general location and extent of the circulation system required to serve future demands associated with buildout per the Land Use Element of the General Plan. It also details the roadway designations. Major thoroughfares are typically high capacity streets that provide four or more travel lanes within a 100-foot to 110-foot right-of-way. They have a limited number of cross streets and provide stacking and exclusive turn lanes at intersections.

Secondary thoroughfares are four-lane undivided roadways with 64 feet of pavement and an 88-foot right-of-way that chiefly serve locally destined traffic and secondary traffic generators. Collector streets are typically two-lane undivided roadways with 40 feet of pavement within a 60-foot to 66-foot right-of-way. Exhibit 4.14-1 shows typical cross-sections and right-of-way requirements for each classification of master planned streets.

Regional access is currently available from Gene Autry Trail, Farrell Drive, Sunrise Way, and Vista Chino (State Highway 111). Local access is provided by San Rafael Drive, Racquet Club Road, Verona Road and Via Escuela. Direct site access is available from San Rafael Drive/Golden Sands Drive and North Whitewater Club Drive.

Exhibit 4.14-6 illustrates the Surrounding Street System that is described in the Traffic Analysis as the following:

Gene Autry Trail is a north/south facility that provides direct access to an interchange at Interstate 10. North of Vista Chino, this road is a four-lane undivided roadway with a prima facie speed of 55 miles per hour (mph). It extends south of Vista Chino, to Sunny Dunes Road, as a 6-lane divided roadway with a posted speed limit of 45 mph. It is designated as State Highway 111 from Vista Chino south to East Palm Canyon Drive. The intersections of Gene Autry Trail with Via Escuela and with Vista Chino are controlled by traffic signals.

Sunrise Way is a 4-lane divided north/south roadway with a posted speed limit of 45 mph within the study area. The intersections of Sunrise Way with Vista Chino, Racquet Club Road, and San Rafael Drive are signalized. The northerly and westerly extension of this road was scheduled to be constructed to Indian Canyon Drive in conjunction with the Palm Springs Village Planned Development District (renamed Avalon) project and named “Sunrise Parkway.” The economic recession delayed the construction of Sunrise Parkway. When eventually completed, this new north/south connection will provide an attractive alternate route for through traffic that may substantially increase future traffic volumes on Sunrise Way.

Vista Chino is an east/west roadway designated as Highway 111 from North Palm Canyon Drive to Gene Autry Trail. West of Sunrise Way, Vista Chino provides a four-lane divided cross-section with a posted speed limit of 45 mph. From Sunrise Way through Farrell Drive, Vista Chino has been widened to provide five through lanes, including two westbound and three eastbound through lanes. East of Farrell Drive, Vista Chino narrows from a five-lane to a four-lane divided highway, with a posted speed limit of 50 mph. East of Gene Autry Trail, Vista Chino transitions from a four-lane divided roadway to a four-lane undivided roadway.

Racquet Club Road is a four-lane undivided secondary thoroughfare, east and west of Sunrise Way. Racquet Club Road is signalized at Sunrise Way. Racquet Club Road has a posted speed limit of 45 mph.

East San Rafael Drive is a 4-lane undivided roadway, west of Sunrise Way that narrows to a 2-lane undivided roadway east of Sunrise Way. San Rafael Drive is controlled by a traffic signal at its intersection with Sunrise Way. The centerline of San Rafael Drive is currently offset by approximately 20 feet at Sunrise Way. The right-of-way of San Rafael Drive east of Sunrise Way is smaller than the right-of-way of San Rafael Drive west of Sunrise Way. San Rafael Drive has a posted speed limit of 45 miles per hour west of Sunrise Way and a prima facie speed limit of 25 mph east of Sunrise Way.

Farrell Drive is a 4-lane undivided roadway with signalized intersections at Via Escuela and at Vista Chino. North of Via Escuela, the alignment of Farrell Drive turns westerly and transitions into Racquet Club Drive. The posted speed limit on Farrell Drive, south of Racquet Club Road is 45 mph. Just west of the South Village, North Farrell Drive (a two-lane undivided street with direct residential frontage) extends north of Racquet Club Road and Verona Road, roughly parallel to the western boundary of the South Village. North Farrell Drive terminates just south of the southern boundary of the North Village.

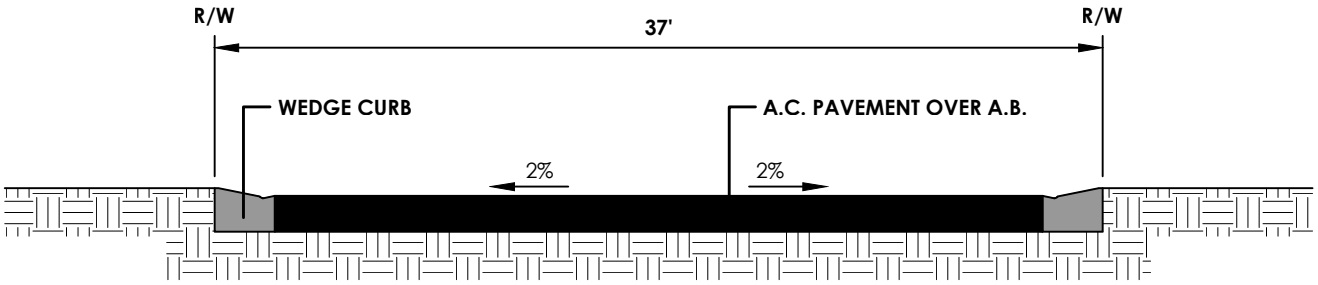
East Via Escuela is a 2-lane undivided collector street that extends from east of Gene Autry Trail to west of Sunrise Way with a posted speed limit of 25 mph. Via Escuela is signalized at the intersections of Sunrise Way, Farrell Drive, and Gene Autry Trail. Via Escuela is all-way stop-controlled at North Whitewater Club Drive. Via Escuela functions as a parallel route for motorists seeking to avoid potential congestion on Vista Chino during the peak commuter travel hours.

Verona Road is a 2-lane undivided collector street (with direct residential frontage) that is controlled by a stop sign at the intersection of North Farrell Drive. The intersection of Verona Road and Volturno Road is an all-way stop-controlled intersection.

Golden Sands Drive is a 2-lane undivided local street aligned with the easterly extension of the terminus of San Rafael Drive. Golden Sands Drive is a private street within the existing mobile home development that will be surrounded by the proposed North Village development.

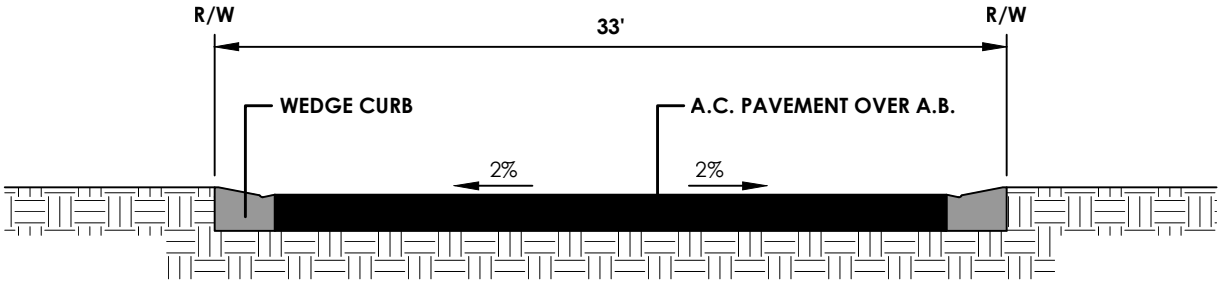
North Whitewater Club Drive is a 2-lane undivided collector street with direct residential frontage, north of Vista Chino. The posted speed limit is 25 mph. North Whitewater Club Drive is controlled by an all-way stop at Via Escuela and a stop sign facing southbound motorists at the intersections of Verona Road and Vista Chino. To avoid excessive control delay, some of the southbound motorists on North Whitewater Club Drive avoid making the left-turn movement onto eastbound Vista Chino during

peak commuter travel hours by using alternate routes to reach signalized intersections including Gene Autry Trail at Via Escuela.



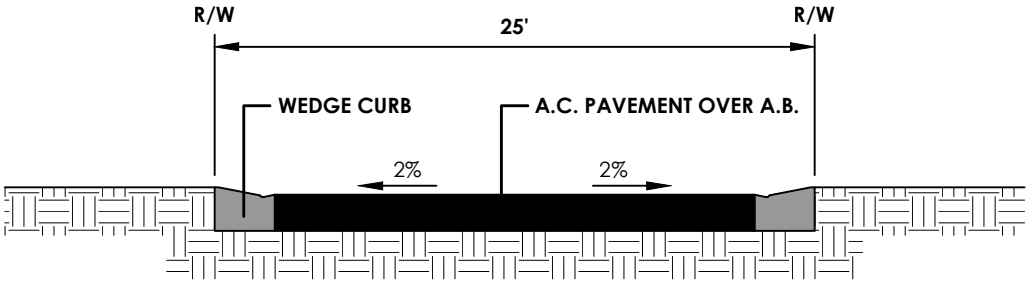
STREETS "A", "C"-"N" AND NORTH PORTION OF "O"-"S"

(PRIVATE ROAD / PARKING BOTH SIDES)
N.T.S.



STREETS "B" AND "O"

(PRIVATE ROAD / PARKING ONE SIDE)
N.T.S.



FRANCIS DRIVE

EMERGENCY ACCESS ONLY
(PRIVATE ROAD / PASSED GATES)
N.T.S.

N.T.S.

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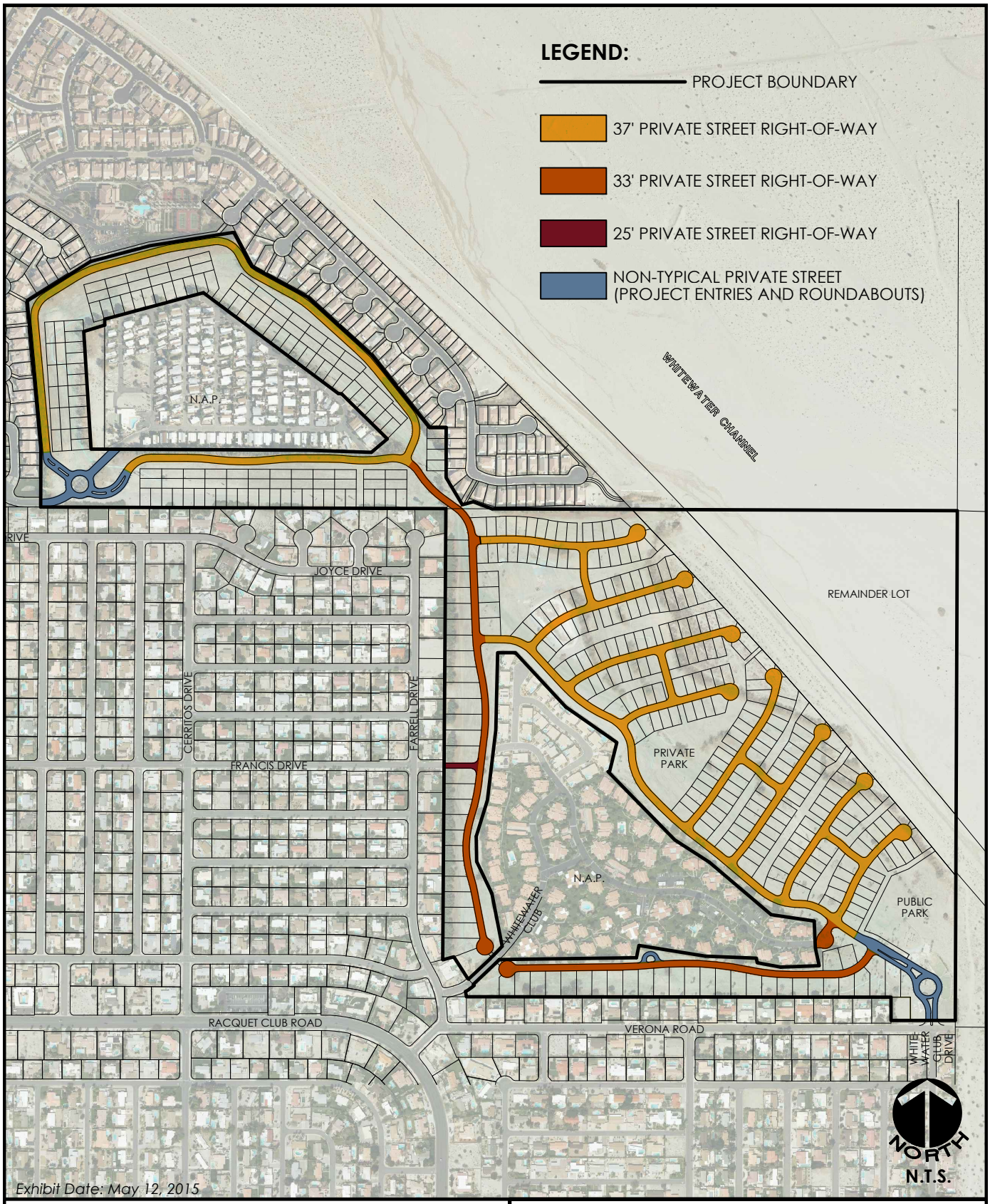
Typical Street Cross Sections



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Roadway Classifications

Environmental Impact Report for Tentative Tract Map No. 36691

Exhibit 4.14-2
Exhibit 4.14-15

Pedestrians / Bicycles

The SCAG 2012-2035 RTP states that that the use of bicycles encompassed 2% of the Mode of Travel for Total Trips (2009) within the SCAG region. Bicycling and walking are important elements of an integrated, intermodal transportation system. Constructing sidewalks; installing bicycle parking at transit centers; teaching children to ride and walk safely; installing curb cuts and ramps for wheel chairs; constructing exclusive bike lanes and striping bike lanes and building trails contribute to national and regional transportation goals of safety, mobility, economic growth and trade, enhancement of communities and the natural environment.

According to the traffic analysis, CALTRANS standards are used to design bikeways by most jurisdictions throughout California. The City of Palm Springs adheres to Caltrans bikeway standards. Bike lanes on existing roadways should conform to these standards or be upgraded to meet Caltrans standards. These standards apply to three different classifications of bicycle facilities: Class I, Class II, and Class III bikeways, as described below.

Class I Bikeway: A bike path that provides for bicycle travel on a right-of way completely separated from any street or highway. The paths may be located along alignments parallel to streets or unrelated alignments as long as there is no encroachment by motor vehicle or pedestrian traffic, except at intersections.

Class II Bikeway: A bike lane that provides a striped lane for one-way bike travel within the paved area of a street or highway. These bike lanes are within an exclusive right-of-way designated for use by bicyclists. However, cross traffic is permitted for driveway access.

Class III Bikeway: A bike route in which both bicycle and motor vehicle traffic share the same roadway surface area. The route is marked with signs or stenciled lettering on the pavement identifying the roadway as part of a bikeway system.

The CVAG Final Non-Motorized Transportation Plan Update (September, 2010) identifies existing and proposed non-motorized facilities within the project vicinity. It identifies 2.5 miles of existing Class I bikeways, 3.6 miles of existing Class II bikeways, and 22.1 miles of existing Class III bikeways within the City of Palm Springs. A Class III bike route currently exists along Vista Chino from Cerritos Drive to Gene Autry Trail. A bicycle parking facility currently exists in the study area (north of Vista Chino and west of Sunrise Way).

The 2007 City of Palm Springs General Plan states that the City currently has 8 miles of Class I bikeways, 13 miles of Class II bikeways, and 35 miles of Class III bikeways.

Designated bikeway routes primarily geared toward tourists and visitors exist in the central portion of Palm Springs.

The City's Circulation Element encourages the utilization of transportation elements, particularly bicycle and hiking trails, as a means of providing recreational and educational experiences by linking up with various parks and public facilities in the City. Section 4.13 (Recreation) of this document further discusses the linkages between pedestrian trails and surrounding uses. The Circulation Element, mentioned previously in the "Hazards" discussion, also states that the City shall encourage the proper design and maintenance of bicycle facilities and appropriate signing to ensure the safe use of the bikeway system.

Future Non-Motorized Facilities

Several Plans identify a future non-motorized facility along the Whitewater River adjacent to the project site.

The *Palm Springs General Plan* Circulation Element Circulation Plan (2007) indicates that a proposed Class I Bikeway and a hiking/equestrian trail extend adjacent to the north side of the project's South Village site along the Whitewater River levee. Class III bike routes are also shown in the study area along Gene Autry Trail, Farrell Drive, Sunrise Way, San Rafael Drive, Racquet Club Road, and Vista Chino.

The CVAG Final Non-Motorized Transportation Plan Update (September 2010) indicates that the City of Palm Springs has identified numerous bike route projects for inclusion in the plan. An 11.5 mile top priority Class I project along the Whitewater Wash from Interstate 10 to the Cathedral City limit is projected to cost 11,500,000.00. This bikeway appears to extend across the northeastern corner of the South Village site along the Whitewater River levee.

The CVAG Regional Bikeways Plan identifies regionally significant routes that link important destinations in neighboring cities and are candidates for joint funding applications among cities and/or the County of Riverside. A Class I bike path is shown adjacent to the project site, along the Whitewater Wash. In addition, regional on-road bikeways are shown along Vista Chino and Gene Autry Trail.

CV Link

CV Link, is a 52-mile multi-modal pathway connection planned between Palm Springs and Coachella and is intended to connect neighborhoods, communities, and amenities within the Coachella Valley. CVAG is the lead agency for the project. Approximately 40 miles of the pathway would be located along the Whitewater River Channel levee, with the remainder along public streets.

The design process is currently underway, and includes easy access for residents on both sides of the Whitewater River Channel. The CV Link would provide a separate path for pedestrians and a shared paved path for use by cyclists and low-speed electric vehicles (35 mph or less). Conventional automobiles and motorcycles would not be permitted to use the CV Link.

Amenities such as water fountains and structures to provide shade and windbreaks are included in the plan, which is projected to cost 1.5 million dollars per mile to complete. The entire trail will be accessible to emergency services. Adequate lighting, cameras, and enforcement will also be provided for trail security and maintenance. Construction is scheduled to begin in the year 2016. Some segments currently exist while others are expected to require up to a decade to complete.

B. Existing Conditions

Location of Study Intersections

The Study Area and ten existing key intersections are shown in Exhibit 4.14-4 "Study Area and Key Intersections". The traffic impacts associated with the Preferred Project were evaluated at each of the following existing key intersections: (Refer to Exhibit 4.14-5)

(1) N. Sunrise Way @ San Rafael Drive,
(2) N. Sunrise Way @ E. Racquet Club Road,
(3) N. Sunrise Way @ E. Via Escuela,
(4) N. Sunrise Way @ E. Vista Chino
(5) Farrell Dr. @ E. Racquet Club Road,
(6) Farrell Dr. @ E. Via Escuela,
(7) Farrell Dr. @ E. Vista Chino
(8) Whitewater Club Dr. @ E. Via Escuela,
(9) Whitewater Club Dr. @ E. Vista Chino
(10) Gene Autry Trail @ E. Via Escuela

The three proposed gated site access points were evaluated to ensure that these intersections will provide acceptable levels of service in the Horizon Year 2030 with the project completed (refer to Exhibit 4.14-4). The site access intersections include:

(10) Golden Sands Road @ Street "D";
(11) Golden Sands Road @ Street "E";
(12) North Whitewater Club Drive @ Street "F";

Proposed Site Access

Regional access is currently available from Gene Autry Trail, Farrell Drive, Sunrise Way, and Vista Chino (State Highway 111). Local access is provided by San Rafael Drive, Racquet Club Road, Verona Road and Via Escuela. Direct site access is available from San Rafael Drive/Golden Sands Drive and North Whitewater Club Drive.

Access to the North Village Planning Area would be provided at two proposed gated locations just east of the terminus of existing N Sunrise Way. Golden Sands Drive is an existing segment of road at this location. A third gated access point is proposed at the southeast corner of the South Village Planning Area, adjacent to the future public park site and at the terminus of existing North Whitewater Drive.

The existing Golden Sands Mobile Home Park would be surrounded on all sides by the North Village Planning Area. Residents and visitors associated with the Golden Sands Mobile Home Park currently use Golden Sands Drive and East San Rafael Drive to access North Sunrise Way.

Current Residents of Palm Springs Country Club and Alexander Estates use the existing gated entry located at southwest corner of the existing Palm Springs Country Club and Alexander Estates community, near Farrell Drive.

Existing Geometrics of Study Intersections

Reference should be made to Exhibit 4.14-5 "Existing Lane Geometrics" for the Study Area. This diagram identifies the current configuration and number of through travel lanes as well as exclusive left and right turn lanes for the Study Intersections as previously identified.

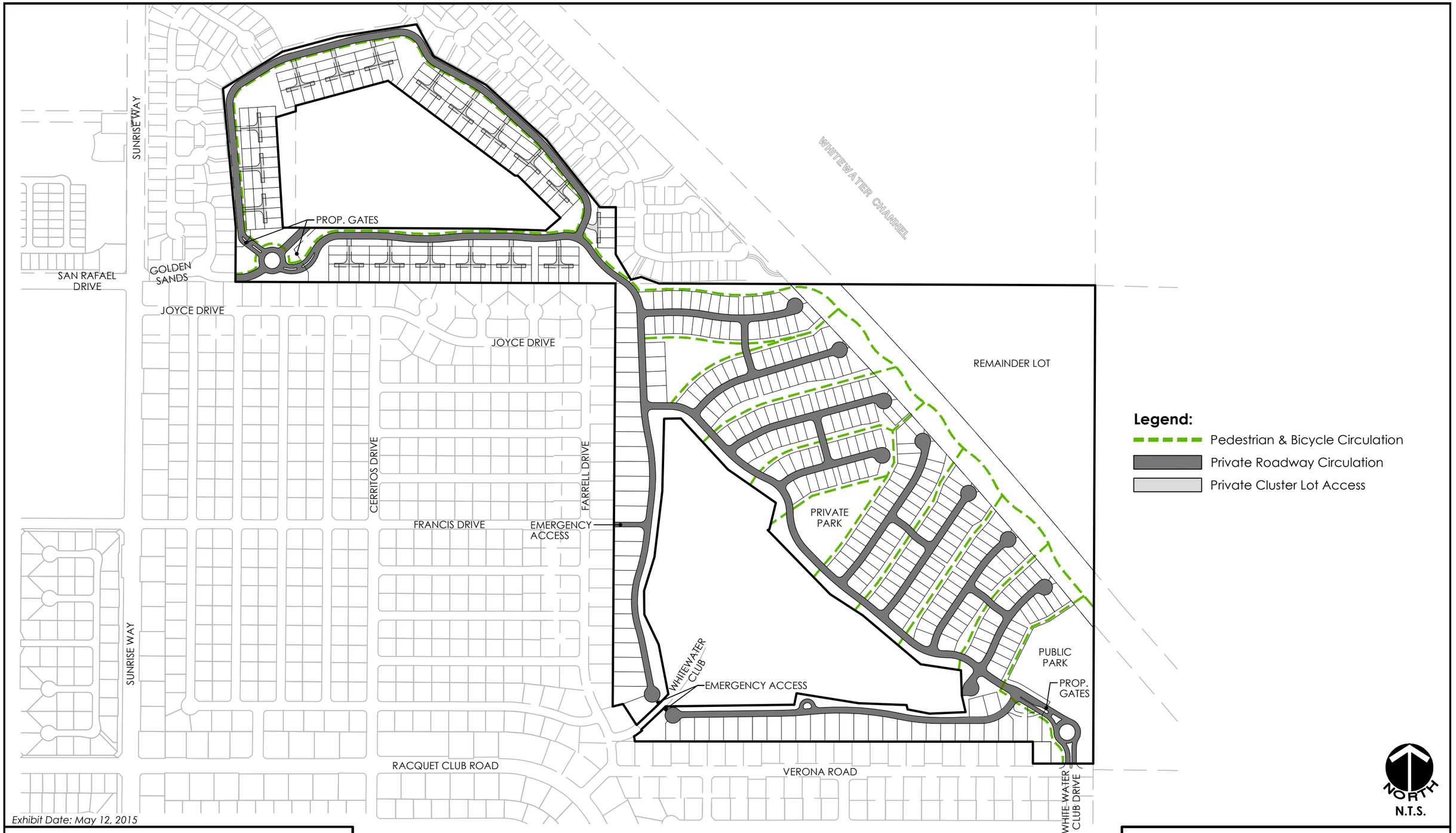

Exhibit Date: May 12, 2015

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Overall Circulation

Environmental Impact Report for Tentative Tract Map No. 36691

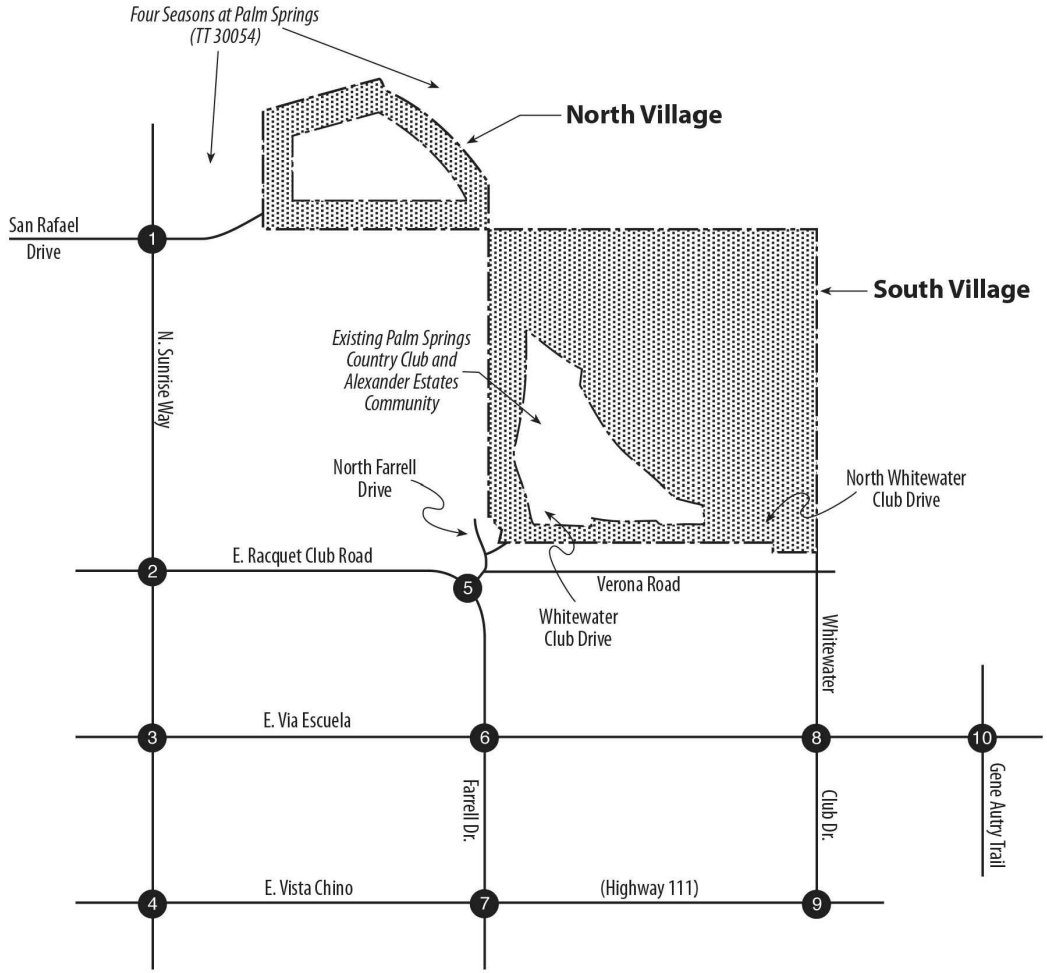

Figure 1-2

Study Area and
Key Intersections

Legend

- Key Intersection
- Project Site

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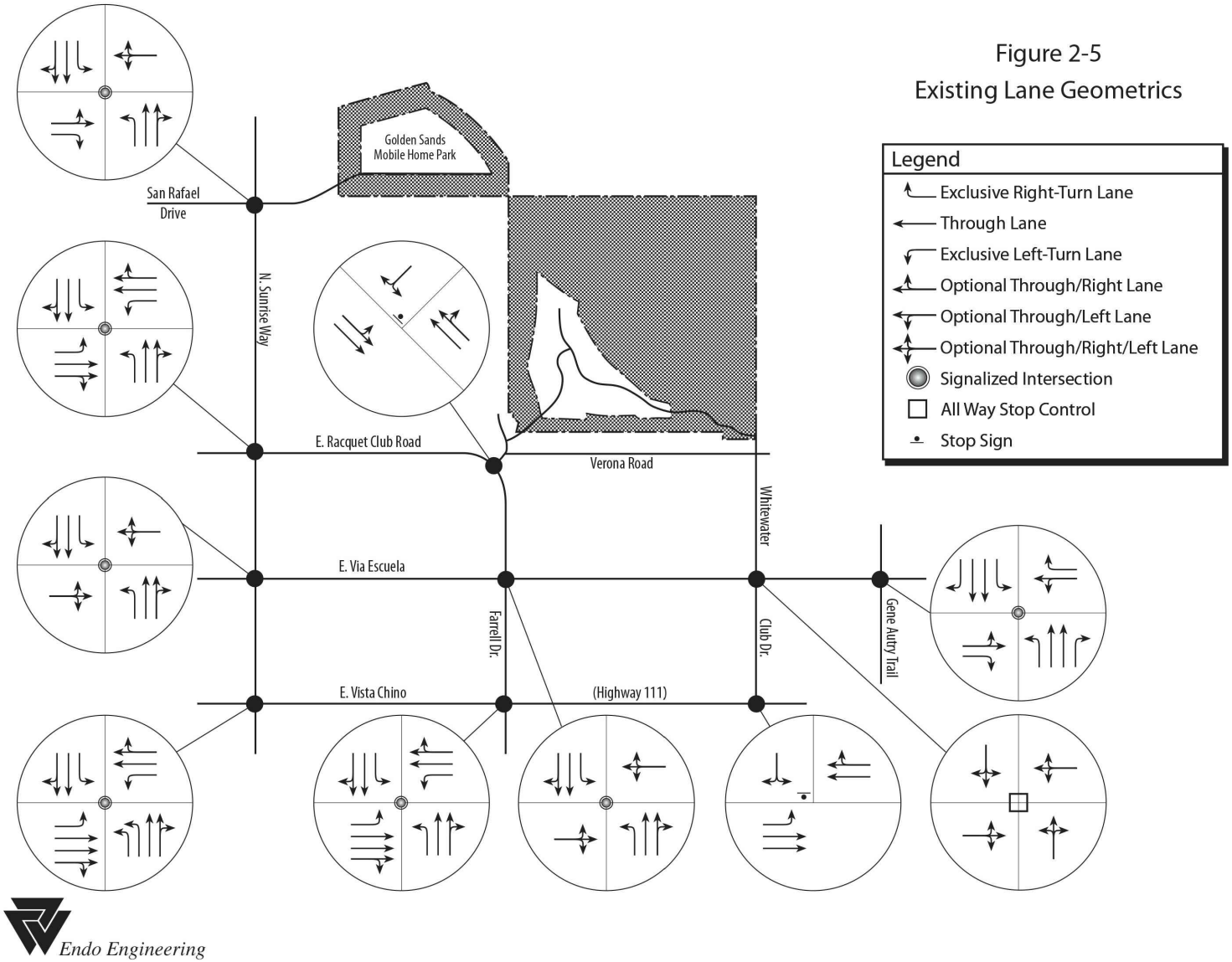
Study Area and Intersections

Figure 2-5
Existing Lane Geometrics



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Existing Lane Geometrics at Key Intersections

Existing Traffic Volumes

Seasonal fluctuations in traffic demand reflect trip purposes and the activity in the area served by the roadways. The Coachella Valley is relatively isolated from neighboring urbanized regions and is home to hundreds of resort facilities and retirement communities. In the Coachella Valley, a large tourist and retired population, supported by large service sector employment, generates travel patterns that are, in many ways, atypical of Southern California. Approximately 3.5 million people visit the Coachella Valley each year. The tourist season extends from October to May, with the increase in the tourist population beginning to peak in January and decreasing substantially after April. Traffic volumes throughout the Coachella Valley are subject to significant seasonal fluctuations, as the population swells in the winter and spring with tourists and "snow birds," then decreases as they leave to avoid the hot summer months.

According to the project specific Traffic Analysis, year 2012 Caltrans traffic count data for State Highway 111 (back of Post Mile 52.4 at Farrell Drive) includes a peak hour volume of 2,650 vehicles per hour, a peak month volume of 31,000 vehicles per day, and an annual average traffic (AADT) volume of 29,000 vehicles per day. The peak hour traffic volume was nine percent of the AADT. The daily traffic volume during the peak month was 6.9 percent higher than the AADT.

The daily traffic volumes within the study area were estimated by assuming that 8 percent of the typical weekday traffic occurs during the peak hour. This methodology is consistent with previously approved traffic studies for projects with the same master planned streets as those in this study area (e.g. the Palm Springs Village Traffic Impact Study and the Palm Springs Classic Planned Development District Traffic Impact Study). Seasonal adjustment was made to the traffic counts made at the intersection of Gene Autry Trail and Via Escuela. However, the traffic volumes at all of the other key intersections were expanded by fifteen percent to reflect peak-season conditions (Table 4.14-3.)

Table 4.14-3:
Current Peak Season
Typical Weekday Traffic Volume

Roadway Link	CVAG 2013 24-Hour Count[a]	Daily Traffic Volume Estimate[b]
Sunrise Way		
- N/O San Rafael Drive		3,970
- S/O San Rafael Drive	9,676	9,890
- N/O Racquet Club Road	13,811	11,080
- S/O Racquet Club Road	9,992	10,220
- N/O Via Escuela		10,610
- S/O Via Escuela		12,460
- N/O Vista Chino	20,153	14,030
- S/O Vista Chino	12,141	19,850
Farrell Drive		
- N/O Racquet Club Road		1,600
- S/O Racquet Club Road		10,770
- N/O Via Escuela		10,650
- S/O Via Escuela		10,800
- N/O Vista Chino		10,930
- S/O Vista Chino		15,380
Whitewater Club Drive		
- N/O Via Escuela		1,250
- S/O Via Escuela		860
- N/O Vista Chino		980
Gene Autry Trail		
- N/O Via Escuela		30,640
- S/O Via Escuela	24,406	29,490
San Rafael Drive		
- W/O Sunrise Way		6,910
- E/O Sunrise Way		1,650
Racquet Club Road		
- W/O Sunrise Way		7,910
- E/O Sunrise Way		9,490
- W/O Farrell Drive		9,830
Via Escuela		
- W/O Sunrise Way		2,470
- E/O Sunrise Way		2,110
- W/O Farrell Drive		2,170
- E/O Farrell Drive		4,380
- W/O Whitewater Club Drive		3,920
- E/O Whitewater Club Drive		5,380
- W/O Gene Autry Trail		4,790
- E/O Gene Autry Trail		640

a. Volumes shown are winter 2013 24-hour counts from the *2013 Traffic Census Report* (CVAG).
b. Volumes are estimates of the current peak season typical weekday traffic volume made by expanding the peak hour traffic count data collected on May 2, 2013. These volumes assume that 8 percent of the daily traffic occurs during the evening peak hour, and include a 15 percent seasonal expansion factor for all links except those adjacent to the intersection of Gene Autry Trail and Via Escuela.

Table 4.14-3 (Cont.):
Current Peak Season
Typical Weekday Traffic Volume

Roadway Link	CVAG 2013 24-Hour Count[a]	Daily Traffic Volume Estimate[b]
Vista Chino		
- W/O Sunrise Way	23,411	19,460 [22,300]
- E/O Sunrise Way		21,490 [24,500]
- W/O Farrell Drive		23,450 [24,500]
- E/O Farrell Drive		33,620 [31,000]
- W/O Whitewater Club Drive		33,260 [31,000]
- E/O Whitewater Club Drive	30,165	33,210 [31,000]

a. Volumes shown are winter 2013 24-hour counts from the *2013 Traffic Census Report* (CVAG).
b. Volumes shown in square brackets are peak month traffic volumes published by Caltrans in *2012 Traffic Volumes on California State Highways*. Volumes without brackets are estimates of the current peak season weekday volume made by expanding the peak hour count data collected on May 2, 2013. These volumes assume that 8 percent of the daily traffic volume occurs during the evening peak hour, and include a 15 percent seasonal expansion factor for all links except those adjacent to the intersection of Gene Autry Trail and Via Escuela.

Caltrans publishes truck traffic count data for State Routes including Vista Chino (Highway 111). Truck traffic on Vista Chino after Post Mile 51.59 represented 7.70 percent of the AADT in 2012. Consequently, an 8 percent truck mix was assumed for the peak hour HCM 2000 operational analyses.

CVAG has published peak season daily traffic counts for Vista Chino that provide an historical perspective on the traffic growth in the study area. From 1995 to 2006, the traffic volumes on Vista Chino, west of Sunrise Way, have exhibited an annual traffic growth rate of 4.1 percent. With the economic downturn, the traffic volume on Vista Chino decreased from its high of 24,064 ADT (in the year 2006) to 18,332 in the year 2007, 18,002 ADT in the year 2008, and 17,924 in the year 2009. The traffic volume on Vista Chino, west of Sunrise Way, increased to 23,411 ADT in the year 2013.

Level of Service

The project specific Traffic Analysis indicates that the peak hour delay and levels of service were determined for the existing key intersections with the methodologies outlined in the *Highway Capacity Manual* (HCM 2000).

The majority of the motorists at the unsignalized key intersections are using the major streets and experience LOS A or LOS B operation with relatively little, if any, control delay. The City of Palm Springs considers current levels of control delay within the range of acceptable.

The all-way stop-controlled intersection of Whitewater Club Drive and Via Escuela currently provides LOS A operation during the mid-day and evening peak hours. Motorists on the southbound approach at the intersection of Farrell Drive and Racquet Club Road exhibits experience the most control delay at LOS B during the peak hours.

At the intersection of Whitewater Club Drive and Vista Chino, southbound motorists experience an average control delay during the midday and evening peak hours of 20.3 seconds per vehicle and 22.3 seconds per vehicle, respectively. The southbound approach is currently operating at LOS C during the peak hours.

Five of the signalized key intersections are currently operating at LOS C or better levels of service during the peak hours. Both of the signalized key intersections on Vista Chino (at Farrell Drive and at Sunrise Way) currently operate at LOS C during the midday peak hour and LOS D during the evening peak hour. All seven of the signalized key intersections are currently providing acceptable levels of service during the peak hours.

Existing Street System

As mentioned previously regional access is currently available from Gene Autry Trail, Farrell Drive, Sunrise Way, and Vista Chino (State Highway 111). Local access is provided by San Rafael Drive, Racquet Club Road, Verona Road and Via Escuela. Direct site access is available from San Rafael Drive/Golden Sands Drive and North Whitewater Club Drive. Exhibit 3.16-6 illustrates the Surrounding Street System that is described in the Traffic Analysis. The Regional Setting discussion provided details of the following:

Gene Autry Trail is a north/south facility that provides direct access to an interchange at Interstate 10.
Sunrise Way is a 4-lane divided north/south roadway with a posted speed limit of 45 mph within the study area.

Vista Chino is an east/west roadway designated as Highway 111 from North Palm Canyon Drive to Gene Autry Trail.

Racquet Club Road is a four-lane undivided secondary thoroughfare, east and west of Sunrise Way. Racquet Club Road is signalized at Sunrise Way.

East San Rafael Drive is a 4-lane undivided roadway, west of Sunrise Way that narrows to a 2-lane undivided roadway east of Sunrise Way.

Farrell Drive is a 4-lane undivided roadway with signalized intersections at Via Escuela and at Vista Chino.

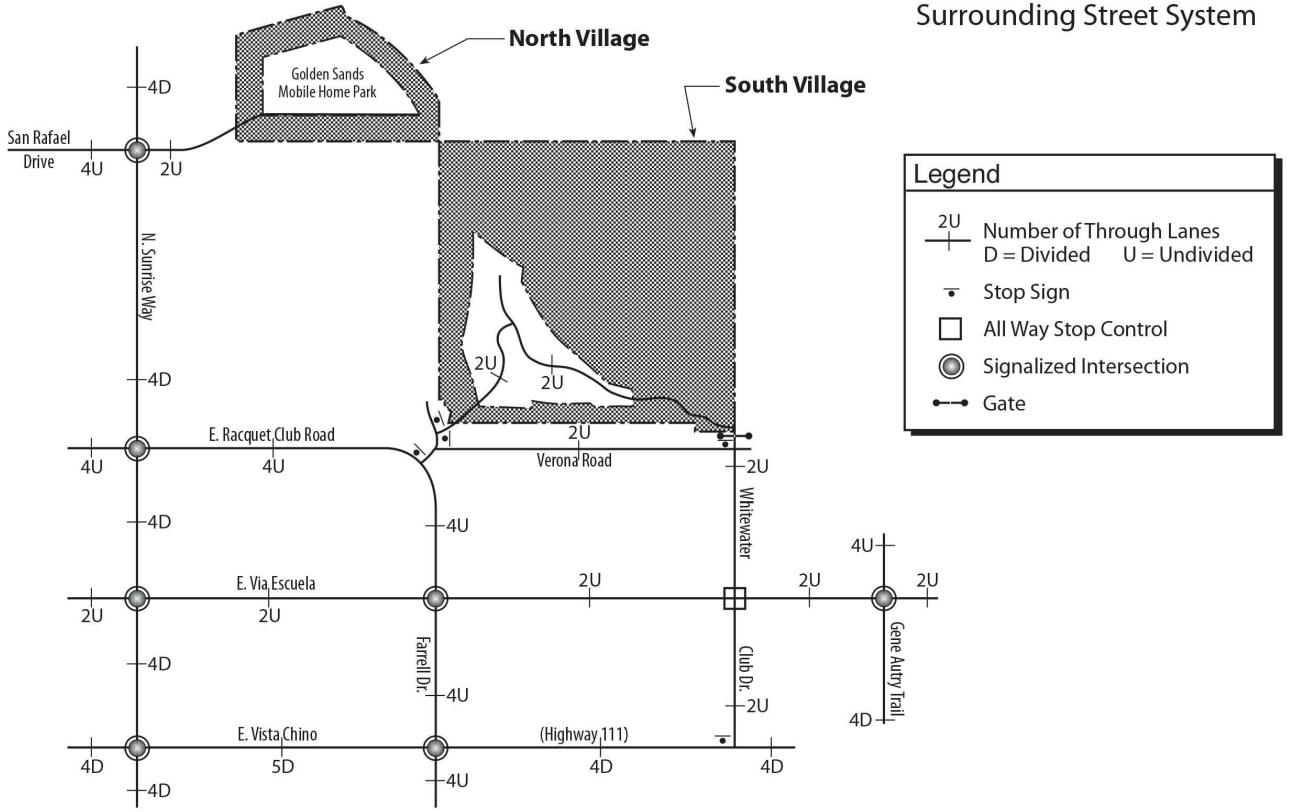
East Via Escuela is a 2-lane undivided collector street that extends from east of Gene Autry Trail to west of Sunrise Way.

Verona Road is a 2-lane undivided collector street (with direct residential frontage) that is controlled by a stop sign at the intersection of North Farrell Drive.

Golden Sands Drive is a 2-lane undivided local street aligned with the easterly extension of the terminus of San Rafael Drive.

North Whitewater Club Drive is a 2-lane undivided collector street with direct residential frontage, north of Vista Chino.

Figure 2-1
Surrounding Street System



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Surrounding Street System

Parking Standards

The Palm Spring Country Club Project is currently a vacant site that was previously a golf course. There is an unused paved parking area that is to be demolished prior to project improvements.

The City of Palm Springs Circulation Element requires all new developments to provide off-street parking in accordance with the Municipal Code Chapter 12.32 Parking Requirements and Chapter 8.04.510 California Fire Code

Alternative Transportation

Currently, there is a designated trail that extends parallel to the Whitewater River. A Class III bike route exists along Vista Chino from Cerritos Drive to Gene Autry Trail. A bicycle parking facility is also found in the study area (north of Vista Chino and west of Sunrise Way). SunLine Transit Agency currently provides service to this area with SunBus Line 24 which serves users north of Vista Chino with stops along Palm Canyon Drive, Indian Canyon Drive and Sunrise Way. Line 32 connects Palm Springs to Cathedral City and Thousand Palms. The bus stop that is closest to the property is part of the Line 32 route and is located at the intersection of Gene Autry Trail and Vista Chino.

C. Transportation/Traffic Impacts

Threshold Criteria

Thresholds of significance were derived from criteria in the CEQA Guidelines and the standard CEQA Environmental Assessment Form. The following questions are relevant to determining whether a project could have a significant impact on the environment from a Transportation and Traffic perspective. Would the project:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- Result in inadequate emergency access?

- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Serena Park Project Description

The proposed project includes a request for General Plan Amendment, Planned Development District, and Tentative Tract Map 36691 to permit the development of up to 429 low-density residential dwelling units and the dedication of a 5.37-acre site for a future public park in the City of Palm Springs. The project would replace the defunct former Palm Springs Country Club Golf Course and clubhouse facilities. The site is composed of 156.18 gross acres located east of Sunrise Way, north of Verona Road and west of the Whitewater River. The dwelling units would be divided into 137 multi-family attached cluster dwellings in the North Village, and 292 single-family detached dwelling units in the South Village. Access to the North Village will be provided east of Sunrise Way via a roundabout at the intersection of San Rafael Drive/Golden Sands Drive. The South Village will be accessed via a roundabout at Whitewater Club Drive, north of Verona Road. The average residential density is proposed to be approximately 3.6 dwelling units per acre.

Level of Service

Throughout each development phase and at project buildout, all street segments and intersections are projected to operate at LOS D or better except for the Intersection at Whitewater Club Drive @ Vista Chino. The intersections that operate at LOS D or better will be consistent with Palm Springs General Plan policies and standards. Further presentation of impacts related to LOS is found in the following Tables (4.14-4 through 4.14-9).

Table4.14-4
Year 2013 Weekday Peak Hour Delay and LOS
At the Signalized Key Intersections [a]

Signalized Intersection	Existing (Year 2013)		
	Delay[a] (Sec./Veh.)	Critical V/C Ratio	LOS[b]
Sunrise Way @ San Rafael Dr.			
- Midday Peak Hour	12.5	0.28	B
- PM Peak Hour	11.9	0.35	B
Sunrise Way @ Racquet Club Rd.			
- Midday Peak Hour	14.8	0.24	B
- PM Peak Hour	15.0	0.30	B
Sunrise Way @ Via Escuela			
- Midday Peak Hour	7.7	0.18	A
- PM Peak Hour	8.2	0.24	A
Sunrise Way @ Vista Chino			
- Midday Peak Hour	33.3	0.66	C
- PM Peak Hour	36.4	0.74	D
Farrell Drive @ Via Escuela			
- Midday Peak Hour	11.1	0.21	B
- PM Peak Hour	11.3	0.31	B
Farrell Drive @ Vista Chino			
- Midday Peak Hour	28.9	0.63	C
- PM Peak Hour	40.3	0.83	D
Gene Autry Trail @ Via Escuela			
- Midday Peak Hour	9.9	0.41	A
- PM Peak Hour	11.8	0.53	B

a. Delay = Average Intersection Control Delay (seconds per vehicle). The values shown assume an eight percent truck mix and the intersection approach lane geometrics shown in Figure 2-5. The signalized intersection HCS worksheets are provided in Appendix B.
b. LOS is the intersection level of service determined from the delay per the HCM 2000 (page10-16) with ≤10 sec./veh. = LOS A; >10 and ≤20 sec./veh. = LOS B; >20 and ≤35 sec./veh. = LOS C; >35 and ≤55 sec./veh. = LOS D; >55 and ≤80 sec./veh. = LOS E; >80 sec./veh. = LOS F).

Note: In Table 4.14-5 through 4.14-8, the word "No" in the "Change In/LOS" column at far right side of each table refers to "No Change in LOS" as projected for the "With Project (Phase 1A & 1B column)"

Table 4.14-5
Year 2020 Weekday Peak Hour Delay and LOS [a]
At the Unsignalized Site Access Intersections

Unsignalized Intersection	No-Project			With Project			Projected	
	Major Left Delay/LOS	Worst Approach Move	Delay/LOS	Major Left Delay/LOS	Worst Approach Move	Delay/LOS	Change In Delay	LOS
ALL-WAY STOP CONTROL[b]								
Whitewater Club Dr. @ Via Escuela								
- Midday Peak Hour	[8.69/A]	WB	9.06/A	[9.49/A]	WB	9.88/A	[0.80]	[No]
- Evening Peak Hour	[11.19/B]	WB	12.68/B	[13.80/B]	WB	16.76/C	[2.61]	[No]
TWO-WAY STOP CONTROL[c]								
Farrell Drive @ Racquet Club Road								
- Midday Peak Hour	8.2/A	SB	11.7/B	8.3/A	SB	11.5/B	-0.2	No
- Evening Peak Hour	8.9/A	SB	15.6/C	9.1/A	SB	16.3/C	0.7	No
Whitewater Club Dr. @ Vista Chino								
- Midday Peak Hour	18.0/C	SB	52.2/F	18.2/C	SB	48.2/E	-4.0	F-E
- Evening Peak Hour	21.6/C	SB	72.2/F	22.1/C	SB	73.4/F	1.2	No

a. The HCS unsignalized intersection worksheets are included in Appendix B. The values shown assume a peak hour factor of 1.0, an eight percent heavy vehicle mix, and the intersection approach lanes shown in Figure 3-8. The Levels of Service were determined from the HCM 2000 (page 17-2 and 17-32). WB = Westbound Turning Movements. SB = Southbound Turning Movements.

b. The values shown in brackets represent the overall intersection control delay and LOS at the intersection with all-way stop control. The delay and LOS for the intersection approach with the most delay at the intersection with AWSC are shown under the heading "Worst Approach Delay/LOS."

c. For intersections with TWSC, the delay shown under the heading "Major Left Delay/LOS" is the average control delay (seconds/vehicle) for the left-turn move from the major street onto the minor street. The delay shown under the heading "Worst Approach Delay/LOS" and "Projected Change In Delay/LOS" is the average approach control delay (seconds/vehicle) for the intersection approach that exhibits the most delay.

Table 4.14-6
Year 2020 Weekday Peak Hour Delay and LOS [a]
At the Signalized Site Access Intersections

Signalized Intersection	No-Project			With Project			Change In	
	Avg. Delay (Sec./Veh.)	Critical V/C	LOS	Avg. Delay (Sec./Veh.)	Critical V/C	LOS	Avg. Delay (Sec./Veh.)	LOS
Sunrise Way @ San Rafael Dr.								
- Midday Peak Hour	24.3	0.34	C	25.7	0.41	C	1.4	No
- Evening Peak Hour	21.9	0.37	C	23.2	0.42	C	1.3	No
Sunrise Way @ Racquet Club Rd.								
- Midday Peak Hour	15.3	0.31	B	15.3	0.32	B	0.0	No
- Evening Peak Hour	15.2	0.39	B	15.6	0.43	B	0.4	No
Sunrise Way @ Via Escuela								
- Midday Peak Hour	7.4	0.22	A	8.3	0.26	A	0.9	No
- Evening Peak Hour	8.1	0.30	A	8.9	0.34	A	0.8	No
Sunrise Way @ Vista Chino								
- Midday Peak Hour	36.5	0.75	D	36.4	0.76	D	-0.1	No
- Evening Peak Hour	39.6	0.84	D	41.1	0.84	D	1.5	No
Farrell Drive @ Via Escuela								
- Midday Peak Hour	12.7	0.24	B	13.3	0.27	B	0.6	No
- Evening Peak Hour	12.6	0.35	B	13.5	0.38	B	0.9	No
Farrell Drive @ Vista Chino	Add Exclusive NB Right-Turn Lane			Add Exclusive NB Right-Turn Lane				
- Midday Peak Hour	28.1	0.63	C	28.6	0.64	C	0.5	No
- Evening Peak Hour	33.8	0.79	C	34.6	0.80	C	0.8	No
Gene Autry Trail @ Via Escuela								
- Midday Peak Hour	10.4	0.46	B	11.0	0.49	B	0.6	No
- Evening Peak Hour	14.3	0.60	B	14.8	0.62	B	0.5	No

a. Average Delay = Overall Average Intersection Control Delay (seconds per vehicle). Values shown assume an eight percent truck mix and the intersection approach lane geometrics shown in Figure 3-7. Based upon the HCM 2000 (page 10-16), the intersection LOS was determined from the delay (≤10 sec./veh. = LOS A; >10 and ≤20 sec./veh. = LOS B; >20 and ≤35 sec./veh. = LOS C; >35 and ≤55 sec./veh. = LOS D; >55 and ≤80 sec./veh. = LOS E; >80 sec./veh. = LOS F). The signalized intersection HCS worksheets are included in Appendix B.

Table 4.14-7
Year 2030 Weekday Peak Hour Delay and LOS [a]
At the Unsignalized Site Access Intersections

Unsignalized Intersection	No-Project			With Project			Projected	
	Major Left Delay/LOS	Worst Approach Move	Worst Approach Delay/LOS	Major Left Delay/LOS	Worst Approach Move	Worst Approach Delay/LOS	Change In Delay	Change In LOS
ALL-WAY STOP CONTROL[b]								
Whitewater Club Dr. @ Via Escuela								
- Midday Peak Hour	[8.69/A]	WB	9.06/A	[9.49/A]	WB	9.88/A	[0.80]	[No]
- Evening Peak Hour	[11.19/B]	WB	12.68/B	[13.80/B]	WB	16.76/C	[2.61]	[No]
TWO-WAY STOP CONTROL[c]								
Farrell Drive @ Racquet Club Road								
- Midday Peak Hour	8.2/A	SB	11.7/B	8.3/A	SB	11.5/B	-0.2	No
- Evening Peak Hour	8.9/A	SB	15.6/C	9.1/A	SB	16.3/C	0.7	No
Whitewater Club Dr. @ Vista Chino								
- Midday Peak Hour	18.0/C	SB	52.2/F	18.2/C	SB	48.2/E	-4.0	F-E
- Evening Peak Hour	21.6/C	SB	72.2/F	22.1/C	SB	73.4/F	1.2	No

a. The HCS unsignalized intersection worksheets are included in Appendix B. The values shown assume a peak hour factor of 1.0, an eight percent heavy vehicle mix, and the intersection approach lanes shown in Figure 3-8. The Levels of Service were determined from the HCM 2000 (page 17-2 and 17-32). WB = Westbound Turning Movements. SB = Southbound Turning Movements.

b. The values shown in brackets represent the overall intersection control delay and LOS at the intersection with all-way stop control. The delay and LOS for the intersection approach with the most delay at the intersection with AWSC are shown under the heading "Worst Approach Delay/LOS."

c. For intersections with TWSC, the delay shown under the heading "Major Left Delay/LOS" is the average control delay (seconds/vehicle) for the left-turn move from the major street onto the minor street. The delay shown under the heading "Worst Approach Delay/LOS" and "Projected Change In Delay/LOS" is the average approach control delay (seconds/vehicle) for the intersection approach that exhibits the most delay.

Table 4.14-8
Year 2030 Weekday Peak Hour Delay and LOS [a]
At the Signalized Site Access Intersections

Signalized Intersection	No-Project			With Project			Change In	
	Avg. Delay (Sec./Veh.)	Critical V/C	LOS	Avg. Delay (Sec./Veh.)	Critical V/C	LOS	Avg. Delay (Sec./Veh.)	LOS
Sunrise Way @ San Rafael Dr.								
- Midday Peak Hour	27.2	0.55	C	28.1	0.62	C	0.9	No
- Evening Peak Hour	25.9	0.60	C	27.1	0.65	C	1.2	No
Sunrise Way @ Racquet Club Rd.								
- Midday Peak Hour	15.6	0.45	B	15.8	0.48	B	0.2	No
- Evening Peak Hour	16.5	0.61	B	17.0	0.67	B	0.5	No
Sunrise Way @ Via Escuela								
- Midday Peak Hour	7.4	0.30	A	8.3	0.33	A	0.9	No
- Evening Peak Hour	8.4	0.41	A	9.3	0.46	A	0.9	No
Sunrise Way @ Vista Chino	Add Second SB Left-Turn Lane			Add Second SB Left-Turn Lane				
- Midday Peak Hour	35.6	0.77	D	36.1	0.78	D	0.5	No
- Evening Peak Hour	41.1	0.87	D	42.7	0.89	D	1.6	No
Farrell Drive @ Via Escuela								
- Midday Peak Hour	14.2	0.30	B	14.8	0.33	B	0.6	No
- Evening Peak Hour	14.8	0.43	B	15.5	0.46	B	0.7	No
Farrell Drive @ Vista Chino	Add NB Rt. Lane With 120-sec cycle			Add NB Rt. Lane With 120-sec cycle				
- Midday Peak Hour	34.7	0.74	C	35.4	0.75	D	0.7	C-D
- Evening Peak Hour	46.8	0.93	D	48.4	0.93	D	1.6	No
Gene Autry Trail @ Via Escuela								
- Midday Peak Hour	12.0	0.53	B	12.4	0.56	B	0.4	No
- Evening Peak Hour	16.1	0.69	B	17.0	0.71	B	0.9	No

a. Average Delay = Intersection Control Delay (seconds per vehicle). The values shown assume an eight percent truck mix and the intersection geometrics shown in Figure 3-8. Based upon the HCM 2000 (page 10-16), the intersection level of service was determined from the delay (≤10 sec./veh. = LOS A; >10 and ≤20 sec./veh. = LOS B; >20 and ≤35 sec./veh. = LOS C; >35 and ≤55 sec./veh. = LOS D; >55 and ≤80 sec./veh. = LOS E; >80 sec./veh. = LOS F). The signalized intersection HCS worksheets are provided in Appendix B. SB = Southbound NB Rt. = Dedicated Northbound Right-Turn

The Coachella Valley Association of Governments (CVAG) has developed a Transportation Uniform Mitigation Fee (TTUMF) that compliments the objectives of the Congestion Management Program (CMP). In addition, the City of Palm Springs has adopted an approved TDM Ordinance. One of the Implementation Programs in the Palm Springs General Plan includes continuing the City's association with the CVAG to achieve a regional transportation strategy that coordinates physical improvements, TUMF, TSM, TDM, public transit and issues of development affecting circulation. The City of Palm Springs is in compliance with the Riverside County CMP, provided that all developments participate in the TUMF program. The proposed project will participate in the TUMF program. The requirements of the City of Palm Springs TDM Ordinance are not applicable to the proposed residential development.

The project will not conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

- **Less than significant impacts are expected related to conflicts with the applicable congestion management program.**

Air Traffic

The airport closest to the project is Palm Springs International Airport, located approximately 0.5 miles south of the Project Site. Due to the estimated density and proposed land use of this project, less than significant impacts are expected related to air traffic. No change in air traffic patterns will result due to the project, since the projected numbers of residential units are not expected to cause a significant increase in population or air delivery services that would result in a resultant significant increase in air traffic levels.

- **Impacts associated with Air Traffic are expected to be less than significant.**

Hazards

Research has shown that managing access can significantly reduce the frequency and severity of traffic accidents.

All planned roadway improvements are to be constructed in accordance with existing City standards discussed previously in the Regulatory Setting. The Project does not propose any design features that would result in hazards or incompatible uses. Further, as discussed the Palm Springs General Plan Circulation Element indicates that a project should avoid the use of long, straight roadway segments to discourage excessive speeds.

The project design includes streets that organically follow the existing site characteristics. The Circulation system shall be designed in compliance with Municipal Code Chapter 12.32 Parking Requirements and Chapter 8.04.510 California Fire Code Additions, Amendments and Deletions.

Impacts are expected to be less than significant. Relative to bicycle safety, as discussed previously the Circulation Element encourages the proper design and maintenance of facilities and appropriate signage to ensure the safe use of the bikeway and trail systems. Landscaped intersections of trails and project roadways warn users of both systems of potential conflict areas.

Temporary hazards during construction can arise from conflicts with construction vehicles and passenger traffic. Consultation with the City aids in determining the safety of construction staging areas and off site routes utilized for transporting construction materials and debris (including excavated soils.) Traffic control plans for construction traffic, work to maintain safety during all phases of construction.

- **Impacts associated with hazards are expected to be less than significant.**

Emergency Access

According to the Traffic Analysis, the proposed ingress and egress design appears to include adequate vehicle maneuvering and stacking space to avoid conflicts with internal and external traffic and circulation patterns. No changes to any traffic control devices at any of the key intersections are recommended for any of the scenarios evaluated. The proposed roundabouts appear to include appropriate geometric design features and provide adequate capacity to accommodate future traffic demands. Improvements will be processed through the City and the Fire Department for approval.

The project design will be in compliance with Municipal Code Chapter 8.04.510 California Fire Code Additions, Amendments and Deletions.

Including the following subsections:

- **503.1.1.1 Gates**. Regulating size and access.
- **503.2.3 Surface**. Regulating fire apparatus access roads imposed loads and surface.
- **503.2.4 Turning radius**. The required turning radius of a fire apparatus access road shall be determined by the fire code official. Fire access road turns and corners shall be designed with a minimum inner radius of 25 feet and an outer radius of 43 feet.

- **503.2.5 Dead ends**. Dead-end fire apparatus roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus.
- **503.2.10 Width**. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of building more than 30 feet in height.
- **503.6 Security gates.** Secured automated vehicle gates or entries shall utilize a combination of a Tomar Strobeswitch™, or approved equal, and an approved Knox key electric switch when required by the fire code official.
- **Therefore, impacts associated with emergency access are expected to be less than significant.**

Parking Standards

Vehicular parking for the Project would be provided per City standards for associated land uses and therefore ample parking is proposed to be provided in each Planning Area's design. Design will be in compliance with the Municipal Code Chapter 12.32 Parking Requirements and Chapter 8.04.510 California Fire Code including Additions, Amendments and Deletions.

- **Therefore, it is not anticipated that implementation of the Project would result in inadequate vehicular parking. A less than significant impact is anticipated.**

Alternative Transportation

The project includes an integrated system of bicycle and pedestrian trails within its common open space, along separated multi-use pathways in parkways. Section 2.0 of this document (Project Description) describes the trail system. Trails are proposed according to City of Palm Springs standards. The trail system provides access to bicyclists and pedestrians throughout the site and serves to connect the existing development to the west of, or encircled by, the project with the wash, park and future CV Link Project.

The SunLine Transit Agency currently provides transit service within the City Limits of Palm Springs. Existing public transit service is provided for the project area. The proponents of this project will maintain coordination with the SunLine Transit Agency in order to secure appropriate facilities.

- **A less than significant impact is expected relative to adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.**

D. Potentially Significant Impacts

The following potentially significant transportation constraints and impacts are presented within the Traffic Study, attached as Appendix K to this section.

The Circulation Element of the *Palm Springs 2007 General Plan* includes as a policy, the provision and maintenance of level of service (LOS) D operation for the City's circulation network, based upon average weekday conditions during the peak month of March. The application of this minimum performance standard is straight forward for signalized and all- way stop-controlled (AWSC) intersections. The existing signalized intersections and AWSC intersections are projected to comply with this standard following construction of the project and implementation of proposed Conditions of Approval and Mitigation Measures listed below.

The *Highway Capacity Manual* does not define a single overall level of service for unsignalized intersections with two-way stop-control (TWSC). For these intersections the LOS is defined in terms of the minor-street approaches and the conflicting left-turn movements from the major street. Consequently, the City Engineer must review intersections with TWSC that are projected to exhibit excessive control delay and poor levels of service (i.e., LOS E or LOS F) on an individual basis to determine the appropriate mitigation to meet the Palm Springs minimum intersection performance standard of LOS D.

The intersection of Whitewater Club Drive and Vista Chino is two way stop controlled with an existing LOS based on the minor-street approaches and the conflicting left-turn moves from the major street. The 2020 Projected LOS with and without the project is anticipated to be LOS D at the evening peak hour. The 2030 project LOS without the project is projected to be LOS F and with the project LOS F for the evening peak hour.

Site traffic is projected to reduce the southbound approach delay during the midday peak hour by 4.0 seconds per vehicle, thereby improving the LOS from "F" to "E". Site traffic would also increase the delay during the evening peak hour by 1.2 seconds per vehicle on the southbound approach which is projected to operate at LOS "F" during the midday and evening peak hours with our without site traffic. With an average control delay of 73.4 seconds per vehicle, the southbound approach at this intersection is not projected to achieve the City of Palm Springs minimum performance standard in the year 2030 with or without site traffic. Traffic signal control is not recommended for this intersection because the future southbound traffic projections would be insufficient. This is considered an unavoidable adverse impact.

The remainder of the intersections analyzed within the traffic study is projected to achieve a performance standard of LOS D or better at all projected conditions with implementation of standard conditions and mitigation measures.

Traffic Generation Conclusions

1. The proposed project would generate approximately 3,740 daily trip-ends, of which 291 would occur during the midday peak hour (71 inbound and 220 outbound) and 364 would occur during the evening peak hour (232 inbound and 132 outbound).

2. Nine of the ten key intersections evaluated are projected to operate at acceptable levels of service upon project buildout in the year 2020 with existing lane geometrics and traffic control devices. Seven of the ten key intersections are projected to provide acceptable levels of service in the year 2030 with existing lane geometrics and traffic control devices following the addition of site traffic. Whitewater Club Drive at Vista Chino Drive is projected to not operate at acceptable levels with or without the project and is discussed below.

3. One off-site signalized intersection improvement would be required in the year 2020 to maintain level of service D or better operation during the peak hours on weekdays in the peak season with or without site traffic. A dedicated northbound right-turn lane should be added to Farrell Drive at the intersection of Vista Chino to maintain LOS D. This mitigation was identified previously by Endo Engineering as being required in the year 2014 with the development of the initial phase of the College Park Specific Plan.

4. The intersection of Sunrise Way with Vista Chino should be improved by adding a second dedicated southbound left-turn lane to maintain acceptable levels of service by the year 2030 with or without site traffic. This mitigation was identified previously by Endo Engineering in the College Park Specific Plan traffic impact study as being required upon General Plan buildout (i.e., by the year 2030).

5. Although site traffic is projected to incrementally increase the control delay at the all-way stop-controlled intersection of Whitewater Club Drive and Via Escuela, acceptable peak hour levels of service are projected for the year 2020 and the year 2030 without mitigation. This impact is considered less than significant.

6. Site traffic will cause the peak hour level of service in the year 2030 to drop from LOS C to LOS D at the signalized intersection of Farrell Drive at Vista Chino. The

City of Palm Springs considers LOS D to be acceptable; therefore, this impact is considered less than significant.

7. The intersection at Whitewater Club at Vista Chino is projected to have an operational deficiency upon General Plan buildout, no appropriate and feasible mitigation is recommended. Over the long term, if traffic safety becomes an issue, a raised median could eventually be constructed on Vista Chino, from Cerritos Drive to Gene Autry Trail that would eliminate the north/south through and left turn movements across Vista Chino at unsignalized intersections. However, while this would eliminate the movements with excessive delay and poor levels of service, it would not improve access.

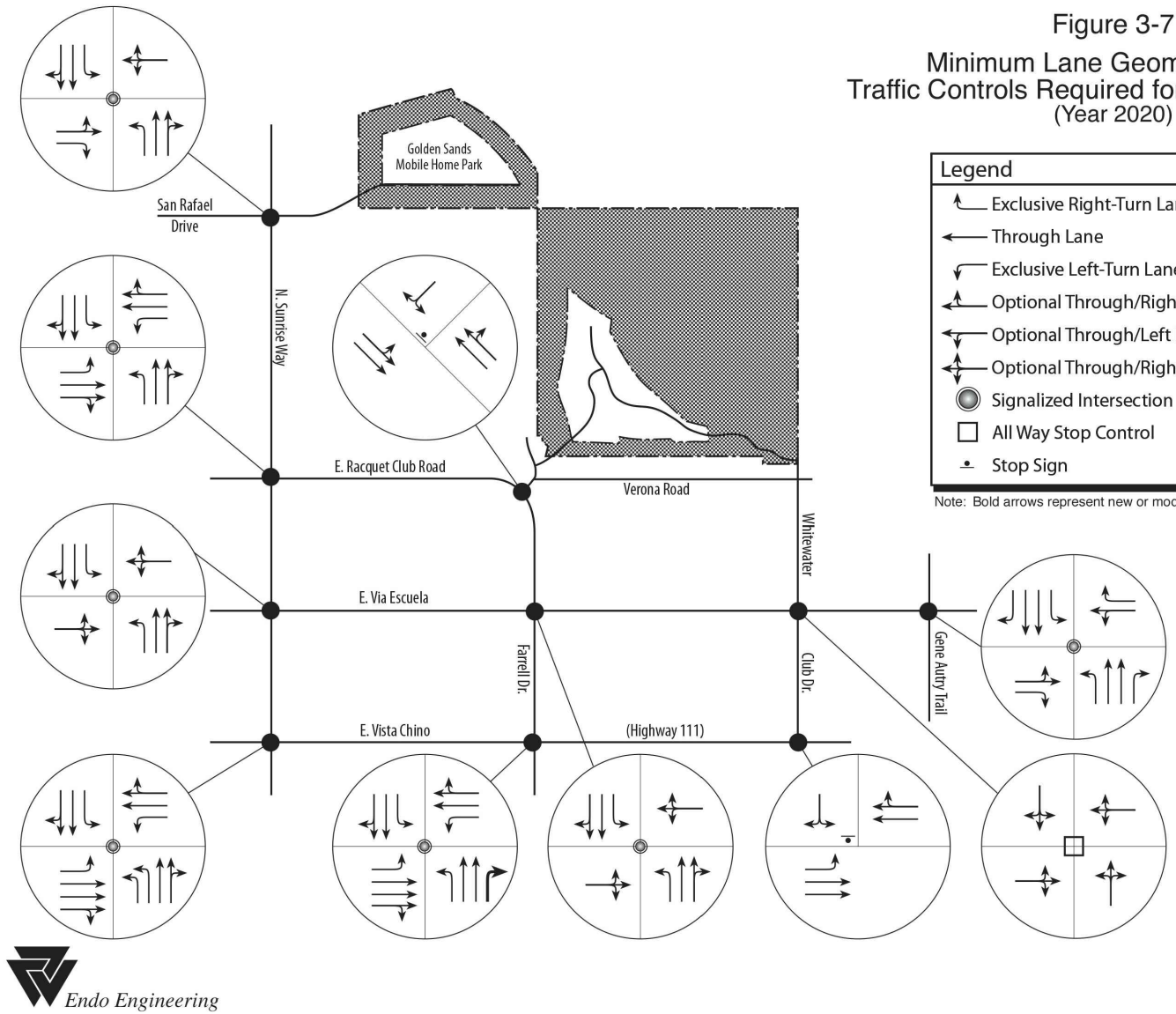
Table 4.14-9
Unadjusted Weekday Trip Generation Forecast[a]
(Serena Park Plan - Preferred Project)

Land Use Category	Land Use Quantity[b]	Morning Peak Hour In	Out	Total	PM Peak Hour In	Out	Total	Daily 2-Way
Proposed Project								
North Village	137 DU	12	53	65	52	26	78	850
South Village	304 DU	59	167	226	180	106	286	2890
Total		71	220	291	232	132	364	3740
Existing P.S. Country Club and Alexander Estates								
Single-Family Detached	23 DU	7	21	28	18	10	28	270
Multi-Family Attached	252 DU	21	88	108	86	42	128	1440
Total		28	109	137	104	53	156	1710

a. Based on trip generation data published by the ITE in Trip Generation (8th Edition, December 2008). The ITE Land Use Codes assumed were 230 for the multi-family attached housing in the North Village and 210 for the single-family detached housing in the South Village
b. DU=Dwelling units.

Figure 3-7

Minimum Lane Geometrics and
Traffic Controls Required for Project Buildout
(Year 2020)



Legend

- Exclusive Right-Turn Lane
- Through Lane
- Exclusive Left-Turn Lane
- Optional Through/Right Lane
- Optional Through/Left Lane
- Optional Through/Right/Left Lane
- Signalized Intersection
- All Way Stop Control
- Stop Sign

Note: Bold arrows represent new or modified traffic lanes.

Exhibit Date: May 12, 2015

MSA CONSULTING, INC.
PLANNING ■ CIVIL ENGINEERING ■ LAND SURVEYING
34200 BOB HOPE DRIVE ■ RANCHO MIRAGE ■ CA 92270
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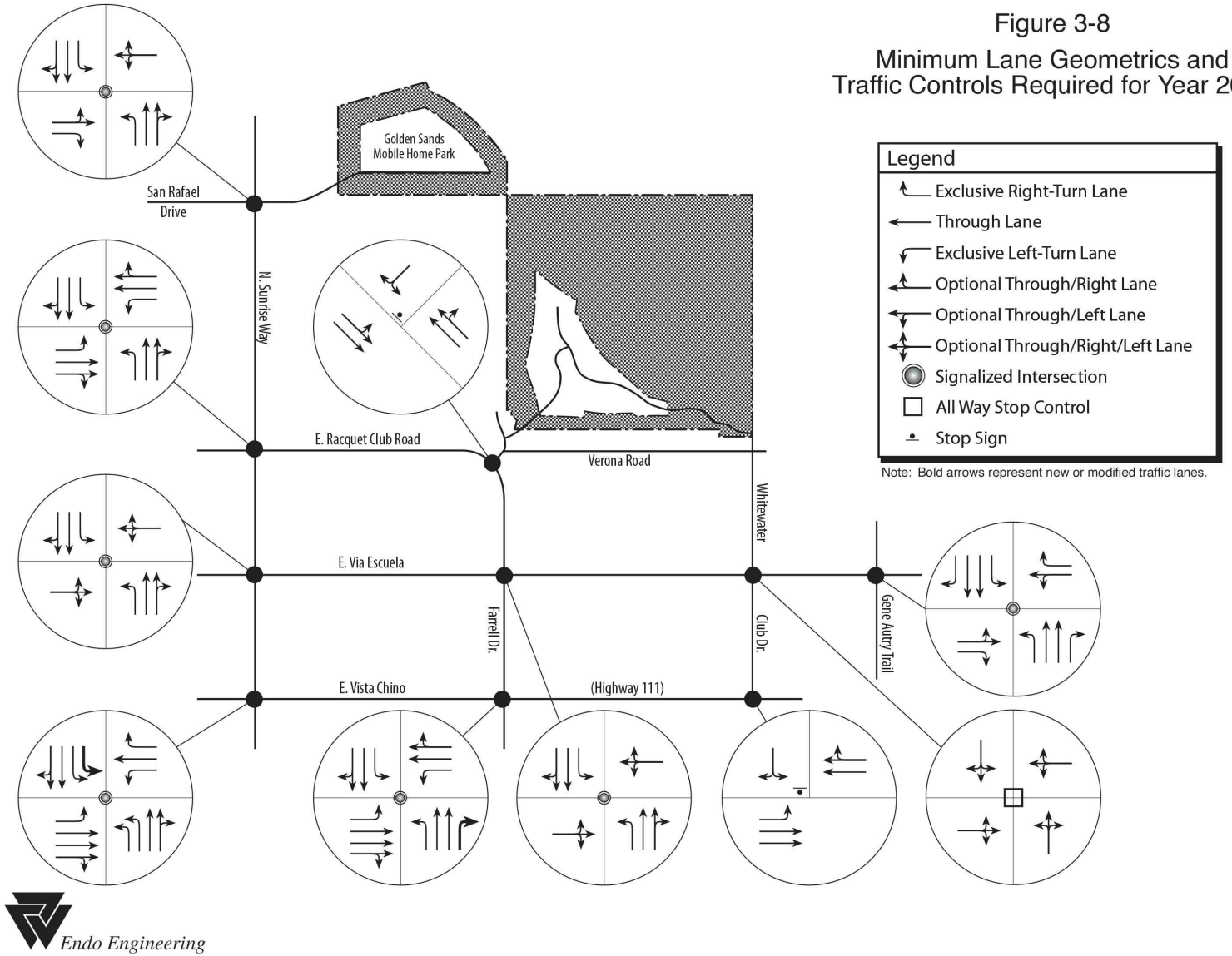
Lane Geometrics Required for Initial Phase

Figure 3-8

Minimum Lane Geometrics and
Traffic Controls Required for Year 2030



Endo Engineering

Exhibit Date: May 12, 2015

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Lane Geometrics Required for Project Buildout

LOS

The traffic study indicates that if all of the recommended improvements for the key intersections included in the study are complete by the specified year, 9 of the 10 intersections will achieve LOS D. Additionally; no signalized key intersections evaluated will require signalization in the year 2030.

Year 2020 Off-Site Improvements to Achieve LOS D

All of the key intersections evaluated will operate at acceptable levels of service upon project buildout in the year 2020 with the intersection improvements shown in Figure 4.14-10. To provide acceptable levels of service with site traffic in the year 2020, the following intersection approach lane improvement is required:

- Farrell Drive at Vista Chino - add a dedicated northbound right-turn lane.

Year 2030 Off-Site Improvements to Achieve LOS D

No unsignalized key intersections will require signalization in the year 2030 with or without site traffic. All of the signalized key intersections evaluated will operate at acceptable levels of service in the year 2030 with the intersection improvements shown in Figure 3-8. Improvements to the existing intersection approach lanes will be required at two of the key intersections including:

- Farrell Drive at Vista Chino - add a dedicated northbound right-turn lane.
- Sunrise Way at Vista Chino - add a second dedicated southbound left-turn lane

Therefore, acceptable levels of service will be maintained throughout phased project development if the recommendations of the Traffic Study implemented as specified.

- **Following implementation of Standard Conditions and Mitigation Measures the project is expected to result in less than significant impacts related to an applicable plan ordinance or policy establishing measures of effectiveness for performance of the circulation system at nine of the ten intersections.**

The intersection at Whitewater Club Drive and Vista Chino would not normally be considered a key intersection. The intersection was evaluated herein in an effort to provide full disclosure. Although this intersection is projected to have an operational deficiency upon General Plan buildout, no appropriate and feasible mitigation is recommended. Over the long term, if traffic safety becomes an issue, a raised median could eventually be constructed on Vista Chino, from Cerritos Drive to Gene Autry Trail that would eliminate the north/south through left-turn movements across Vista Chino

at unsignalized intersections. However, while this would eliminate the movements with excessive delay and poor levels of service, it would not improve access.

According to the City's General Plan, measurement of roadway's LOS is a common "broad brush tool" used to provide an indication of when congestion may be expected on a typical urban arterial street segment. Since the capacity of a roadway segment is limited by the amount of traffic that can flow through the adjacent intersections, favorable intersection conditions can provide better levels of service on a roadway segment than would necessarily be reflected by strictly measuring the street segment's LOS. In other words, while certain arterial segments are forecast to operate at LOS E or F, it does not necessarily mean the segment will experience significant traffic congestion because adjacent intersection configurations can accommodate an appropriate level of traffic flow to maintain an operating LOS.

To avoid excessive control delay, some of the southbound motorists on North Whitewater Club Drive avoid making the left-turn movement onto eastbound Vista Chino during peak commuter travel hours by using alternate routes to reach signalized intersections including Gene Autry Trail at Via Escuela. The City Engineer must review intersections with TWSC that are projected to exhibit excessive control delay and poor levels of service (i.e., LOS E or LOS F) on an individual basis to determine the appropriate mitigation to meet the Palm Springs minimum intersection performance standard of LOS D. The intersection delay can be considered self-mitigating as drivers will continue to utilize more efficient intersections and because the surrounding intersections will operate at or below LOS D. This impact can be considered less than significant relative to the performance of the circulation system.

- **Impacts associates with applicable plan, ordinance of policy establishing measures of effectiveness for performance of the circulation system relative to the intersection of Whitewater Club Drive and Vista Chino are expected to be less than significant.**

E. Standard Conditions (SC) and Mitigation Measures (MM)

The site is suitable for the proposed development provided, that the recommendations contained within this EIR and the site specific Traffic Report are followed in the design and construction of the project.

The following Palm Springs Municipal Code or policy requirements apply to all development as conditions of approval and most are presented within the Traffic Study:

SC 4.14-1: All required off-site public and on-site private streets shall be designed in accordance with City of Palm Springs design standards, as required by the City Engineer

SC 4.14-2: The project developer/applicant shall submit street improvement plans for construction of streets to the Palm Springs City Engineer for review and approval.

SC 4.14-3: The controlled primary entryways to the site shall include provisions to facilitate access by emergency vehicles in a manner approved by the chief of police per *Palm Springs Municipal Code* Section 8.04.190. All power-operated controlled access devices shall have a radio-controlled override system capable of opening the gate or barrier when activated by a special transmitter located in emergency vehicles and be equipped to facilitate opening in the event of a power failure.

SC 4.14-4: Sufficient off-street parking shall be provided on-site to meet the requirements of the *Palm Springs Municipal Code*.

SC 4.14-5: The project proponent will comply with City of Palm Springs requirements regarding the master planned bikeway and equestrian trail that transect the South Village site along the Whitewater River levee.

SC 4.14-6: As required by the City of Palm Springs, the project proponent shall contribute on a fair-share basis to the cost of mitigation at two off-site key intersections.

SC 4.14-7: The project proponent shall contribute traffic impact mitigation fees, by participating in the Traffic Uniform Mitigation Fee (TUMF) program prior to the issuance of building permits.

SC 4.14-8: Ingress and egress design shall include adequate vehicle maneuvering and stacking space to avoid conflicts with internal and external traffic and circulation patterns.

SC 4.14-9: A traffic control plan for construction activities shall be submitted and approved. Schedules and Routes of construction traffic will be included in the plan.

SC 4.14-10: The project proponent shall coordinate with the SunLine Transit Agency regarding the need for public transit facilities on and/or near to the project site.

SC 4.14- 11: The proposed internal circulation layout and site access plans shall be subject to the review and approval of the City Engineer during the development review process to ensure compliance with City access and design standards.

The following mitigation measures are presented to reduce potential circulation and/or site access impacts.

MM 4.14-1: As required by the City of Palm Springs, the project proponent shall contribute on a fair-share basis to the cost of the construction of street improvements (consisting of pavement widening, curb and gutter and sidewalks) which shall be constructed in conjunction with approved phasing plans for development and/or associated with an approved Final Map or Maps (if the development is phased) as follows:

- Whitewater Club Drive, north of Verona Road: reconstruction of the northern terminus and access to the existing Palm Springs Country Club and Alexander Estates; and

- San Rafael Drive, east of Sunrise Way: reconstruction of the access road between Sunrise Way and the Golden Sands Mobile Home Park.

MM 4.14-2: The project developer/applicant shall be responsible for construction of all private streets, in conjunction with approved phasing plans for development and/or as associated with an approved Final Map or Maps (if the development is phased).

MM 4.14-3: The project applicant shall contribute on a fair-share basis to circulation improvements required on roadways and/or at intersections that are not in the TUMF program, as specified by the Palm Springs City Engineer. The applicant's fair share contribution to the cost of improvements at intersections involving roadways that are not part of the CMP System is identified in Section 4b of the Traffic Analysis.

MM 4.14-4: As required by the City of Palm Springs, the project proponent shall contribute on a fair-share basis to the cost of mitigation at two off-site key intersections by the dates provided in the Traffic Analysis.

- Farrell Drive at Vista Chino - add a dedicated northbound right-turn lane.
- Sunrise Way at Vista Chino - add a second dedicated southbound left-turn lane.

MM 4.14-5: The project developer/applicant shall coordinate with SunLine Transit Agency regarding required public transit facilities on and adjacent to the project site. Any required public transit facilities shall be furnished, constructed and installed in conjunction with construction of the associated street improvements.

Transportation System Management Actions

The City of Palm Springs has adopted a Transportation Demand Management (TDM) Ordinance. Since the project proposes residential land uses on-site, the provisions of the City's adopted TDM Ordinance do not appear to be applicable.

F. Level of Significance after Mitigation

The majority of impacts related to Transportation and discussed within this EIR are expected to be less than significant and the site is suitable for the proposed development provided the recommendations contained within this EIR and the site specific Traffic Report are followed in the design and construction of the project.

However as mentioned previously, the intersection at Whitewater Club at Vista Chino is projected to have an operational deficiency upon General Plan buildout, with or without the proposed project, no appropriate and feasible mitigation is recommended.

- **This is considered an unavoidable adverse impact.**

G. Resources

City of Palm Springs General Plan Update Environmental Impact Report, The Planning Center (March 2007)

Palm Springs Country Club (TTM 36691) Traffic Impact Study, Endo Engineering (February 2014,)

2013 Regional Transportation Plan, Southern California Association of Governments (October 2012-2035)

Riverside County Airport Land Use Commission Plan (March 2005,)

Riverside County Integrated Project General Plan Final Program Environmental Impact Report Volume 1, Riverside County Transportation and Land Management Agency (October 2003)
Sunline Transit Agency Short Range Transit Plan (SRTP),FY 2013/14 – FY 2015/16.

Technical Background Report to the Safety Element of the General Plan for the City of Palm Springs (June 2005,)

4.15 UTILITIES AND SERVICE SYSTEMS

Implementation of the Serena Park project will have impacts to utilities and service systems. These impacts were assessed by reviewing resources which include, but are not limited to the City of Palm Springs General Plan (Adopted in 2007), the City of Palm Springs General Plan Environmental Impact Report (The Planning Center, March 2007), and written and verbal communications with agencies/service providers. A complete list of resources utilized is included following the analysis.

A. Regional Setting

Utilities and service systems are made available by private and public agencies in Riverside County. Major utilities and service systems providers in Coachella Valley include the following: Coachella Valley Water Department (CVWD), Desert Water Agency (DWA), Palm Springs Disposal Services (PSDS), Waste Management of the Desert, Southern California Edison (SCE), The Gas Company, Verizon, and Time Warner Cable. Some municipalities in Coachella Valley also provide utility services, such as the City of Palm Springs for wastewater services.

B. Existing Conditions

The proposed Serena Park project is located in the Coachella Valley region of Riverside County, California, and lies within the City of Palm Springs, corporate limits. The project site is located upon approximately 156 +/- acres east of Gene Autry Trail and north of Vista Chino. The property was formerly used as a golf course which was eventually closed for economic reasons and now lays vacant. There are two on-site wells that historically were utilized for golf course irrigation. These wells are capped and inactive and will not be utilized as part of the project. The property configuration is based upon the fairway alignment of the former golf course and has two distinct subareas: a northern portion and a southern portion. These subareas surround two existing residential enclaves, a mobile home park on the north and a condominium development on the south. Contiguous property that contains the Whitewater Floodplain east outside the project boundaries is also owned by the applicant but is not a part of the project.

The project proposes approximately 429 residential units. These will consist of 137 single story, attached residences in the northern portion (Attached Residential Subarea) and 292 detached single-family residences on the southern portion (Single Family Subarea). The subarea in the Whitewater Wash (Floodplain Subarea) is designated as "Not-A-Part" and is not proposed for development. Surrounding land uses in the project vicinity include undeveloped Indian Reservation land belonging to the Agua Caliente Band of Cahuilla Indians, existing medium and low density residential development, and habitat conservation area in the Whitewater River Floodplain.

According to the Palm Springs Master Drainage Plan Map, existing storm drain facilities are located south of the project in Vista Chino. The previous use of the property did not entail the introduction of impermeable surfaces which increase stormwater runoff. Consequently, the site hosts no flood or stormwater conveyance facilities.

Existing utilities and service systems found on the project site and the general project vicinity are described below.

Wastewater Services

Wastewater services in the Palm Springs corporate limits, including the PSCC project site, are provided by the City of Palm Springs. In general, the municipal sanitary sewer system consists of a network of sewer pipelines ranging from 6 to 42 inches in diameter, five pump stations and the Palm Springs Wastewater Treatment Plant.

The Palm Springs Wastewater Treatment Plant is located on 4375 Mesquite Ave. near Gene Autry Trail. The plant's current design flow is 10.9 million gallons per day, and presently processes a daily average of 7 million gallons per day. The plant also includes primary mechanical and secondary biological treatment of all effluent collected within the City. Secondary treated wastewater is transported to the nearby Desert Water Agency tertiary treatment plant for additional processing and distribution for parks and golf course irrigation. Operations, maintenance, and safety at the Palm Springs Wastewater Treatment Plant are conducted in accordance to environmental and regulatory standards.

The undeveloped Serena Park project site currently does not contain any sewer lines or components. City sewer mains/facilities are available in the streets surrounding the project site. Existing 8-inch, sewer mains currently serve the residences north, south, west, and contained within the project site. The project proposes to connect to existing lines at Verona Road and East View Road, and Whitewater Club Drive. In order to serve individual units, 8" lines will be installed around the project's perimeter streets and in the Cul de Sacs and hammerhead courtyard areas. The existing 8" line extending from Whitewater Club Drive and Farrell Drive, to Farrell Drive and Raquet Club Drive will be upgraded to 12" to manage the increase in demand from the proposed project.

Stormwater Management

The National Pollutant Discharge Elimination System (NPDES) established by the Clean Water Act of 1972, addresses non-point source pollution within counties with a storm drain system that serves a population of 50,000 or more. Non-point source refers to the introduction of pollutants into water bodies from sources that are spread out and difficult to control such as roadways, parking lots, yards and farms. Rain and urban

runoff transport pollutants such as bacteria, sediment, oil, grease, heavy metals, pesticides, fertilizers and other chemicals to the area's streams and other water bodies.

In the City of Palm Springs, the Director of Palm Springs Public Works Department is the local enforcer of the NPDES. Under NPDES, the local regulator is responsible for control measures including illicit discharge detection and elimination, construction site storm-water runoff control, post-construction storm-water management in new development and redevelopment and pollution prevention and good housekeeping for municipal operations (Earth Consultants International, 2005.)

The State Water Resources Control Board (SWRCB) requires construction sites over one acre in size to obtain permit coverage and comply with the NPDES. A requirement of this program is the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

The SWPPP has two major objectives: (1) to help identify the sources of sediment and other pollutants that affect the quality of storm water discharges and (2) to describe and ensure the implementation of Best Management Practices (BMPs) to reduce or eliminate sediment and other pollutants in storm water as well as non-storm water discharges (further discussions found in Section 4.7 Hazards and Hazardous Materials and Section 4.8 Hydrology and Water Quality.)

The previous use of the property did not entail the introduction of impermeable surfaces which increase stormwater runoff. Consequently, the site hosts no flood or stormwater conveyance facilities. The proposed development will include the construction of private streets, driveways, and residences. The introduction of these impermeable surfaces will also include provisions for stormwater conveyance and quality treatment. The City of Palm Springs operates a stormdrain line that is planned to transverse the property as an extension of San Rafael Drive as a part of the City's Master Drainage Plan. Stormwater will be conveyed through the line to be discharged in the Whitewater River.

The project proposes to retain storm water on site within two retention basins. Storm water flows will be collected in project streets, curb and gutter, and catch basins then conveyed through a private storm drain system to two storm water retention basins. The project's private and public parks will double as the project's storm water retention facilities. Expected storage capacity of the project's retention facilities is approximately 20 acre feet. Furthermore, site design, source control and treatment control BMPs will be implemented in the project design and throughout the life of the project to ensure that the residential complex complies with the regional water quality objectives.

The Serena Park Project occurs immediately south of the Whitewater River Levee. According to the Federal Emergency Management Agency's (FEMA) Flood Insurance

Rate Maps (FIRM), the project site has been designated as "Zone X Protected by Levee" while to the east of the project, land is designated as "Zone AE". Under a "Zone X Protected by Levee" designation, the project site is not located within a 100-year flood hazard area.

Domestic Water Service

Domestic water services are provided by Coachella Valley Water District (CVWD), Desert Water Agency (DWA), and Mission Springs Water District (MSWD) to the City of Palm Springs. Local groundwater basins are the primary source of water for the above water districts. The Palm Springs area is generally served by the following groundwater subbasins: Whitewater River, Mission Creek, and Indio. Other sources of domestic water supply include the surface run-off from the local mountains, and imported water from the Colorado River aqueduct and the State Water Project (SWP). The SWP water supply is limited to groundwater replenishment purposes only.

The majority of the Palm Springs area including the Serena Park project site are within the service boundary of the Desert Water Agency (DWA). Overall, the Desert Water Agency (DWA) facilities consist of wells, booster plants, reservoirs and a network of pipelines ranging from 8" - 42" in diameter.

DWA extracts groundwater from the Whitewater River subbasin which has been in a state of overdraft. A groundwater basin is considered in overdraft condition when the amount of water extracted exceeds the amount of water replenishing the basin over a period of time. (CVWD Urban Water Management Plan, 2005) In general, increased urbanization and groundwater pumping in the Coachella Valley have largely contributed to the decline of water levels in the Whitewater subbasin.

The Department of Water Resources indicates that the Whitewater subbasin has a total groundwater capacity of 29,800,000 acre-feet, based on 1935-1936 groundwater levels and utilizing a maximum depth below surface of 1,000 feet. DWR also indicates that according to Tyley (1974), groundwater in storage in the Whitewater subbasin is approximately 10,200,000 acre feet in the first 700 ft of saturated deposits. (Value excludes 1,520,000 acre feet of groundwater in storage for the Garnet Hill area) Tyley (1974) estimates that based on water level changes, groundwater stored in the Whitewater subbasin is being depleted at the average rate of 33,000 acre feet annually from 1953 to 1967.

Current annual average decrease of groundwater storage is suspected to be higher, given the increased population and development in the Coachella Valley. DWA and CVWD continue to actively participate in the implementation of management actions that reduces groundwater basin overdraft and restoring the Coachella Valley groundwater basins to a long-term balance state. According to the 2010 CVWD Urban

Water Management Plan, with the recent acquisition of additional SWP water, overdraft in the upper Whitewater River subbasin is expected to be eliminated by 2015.

The project site is not currently receiving domestic water services. Two existing private wells on the site were previously used to irrigate the golf course facilities, however these wells will remain capped and unactive. Consequently, there are no existing water lines on the project site. Existing 8-inch, 12-inch, 18-inch, and 30-inch water mains with related water accessories currently serve the residences north, south, west, and surrounded by the project site. The project proposes to connect to existing lines at Verona Road and East View Road, Whitewater Club Drive, and San Rafael Drive. In order to serve individual units, 12" lines will be installed around the project's perimeter streets while 8" lines will be installed in the Cul de Sacs and hammerhead courtyard areas. (See Project Description and Section 4.8 Hydrology and Water Quality).

Solid Waste Management

Palm Springs Disposal Services (PSDS) provides solid waste disposal services to the City of Palm Springs. PSDS is a local franchise and its main office is located at 4690 East Mesquite Avenue in Palm Springs. PSDS services include residential and commercial solid waste collection, recycling and green waste collection. Collected solid waste by PSDS is transported to the Edom Hill transfer station. The California Integrated Waste Management Board (CIWMB) reports that for 2013, residents and business in the City of Palm Springs generated 64,182.06 tons of solid waste.

Landfills

On-going development and construction in the Coachella Valley has resulted in the increased generation of solid waste. In recent years, two landfills in Coachella Valley have been closed for reaching maximum capacity - the Coachella landfill in 1997 and the Edom Hill landfill in 2004. Subsequently, the newly constructed Edom Hill Transfer Station became operational in 2004, which currently serves as the depot for solid waste collected from the City of Palm Springs, other major cities in the Coachella Valley, and a portion of the surrounding unincorporated areas of Riverside County. According to the Palm Springs Disposal Services website, Edom Hill Transfer Station is operated by the Waste Management North America. The transfer station is on an 8-acre site located at 70-100 Edom Hill Road in Cathedral City. It has a permitted capacity of 2,600 tons of waste and recyclables per day.

Edom Hill Transfer Station accepts a variety of waste types such as agricultural, construction/demolition, food wastes, green materials, industrial, and tires. From the Edom Hill Transfer Station, collected solid wastes are then transferred to the Lambs Canyon Landfill, the Badlands Landfill, and the El Sobrante Landfill.

The Lamb Canyon Landfill in the City of Beaumont has a maximum permitted capacity of 34,292,000 cubic yards and an estimated remaining capacity of 20,908,171 cubic yards. This landfill is authorized to accept 3,000 tons of solid waste per day. Lamb Canyon Landfill is expected to close on January 1, 2023.

The Badlands Sanitary Landfill is located in Moreno Valley. It is permitted to accept 4,000 tons (maximum) of solid waste daily. Maximum permitted capacity for the Badlands Landfill is 30,386,322 cubic yards and its remaining capacity is at 21,866,092 cubic yards. The estimated closure date for this landfill is January 1, 2016.

The El Sobrante Landfill is located in the City of Corona. It has a maximum permitted capacity of 184,930,000 cubic yards and a remaining capacity of 145,530,000 cubic yards. Disposal at this landfill is limited to 10,000 tons per day. El Sobrante is anticipated to close on January 1, 2030.

Hazardous Materials

According to the State of California, hazardous materials are substances that are toxic, ignitable or flammable, reactive and/or corrosive. The State also defines an extremely hazardous waste as a substance that demonstrates high acute or chronic toxicity, carcinogenic or bioaccumulative properties, is persistent in the environment, or is water reactive.

All hazardous materials are required to be disposed at a Class I landfill. At present, there are no Class I landfills within Riverside County. Hazardous waste in Riverside County is transported to active Class I landfills located in Kern County and Santa Barbara County. Some waste is also disposed of out of State.

The County of Riverside Department of Environmental Health, Hazardous Materials Management Division, provides a Household Hazardous Waste Site at 1100 S. Vella Rd, in Palm Springs. Household hazardous waste includes aerosol cans, antifreeze, auto batteries, bleach, cleaners, deodorizers, drain cleaner, fertilizer, floor wax, furniture polish, household and garden chemicals, latex paints, motor oil, oil paints, pesticides, pool chlorine, propane tanks, spot remover, and weed killer. This waste site also accepts antifreeze, battery, oil and latex paint (ABOP). Adverse environmental impacts can occur when household hazardous materials are disposed of in unlined sanitary landfills, where these materials may leach through the soil and contaminate groundwater (County of Riverside Transportation and Land Management Agency, 2003.)

The City of Palm Springs participates in the Household Hazardous Waste program and has a drop-off facility located at the Palm Springs Fire Department Training Center, 3000 East Alejo Road.

Additional discussions regarding hazardous materials are also included in Section 4.7 Hazards and Hazardous Materials.

Recycling

The State of California requires local municipalities to comply with state Assembly Bill 939, which mandates a 50% waste diversion rate. This means that at least 50% of the total solid waste produced by a city, must either be recycled or brought to a recycling facility. According to the California Integrated Waste Management Board (CIWB), the City of Palm Springs has diverted 60% of solid waste from landfills during 2004.

The City of Palm Springs and the Palm Springs Disposal Services provide recycling programs and services. Recyclable materials include aluminum cans, plastic bottles and milk jugs, phone books, newspapers, and corrugated cardboard. Recycling centers are located at the Palm Springs Mall and Smoke Tree Center.

Other Solid Waste Disposal Services

PSDS offers green waste collection service to single-family residents in Palm Springs. Pick up schedule for green waste, such as tree and grass clippings, is once a week. PSDS encourages green waste recycling. The following facilities accept green waste for recycling purposes: California Bio-Mass in Thermal, SoCal Recycling in Thousand Palms and Palm Springs Disposal Services in Palm Springs.

Additional services provided by PSDS include document shredding, motor oil disposal, bulk item hauling, household hazardous waste collection, special events cleanup and electronic waste pickup.

Natural Gas Service

The Southern California Gas Company, a public utility, is the natural gas service provider to over 20.9 million customers in more than 500 communities, including the City of Palm Springs and its sphere-of-influence areas. The California Public Utilities Commission (CPUC) and Federal Energy Regulatory Commission (FERC) regulate Southern California Gas Company. The availability of natural gas services is dependent upon current conditions of gas supply and regulatory policies.

The Serena Park project site is within the service area of Southern California Gas Company. The project site currently is undeveloped and no natural gas facilities are located onsite. Gas service extends across the site as an extension of a 2” line in Volturno Road to service the area of development within the southern subarea property. Gas service to the project is expected be provided from the nearby existing 4”

and 3" gas mains located in Verona Road, Farrell Drive, Sunrise Way, and Joyce Drive. No special Gas Company conditions or requirements are anticipated.

Electric Service

Southern California Edison (SCE) is the electric service provider to Palm Springs and the City's sphere-of-influence. Southern California Edison is regulated by the California Public Utilities Commission and Federal Energy Regulatory Commission (FERC). Electrical power is generated by a combined system of gas and coal production, oil, hydroelectricity, nuclear production, solar and wind technology, and energy purchase. There are existing overhead and underground distribution and transmission lines on the subject property. The offsite distribution overhead lines are located along the southern and western boundaries of the site's southern subarea, and the southern boundary of the site's northern subarea. Distribution lines also cross the site at the southeastern corner north of the Verona and East View Road Intersection. Power lines in the vicinity could potentially provide all the power needs to the project site. Improvements onsite will include extending electrical services to each dwelling unit. All overhead distributions are typically conditioned by the City to be undergrounded.

Telephone Services

Time Warner and Verizon provide telecommunication services to the City of Palm Springs. Verizon is regulated by the California Public Utilities Commission. A wide array of products and telecommunication services for residential and commercial uses are offered by Verizon. In addition to telephone services, Verizon offers DSL and internet services, wireless services, television technology utilizing digital fiber optic network and state-of-the art satellite technology. The 2007 City General Plan Update indicates that there are adequate telecommunication facilities currently available to serve the City.

The Serena Park project site is within the service boundaries of Verizon. Currently, there is a direct buried cable system along the north side of Verona Road, the south side of Whitewater Club Drive, the south side of San Rafael Drive, and the east side of Sunrise Way. Buried cable also extends onto the site at the extreme southeast portion near the intersection of Verona Road and East View Road. Additionally, there is aerial cable along the southern boundary of the project's northern subarea.

Cable Services

The City of Palm Springs is served by Time Warner Cable as a distributor of cable internet, phone and television services. The subject site is currently vacant, but existing residential enclaves within the project are served with TWC services. TWC indicates that no unusual constraints are associated with serving the project site.

C. Utilities and Servie System Impacts

Threshold Criteria

Thresholds of significance were established based on the criteria found in the CEQA Guidelines and the standard CEQA Environmental Assessment Form. The following questions are relevant to determining whether a project could have a significant impact to utilities and service systems. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Project applicant will construct all utilities and infrastructure associated with the development of the PSCC residential project. Individual lot purchases will be responsible for connection to provided infrastructure. Potential impacts resulting from the construction of project related utilities and infrastructure are expected to be less than significant.

Wastewater Services

The subject property is currently vacant. The proposed Project will result in the construction of 429 residential lots, interior streets, and integrated open space, all

proposed to be located within APNs 669-480-027, 669-590-066, and 501-190-011. The project would be connected to public sewer system provided by DWA. An 8" sewer main is located in Farrelll Dr., Verona Rd., East View Rd., and Sunrise Way. Wastewater is transported to Veolia North Amercia's Treatment Plan, a 10.9 mgd trickling filter plant. located at 4375 E. Mesquite Dr. Wastewater from the proposed project would be typical of other residential projects in Palm Springs.

- **Less than significant impacts are anticipated to exceeding wastewater treatment.**

The average household size is 1.95 persons in the City of Palm Springs. (2012 U.S. Census) Therefore, new residents potentially generated by the project development are estimated to be in the range of 837 persons. Wastewater flow factors cited in the City of Palm Springs Sanitary Sewer System Management Plan (2006) were utilized herein, to estimate wastewater generated by the proposed uses at the project site. The Sanitary Sewer System Management Plan estimates average wastewater flow at 250 GPD per dwelling unit. At 250 GPD, build out of the project could potentially generate approximately 107,250 gallons of wastewater per day. See Table 4.15-a below.

Table 4.15-1
Potential Wastewater Generated
During Serena Park Project Buildout

Proposed Uses	Number of Units or Square Feet	*Flow Rate (gpd/unit)	Flow (gal./day)
Residential	429 Units	250	107,250
TOTAL			**107,250 gal./day**

Source: City of Palm Springs Sanitary Sewer System Management Plan (May 2006). Veolia Water North America – Palm Springs.

Development of the Serena Park project requires the extension and installation of sewer infrastructure to the project site. According to preliminary engineering plans, all sewer lines throughout the project will be installed within the proposed rights-of-way of the internal street system and connection stubs will be established at the locations of each residential site, providing for full services once homes are constructed. To reduce the impact of the proposed project on the existing sewer system, the proposed sewer system will separate flows towards two separate sewer systems. Per the MSA sewer system report prepard in January 2014 (Appendix M), The project is proposing to connect at two locations:

Point of Connection 1 - Racquet Club Road and Farrell Drive; this connection involves connecting to the existing 12-inch main in Farrell Drive and extending a new 10-inch main along Farrell to Whitewater Club Drive (approximately 400-

feet of 10-inch pipe). This new 10-inch main will reduce the pipe surcharge projected by the year 2025 flows as inidicated in the 2009 Palm Springs Sewer Master Plan.

Poing of Connection 2 – on Whitwater Club Drive, north of Verona Road and Los Alamos Road intersection. Year 2025 flows downstream from this point of connection do not appear to have a surcharge.

The Sewer system reports concludes that by replacing the 8-inch pipe with a 12-inch will reduce the pipe flow level to 45% of the allotted pipe capacity and is the recommended improvement**.** The capacity analysis results indicate the project sewer system combined with the **r**ecommended improvement at POC 1 will satisfy the City of Palm Springs Sewer Master Plan requirements while also alleviating an existing surcharge condition within the existing Palm Springs sewer Collection system.

Proposed sewer infrastructure will comply with applicable wastewater treatment requirements and City standards. The proposed project will be consistent with the adopted General Plan Policies given that the project developer will pay sewer fees associated with project development. According to the City of Palm Springs, it has the capacity to accommodate wastewater generated by the proposed project and the construction of new wastewater treatment facilities is not required. Additionally, the Project is anticipated to attract second homebuyers which will reduce the year-round impacts related to wastewater generation.

- **No significant impacts to existing sanitary wastewater services is expected to result from the development of the proposed project.**

Stormwater Management

Development of the proposed project is not expected to alter predominant existing drainage patterns on-site. The project site has been disturbed previously during its development as a golf course which altered its natural drainage patterns. Furthermore, the construction of the RCFC Flood Control Levee has eliminated the possibility of Whitewater River flows to traverse the site. Nonetheless, implementation of the proposed project which includes the creation of impervious surfaces is anticipated to affect current drainage patterns on-site.

According to the Palm Springs Master Drainage Plan Map, existing storm drain facilities are located south of the project in Vista Chino. However, the project proposes to convey and retain all stormwater flows on-site by way of a private stormdrain and retention basin system. Two retention basins in the form of public and private parks will retain the stormwater flows from the site. Both basins are located in the southern subarea of the development, Retention Basin 1 along Street A in the center of the

subarea, and Retention Basin 2 in the southeast corner of the subarea. These basins have a combined capacity of 871,625 Cubic Feet (Approx. 20 Acre Feet). A private stormdrain system beneath street ROW and lettered lots will convey stormwater flows to the retention basins.

Section 4.8 Hydrology and Water Quality provides a detailed discussion regarding storm water retention.

Temporary impacts to water quality during construction will be mitigated and reduced to less than significant levels through required preparation and implementation of a Storm Water Prevention Pollution Plan throughout all construction activities.

- **Less than significant impacts to storm water drainage facilities or expansion are expected to result from the future development of the proposed project.**

Domestic Water Services

Development of the project from its present condition will increase the existing demand for domestic water supply and services. However, in comparison to the site's previous use as a golf course, the site is expected to use less water as a residential development. By correspondence, DWA confirms that the project site occurs within its geographical boundaries. As shown in Table 4.15-2, the annual water demand generated by the project is estimated at 687.8 ac-ft/yr acre-feet. Currently, there is no water demand on the project site given that it is undeveloped.

Table 4.15-2
Estimated Annual Water Demand
at Project Buildout

Proposed Land Uses	Units	*Demand Factor	Annual Water Demand (acre feet/year)
Residential	429 Units	1,400 gallons/day	687.8 ac-ft/yr
TOTAL			**687.8 ac-ft/yr**

*Source: Desert Water Agency 1 acre feet = 326,000 gallons

The project proposes to extend domestic water service to serve the project by way of private on-site infrastructure. Preliminary engineering plans propose 12-inch water main encompassing the project's boundaries with 8-inch mains beneath project cul-de-sacs and hammerhead courtyard area to serve residences. The private system will connect to existing mains at Whitewater Club Drive and San Rafael Drive. Off-site improvements to dometic water services will not be needed.

Per the DWA will serve letter dated February 2015 (Appendix L), the agency will provide water service to the site provided on-site water system improvements and portions of the property be set aside for development of domestic water wells. The DWA Master Water Plan shows a 2400 gpm proposed replacement well plant with a 12" proposed pipeline on the northern subarea of the proposed Serena Park project.

Facilities will be analyzed during the design process of any future development and facility fees will be collected to aid in financing any needed extensions/expansions necessitated by the project. Future design of the development will be expected to follow water conservation guidelines included within the Palm Springs General Plan and Desert Water Agency standards to mitigate the impacts to public water supplies.

- **Less than significant impacts to domestic water services are expected to result from the future development of the proposed project.**

Solid Waste Management

At present, no solid waste services is generated on the undeveloped project site. Implementation of the proposed residential project has the potential to generate approximately 361 tons of solid waste per year. The proposed land uses on the project site is not expected to produce unusual high quantities of solid waste or hazardous waste materials. Construction of the project would generate waste materials, however, a majority of these materials would be readily recyclable such as wood, concrete, metal and soil. Construction and demolition materials would be hauled and disposed of at a qualified recycling facility.

Table 4.15-3
Estimated Solid Waste Generated
During Buildout

Land Use	Number of Units or Square Feet	*Generation Rate (tons / unit /year)	Waste Generation (tons/year)
Residential	429 units	.82 / unit / year	360
TOTAL			**360 tons/year**

Source: City of Palm Spring General Plan EIR (2007)

Collected solid waste from the project site will be transported to the Edom Hill Transfer Station which has a permitted capacity of 2,600 tons of waste and recyclables per day. During buildout, the Project could contribute approximately 1,983 pounds or 0.99 tons of solid waste to the local transfer station daily. All solid waste activities resulting from the implementation of the proposed project will be carried out in compliance with all State, Federal and local statues regulating solid waste.

- **No significant impacts to solid waste services are expected to result from project implementation.**

Electric Services

The project site is currently vacant and does not currently generate any demand for electric services. Future development of proposed residential uses on the project site will generate demand for electric services. The annual electrical demand during buildout of the project is approximately 2,475,660 kwh/yr. (See Table 4.15-3)

There are existing overhead and underground distribution and transmission lines on the subject property. The offsite distribution overhead lines are located along the southern and western boundaries of the site's southern subarea, and the southern boundary of the site's northern subarea. Distribution lines also cross the site at the southeastern corner north of the Verona and East View Road Intersection. Power lines in the vicinity could potentially provide all the power needs to the project site. Improvements onsite will include extending electrical services to each dwelling unit. All overhead distributions are typically conditioned by the City to be undergrounded.

Project developer will adhere to City and appropriate agencies' development standards and requirements. Project design will incorporate energy efficient standards that comply with Title 24, as required by state law. No significant impacts to electric services are expected to result from the implementation of the project.

Table 4.15-4
Estimated Annual Electrical Demand
At Project Buildout

Land Use	Number of Units or Square Feet	*Usage Rate	Estimated Demand (kwh/yr)
Residential	429 units	5,626.50 kwh/unit/yr	2,413,768 kwh/yr
TOTAL			**2,413,768 kwh/yr**

*Source: CEQA Air Quality Handbook, Table A9-11, prepared by South Coast Air Quality Management District, April 1993.

Natural Gas Services

Because the project site is currently vacant, there is no natural gas demand. Implementation of the proposed project will increase the demand for natural gas services. During buildout, the proposed project could require approximately 35,191,200 cubic feet of natural gas per year. (See Table 4.15-4) Natural gas consumption at the

project site is associated with residential uses. Project design will incorporate natural gas conservation measures. The proposed project is not expected to have significant impacts to natural gas services.

Table 4.15-5
Estimated Annual Natural Gas Consumption

Land Use	Quantity	*Usage Factor	Annual Natural Gas Consumption
Residential Single-Family	429 units	6,665.0 cubic feet / unit /month	**8,797,800 cubic feet/year**

*Source: CEQA Air Quality Handbook, Table A9-12, prepared by South Coast Air Quality Management District, November 1993.

Telephone Services

Extension of telephone conduits/lines and appurtenances will be necessary to provide telecommunication services to future residents of the proposed project. Verizon will provide telephone services to the project site. Significant impacts to telephone services are not expected to result from project development.

Cable Service

Implementation of the proposed PSCC project will require the extension/installation of cable lines and related facilities. Time Warner Cable will provide cable services to the project site. No significant impacts to cable services are expected to result from the implementation of the proposed project.

D. Potentially Significant Impacts

Development of the Serena Park Project is not anticipated to result in potentially significant impacts to utilities and service systems as discussed above.

E. Standard Conditions (SC) and Mitigation Measures (MM)

SC 4.15-1: Project developer will pay for the costs of construction and expansion of water, sewer/wastewater, and storm drainage improvement and other public utilities which are necessitated by the proposed project prior to building permits.

SC 4.15-2: Project developer will notify utility agencies of its intentions to develop property in the early stages of the development process to provide sufficient time to plan for necessary improvements.

SC 4.15-3: Prior to issuance of permit, Project Developer will submit onsite utility design.

SC 4.15-4: Domestic water services to said project/site shall be subject to all applicable rules, regulations, ordinances, and orders of the Desert Water Agency. Project developer shall complete financial arrangements with DWA, along with the installation of required facilities, prior to DWA providing domestic water services.

SC 4.15-5: Watsewater services to the project site shall be subject to all applicable rules, regulations, ordinances and orders of the City of Palm Springs. Project Developer shall complete financial arrangements with the City, along with the installation of required facilities, prior to the City providing sewer services.

F. Level of Significance after Mitigation

Potential impacts to utilities and service systems resulting from Project development are considered less than significant after standard conditions are implemented.

G. *Resources*

WWW.calrecycle.ca.gov Disposal Reporting System, accessed March 2014, and May 2015

CEQA Air Quality Handbook, prepared by South Coast Air Quality Management District, April 1993.

City of Palm Springs 2007 General Plan, prepared by The Planning Center, Adopted October 2007.

City of Palm Springs General Plan Environmental Impact Report, prepared by The Planning Center. March, 2007

City of Palm Springs Sanitary Sewer Management Plan (January 2014), prepared by Veolica Water North America – Palm Springs.

Riverside County Integrated Project General Plan Final Program Environmental Impact Report, Volume I, prepared by Riverside County Transportation and Land Management Agency Planning Department, October 2003.

MSA Consulting, Sewer System Report, June 2014

5.0 GROWTH INDUCING AND CUMULATIVE IMPACTS

5.1 GROWTH INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines, as amended, requires the discussion of the ways in which a project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Such a discussion should also include project's that would remove obstacles to population growth, and the characteristics of a project, which may encourage and/or facilitate other activities that, either individually or cumulatively, could significantly affect the environment. CEQA also emphasizes that growth in an area should not be considered beneficial, detrimental, or of little significance.

Development can be considered growth inducing if it meets any of the following criteria:

1) Extension of urban infrastructure into isolated facilities, which are presently devoid of such facilities.
2) Development or urbanization of land in a remote location.
3) Economic expansion or growth in an area in response to the project (changes in population, revenue base, employment, etc.).

Should the project meet any one of the criteria listed above, it can be considered growth inducing. The discussion that follows looks at the project within the context of these three criteria.

A. Extension of Infrastructure into Isolated Facilities

The project is located east of Sunrise Way and north of Racquet Club Drive, primarily bordered by existing residential development. To the east, the project is constrained by the Whitewater River, which forms part of the Whitewater Floodplain Conservation Area of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). The proposed project would result in an increase in demand for infrastructure, which would be addressed by the appropriate improvement of proposed service systems to serve the area at the expense of the project developers. The project applicant would construct all utilities and infrastructure associated with the development of the residential project. Individual lot purchases would be responsible for connection to the provided infrastructure. Extension of infrastructure would occur within the City of Palm Springs limits specifically for the project area. The project is expected to be constructed over a period of less than five years. The proposed installation of infrastructure will be designed and installed in a phased manner and in accordance with the agency and utility purveyor requirements. Potential impacts resulting from the construction of project

related utilities and infrastructure are expected to be less than significant. The construction phasing plan and configuration of planning areas will allow for a logical order of development characteristic of an infill project setting. resulting in less than significant growth inducing impacts related to the topic of infrastructure extensions.

B. Development or Urbanization in a Remote Location

Per the Coachella Valley Economic Partnership Annual 2014 Economic Report, the City of Palm Springs is one of the Coachella Valley Cities with the smallest population growth from 2000 to 2014, in part attributed to the slow recovery of the housing market and the City being largely built. The project site was formerly known as the Palm Springs Country Club, which dates back to the 1950's and was originally an extension of the Ranch Club Guest Ranch located on Sunrise Way south of Vista Chino. The property was for a time also known as the Whitewater Country Club and consisted of an 18-hole golf course, a driving range, a golf clubhouse, tennis courts and associated parking. Irrigation was provided by three on-site private wells. Today, the site remains vacant, with minimal vegetation and palm trees and has been stabilized with a soil polymer. The landowner currently has an agreement with the City of Palm Springs to mitigate any fugitive dust impacts and continue maintenance activities of the property to preserve the stabilized condition using a mixture of soil polymer and mulch. Gates were recently installed to prevent further disturbance and destabilization by unauthorized access. Land uses neighboring the project are primarily residential (west of the Whitewater River); therefore, project implementation would not introduce development or urbanization to an area deemed to be remote or undisturbed. Less than significant impacts are anticipated.

C. Economic Expansion or Growth in Response to the Project

One of the project objectives is "to provide high-quality single family residences in Palm Springs designed to be marketable and meet increased housing demand driven by population growth and retiring seniors." The project will result in the development of 429 single family residential units on 156+/- acres of land in the City of Palm Springs, resulting in a total of 137 single-story attached residential dwellings and 292 single-family units. Based on the City's average household size, of approximately 1.95 persons per household, build-out and full occupancy of the Serena Park project would result in a projected population of approximately 837 residents. It is expected that some of those residents would be relocated from neighboring cities or other areas within Palm Springs. The project's population at full build-out, occupancy and household size is expected to be approximately 837 persons. Project-associated population represents approximately 12.3% of the projected population increase. Between 2013 (46,281) and 2035 (56,109), the population is expected to grow by 9,828 persons. The project population at

buildout, 837 persons, is approximately 8.5% of this increase. Population growth of 12.3% and 8.5% are not considered significant increases.

The City of Palm Springs 2007 General Plan's Housing Element analyzed the City's general demographic profile and projected future growth rates. The housing element estimated a population of 94,949 residents at General Plan buildout. However, following the 2008 recession, growth rates of the City have declined. Only small amounts of new residential development have been economically feasible until recently. Per the Coachella Valley Economic Partnership Annual 2014 Economic Report, population growth for Palm Springs was 45,135 which is 1, 146 persons less than the U.S. Census 2013 estimate of 46,281. Palm Springs also saw a slowdown in new homes sales between 2013 and 2014 (57 vs. 106). This slow growth is likely due to the slow recovery of the housing market and the City being largely built out. Although the project proposes to convert designated open space to residential use, compatibility with the General Plan's growth projections is anticipated. This growth is not expected to significantly impact the remainder of the Palm Springs population or its neighboring areas. The development approach is intended to be economically sound, environmentally friendly and supportive of community livability, therefore resulting in less than significant impacts.

5.2 CUMULATIVE IMPACTS

A. Probable Future Projects in the Vicinity of the Project and Summary of Development Projections

Future projects in the vicinity of the project are relatively limited to the availability of vacant land related opportunities. Palm Springs also saw a slowdown in new homes sales between 2013 and 2014 (57 vs. 106). To the east of the project, development is largely impeded by the Whitewater River. To the west and south, the remaining vacant land is relatively isolated and dispersed. It is anticipated that future development on those properties would occur largely consistent with the General Plan standards. Based on the City of Palm Springs Planning Department Projects List (February 2015), there are 5 residential projects within the City (single-family, town homes, condominiums, and assisted living) for which applications have been submitted while maintaining an active status (excluding the proposed project). A total of up to 241 residential units are involved with those projects. There are 10 approved projects involving a total of up to 467 residential units and four permitted projects under construction with a total of 333 residential dwelling units. These projects are distributed throughout the City's residential land use sectors and are assumed to be addressing particular need for housing demand. Therefore, cumulative impacts are not expected to be significant.

5.3 CUMULATIVE IMPACTS BY RELEVANT CEQA TOPIC

As analyzed in each topical section of this EIR, the project is not expected to result in significant cumulative impacts to Aesthetics, Biological Resources, Cultural Resources, Geotechnical, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation Transportation or Utilities and Service Systems.

Cumulative impacts reaching a considerable level of significance are expected to result upon air quality and greenhouse gases because the project is introducing residential land uses to an area previously designated as Open Space. These impacts will be reduced to the maximum extent feasible with the project's construction phasing and best practices and through a series of mitigation measures during the life of the project.

Aesthetics: The proposed residential development would occupy a site that in its present condition is surrounded by residential development, a flood control levee and vacant land. Although previously used as a golf course, the only remaining site features include Tamarisk rows, scattered palm trees, sparse vegetation, deteriorating parking areas, deteriorating tennis courts and old building slabs. In its current state, the Project site does not constitute a visually unique or aesthetically pleasing setting. Project implementation will replace this vacant property with new single story buildings, landscaped open space and public parks. Project design, including architecture and landscape architecture, will require review and approval by the City's Planning Commission, thus ensuring that aesthetic considerations are addressed in the design. As a result, the proposed project is anticipated to enhance the visual character of the site and create an attractive, well-planned project when viewed from surrounding properties. No cumulative impacts are anticipated.

Air Quality*:* The development of the proposed project will result in the generation and emission of air pollutants both locally and regionally. Emissions are expected to modestly add to an increase in potential for air quality degradation in the Coachella Valley. Most significant impacts are expected to result from site disturbance, excavation, and construction activities associated with the development of the project. The site has been previously graded and project grading will be minimized to the greatest extent practicable.

All construction related activities will abide by the City's municipal code which addresses the hours per day within which these activities are permitted. The EIR provides for the review and approval of all grading and development permits, and the provisions of all reasonably available methods and technologies to assure the minimal emissions of pollutants generated by the project. The EIR also directs the City to assure the implementation of federal, state, regional, and local programs that reduce construction and operations related emissions, and monitor grading and construction activities.

SCAQMD establishes mandatory measures, with which the developer shall comply with as noted in this EIR. Therefore, development and operation of this project will not have a significant adverse effect on local or regional air quality on an individual basis.

Incremental increases contribute to Cumulative impacts in an area which, at the time of this EIR, is considered in non-attainment for Ozone and PM10. This affects the ability of the State of California to achieve air quality standards. Because the project is introducing residential land uses to an area designated as Open Space, the associated cumulative impacts associated with operational activities and potential emissions of Ozone precursors and PM10 are considered adverse and unavoidable. The project will result in a cumulatively considerable net increase of PM10 and Ozone criteria pollutants for which the project region is graded as non-attainment under both federal and state ambient air quality standards (including releasing emissions which exceed quantitative thresholds for ozone precursors.)

Per the Air Quality Report prepared by Endo Engineering (Appendix C), air quality impacts associated with the proposed project may be considered cumulatively considerable because the project is not consistent with the population growth assumed as the basis for the development of the most recently adopted *Air Quality Management Plan*.[10] The proposed project would require a change in the existing land use designation (e.g., a General Plan Amendment or Zone Change). Although the project-related long-term operational emissions of PM10, ROG and NOx would be greater than the emissions anticipated for the site if developed under the existing land use designations, these emissions would be less than the significance thresholds established by the SCAQMD for both project-level and cumulative impacts.

Biological Resources: Due to the projects urban setting in a heavily disturbed area, the site does not contain any riparian habitat, sensitive natural vegetation, protected wetlands or jurisdictional waters. While the biological survey did not report any evidence of burrowing owls on the project site, the site is still considered as potential habitat for this species. Mitigation for a burrowing owl clearance survey 30 days prior to site disturbance is proposed which would reduce impacts on this species to less than significant. It is assumed that other future development projects would also be required to mitigate for impacts on species in a manner that is similar to the project. As discussed in section 4.3, the project would not have any significant impacts on fish or wildlife movement and does not conflict with locally adopted biological policies and ordinances. Other future development projects would be required to evaluate on these impacts and mitigate as needed. Therefore, the project in combination with other projects would not have cumulative impacts.

Cultural Resources: The project site has been completely developed in the past as a golf course and allowed to go fallow. Therefore, there are no recorded historical sites on the

property and the redevelopment of the property will not cause any adverse change in historical resources. Currently there are no known archaeological or paleontological resources associated with the site. Site monitoring by qualified Archaeologists/Paleontologist during grading is required. Monitors can stop grading operations should any archaeological or paleontological resources be found during construction. Resources will be evaluated before development activities resume. No burial grounds or cemetery are known to occur on the project site. Special procedures are in place in the event that human remains are discovered during construction of the project. With the standard monitoring during grading operations, no cumulative impacts are expected to result from the development of the subject property.

Geology and Soils: The project site does not lie within a currently delineated State of California, Alquist-Priolo Earthquake Fault Zone or area subject to seismic-related ground failure. Impacts resulting from fault rupture, liquefaction, seismically induced flooding, landslides and lateral spreading are considered less than significant. The site soils were visually classified to be in the low expansion category in accordance with the California Building Code. The primary geologic hazard is severe ground shaking from earthquakes originating on local faults. A major earthquake above magnitude 7 originating on the local segment of the San Andreas Fault zone would be the critical seismic event that may affect the site within the design life of the proposed development. However, the implementation of an engineered design and earthquake-resistant construction measures increases the level of safety and allow development of seismic areas. Design of grading and construction of the project will require individual review by the City. Provided that the project specific recommendations identified in the Geotechnical Engineering Report are followed in the design and construction of the project, no growth inducing or cumulative impacts related to Geology and Soils are anticipated.

Greenhouse Gas: The State of California has not adopted significance thresholds for GHG emissions. However, the City of Palm Springs has created a baseline and projections for the City's carbon footprint in the Palm Springs Climate Action Plan. The size of the project combined with the mitigation measures and conditions required by the City with consideration of the 2013 Climate Action Plan can be utilized to reduce the project impacts to a designation of less than significant for GHGs. Incremental increases contribute to Cumulative impacts which affect the ability of the State of California to achieve GHG standards. Because the project is introducing residential land uses to an area designated as Open Space and was not considered in the baseline and projections of the City's Climate Action Plan, the associated cumulative impacts are considered unavoidable. The project may result in a conflict with the Palm Springs 2013 Climate Action Plan, which is considered an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses, by introducing residential uses in an area designated as open space.

The Air Quality study prepared by Endo Engineering (Appendix C) under the "Cumulative GHG Emissions" discusses cumulative impacts and states the following: "Climate change is a large-scale environmental concern, the impacts of GHG emissions would ultimately be the result of the incremental changes in GHG emissions associated with all past, present, and future cumulative developments as well as future advances in technology that increase energy efficiency and reduce GHG emissions. Without mitigation, the project-related long-term impact on GHG emissions could be considered cumulatively considerable and significant. This finding reflects the fact that the operational GHG emissions over the long term would be more than existing GHG emissions associated with the undeveloped project site.

The project-related long-term increase in greenhouse gas emissions through the combustion of fossil fuels, energy usage, water usage, and waste disposal would be reduced 2.2 percent through project design and development standards. New homes constructed on-site would comply with the new 2013 statewide energy efficiency standards pursuant to *California Code of Regulations Title 24 Part 6*: California's *Energy Efficiency Standards for Residential and Nonresidential Buildings* which are 33 percent more efficient than the previous 2008 standards.

The project would contribute incrementally to an increase in greenhouse gas emissions and may contribute to California's inability to achieve the greenhouse gas reduction targets identified in AB 32 as necessary to reduce the state's impact on climate change. Without regional or local significance criteria for GHG emissions, the City of Palm Springs has the authority to determine if the project-related GHG emissions would be significant. The City of Palm Springs has the authority to attach conditions of approval to the proposed project requiring mitigation to reduce potentially significant GHG emissions to the maximum extent feasible. Provided all feasible mitigation measures specified by the City of Palm Springs to reduce GHG emissions are incorporated in the project, the impact of the project-related increase in GHG emissions on climate change may be considered less than significant".

Hazard and Hazardous Materials: Hazardous materials impacts are site-specific rather than regional in nature. As discussed in Section 4.7 the handling of hazardous materials would be required to comply with local, regional, State and federal regulations. These regulations apply to development county and statewide. Additionally, any projects located within the Palm Springs Airport Land Use Compatibility plan are required to undergo review by the Airport Land Use Commission and possible FAA review. Therefore, no cumulative impacts are anticipated.

Hydrology and Water Quality: The proposed project would comply with all relevant local, regional and State standards and regulations pertaining to stormwater management and water quality. Although the project would introduce residential uses

and impervious surfaces to a site that is predominantly pervious in its current condition, the proposed storm drain infrastructure and retention basins would prevent any contribution of urban runoff and pollutants up to the 100-year event. Implementation of existing regulatory requirements, including preparation and implementation of a Stormwater Pollution Prevention Plan, would be incorporated into project approvals and are required under current NPDES regulations. Measures identified in the Project Specific WQMP outline the required maintenance practices necessary to ensure that the water quality facilities remain effective during the life of the project. No cumulative impacts are anticipated.

Land Use and Planning: The project does not consist of any improvements that would physically divide and existing community or neighborhood. Analysis in Section 4.9 found that the project would not conflict with adopted or applicable land use or habitat plan or policies. Project implementation would be consistent with land uses within the project area and compatible to surrounding uses. In addition, the project would replace underutilized, unmaintained land with new residential homes that would enhance the local area. No Cumulative Impacts are anticipated to Land Use and Planning.

Noise: Per the Noise Analysis prepared by Endo Engineering (Appendix H) Plans for the construction of cumulative developments have been disrupted by the economic recession. The growth in traffic volumes projected with the traffic model developed in conjunction with the *Palm Springs 2007 General Plan* update process have been utilized for this noise analysis, and are assumed to address future cumulative development within the study area.

Construction activities associated with the project may result in substantial sources of noise at nearby receptors. Mitigation is proposed to ensure the implementation of noise abatement measures is in place to reduce impacts to less than significant. Other planned and approved projects would be required to evaluate construction noise impacts and implement mitigation, if necessary. Construction noise from other projects would have minimal cumulative impacts because timing of those activities would overlap minimally, if at all with the proposed project. Furthermore, even if construction activities did overlap with the proposed project, no cumulative effect would occur because these projects would be separated by miles from the proposed project. Therefore, construction noise from the project would not combine with noise from other developments and would not cause cumulative noise impacts.

The project is not located in close proximity to any significant sources of ground vibration and less than significant impacts are expected. Due to the projects location in a highly urbanized and built-out area, it would not be possible for cumulative vibration impacts from other projects because of the distance from other project sites to the proposed project site.

As discussed in Section 4.10, impacts associated with off-site noise sources would be less than significant following established mitigation measures. Other projects would be required to evaluate off-site noise impacts and mitigate if necessary. Additionally, noise levels are consistent with the goals set forth in the Palm Springs General Plan. On-site noise impacts are unlikely to result from motor vehicle noise generated by ultimate traffic volumes on the master planned roadways within the project site and no stationary noise sources are located within the vicinity of the project.

The project would result in less than significant cumulative impacts along local roadway segments. Other projects would also be required to mitigate for cumulative impacts along roadway segments. This project in conjunction with other projects would not have a cumulatively considerable permanent increase in ambient noise levels.

Per the contours within the Airport Master Plan, the Serena Park project would expose new residential development to levels below 60 dB CNEL. As discussed in Section 4.10, less than significant impacts are expected to exposure of excessive noise levels within the airport land use plan to excessive noise levels Furthermore, other projects located within the airport land use plan would also be required to evaluate noise impacts related to airport noise. No cumulative impacts are expected.

Population and Housing: Project buildout in combination with other development projects in adjacent Cities and the City of Palm Springs will add to the future population, employment and housing growth within the City. The project is not considered to have a significant growth inducing impact because it is located in a predominately built-out area of the City. Although project buildout would add to the growth of the City, the Palm Springs General Plan Population and Housing Element already anticipates and accounts for this increase. Additionally, the project meets the General Plan housing goals by providing a mixture of residential densities. No cumulative impact to population and housing growth is expected.

Public Services: Police and fire protection services will be provided by the City upon annexation into the City's Community Facilities District (CFD). The three schools within the projects boundary are able to meet the additional educational demand upon project buildout. The project Developer will pay school impact fees per the PSUSD standards. Library services have been evaluated and will not be impacted by the proposed project. The projects surrounding land uses are all residential and similar to the proposed Serena Park project and Development Impact Fees will be imposed by the City. No Cumulative Impacts to Public Services are anticipated.

Recreation: The project proposes to remove 156.18 gross acres designated as open space; however the current golf course use has long been abandoned and no longer provides recreational amenities to residents. The Serena Park project proposes approximately 42.56 acres of private open space in the form of common area, paseos,

and a private park. Pedestrian trails will also be an open space feature available to residents and the public. Additionally, the project will also provide a 5-acre public park; the Land for the public park will be dedicated to the City and could potentially serve as a trail head for the future "CV Link" multi-purpose regional trail. These parks and open space amenities will provide a connection between neighborhoods and the community. The project fulfills the parkland requirement based on the City's General Plan goal of 5-acres or parkland per 1,000 residents. No cumulative impacts are expected.

Transportation and Traffic: Per the Traffic Analysis prepared by Endo Engineering (Appendix K), plans for the construction of cumulative developments have been disrupted by the economic recession. The growth in traffic volumes projected with the traffic model developed for the 2007 Palm Springs General Plan Update have been utilized for the traffic analysis, and are assumed to address future cumulative development within the study area.

The proposed project would generate 3,740 daily trips. Other planned and approved projects would also add new trips to local roadways. From a cumulative prospective, any additional projects or development would also implement mitigation measures to reduce impacts. The project would contribute trips to the following intersections:

(1) N. Sunrise Way @ San Rafael Drive,
(2) N. Sunrise Way @ E. Racquet Club Road,
(3) N. Sunrise Way @ E. Via Escuela,
(4) N. Sunrise Way @ E. Vista Chino
(5) Farrell Dr. @ E. Racquet Club Road,
(6) Farrell Dr. @ E. Via Escuela,
(7) Farrell Dr. @ E. Vista Chino
(8) Whitewater Club Dr. @ E. Via Escuela,
(9) Whitewater Club Dr. @ E. Vista Chino
(10) Gene Autry Trail @ E. Via Escuela

Nine of the ten key intersections evaluated are projected to operate at acceptable levels of service upon project buildout in the year 2020 with existing lane geometrics and traffic control devices. Seven of the ten key intersections are projected to provide acceptable levels of service in the year 2030 with existing lane geometrics and traffic control devices following the addition of site traffic. Whitewater Club Drive at Vista Chino Drive is projected to not operate at acceptable levels with or without the project and is considered an adverse unavoidable impact.

Based on the City's established thresholds of significance, the addition of the project-generated trips is anticipated to result in less than significant impacts at the above referenced study intersections with the exception at Whitewater Club Drive at Vista

Chino and mitigation measures for traffic impacts will be implemented. On a cumulative basis, all projects in the City would be required to evaluate impacts to traffic and mitigate as needed in order to result in less than cumulative impacts overall. Therefore, no cumulative impacts are expected.

Utilities: Future growth adds an additional demand to water service which is provided by Desert Water Agency. Groundwater is the principal source of municipal water in the Coachella Valley. DWA confirms that the project site occurs within its geographical boundaries and the annual water demand generated by the project is estimated at 687.8 acre feet per year (ac-ft./yr.) . As discussed in Section 4.15 and Section 4.8 the net increase in demand for domestic water services is less than significant and does not result in the need to construct additional water facilities. Furthermore, on a cumulative basis, all projects in the City would be required to evaluate impacts to domestic water and mitigate as needed in order to result in less than cumulative impacts overall. Therefore, the proposed project would not contribute to significant cumulative impacts.

Future City growth will result in the demand in wastewater services. Potential wastewater generated at project buildout is anticipated to be 107,250 gallons a day at an estimated 250 GPD per dwelling unit. The project will require extension and installation of sewer infrastructure to the project site, to reduce impacts to less than significant. However, the proposed project will not require the construction of any new wastewater facilities. As with domestic water service, any additional planned or approved projects would be required to evaluate impacts to sewer service and mitigate as necessary in addition to adherence of DWA requirements and policies to avoid creating significant impacts. No significant cumulative impacts are expected.

The project's on-site private storm and retention basin system is self-contained and therefore creates no cumulative storm drain impacts on the City or other agency system.

The proposed project would contribute to the cumulative amount of solid waste disposal in conjunction with other projects within the area and Valley. However, the project in combination with other approved or planned projects would not generate a total amount of waste that would exceed landfill capacity. Therefore, due to available capacity impacts would be less than significant.

6.0 UNAVOIDABLE SIGNIFICANT IMPACTS

1. INTRODUCTION

Section 21100(b)(2)(A) of the State CEQA Guidelines provides that an EIR shall include a detail statement setting forth "in a separate section: any significant effect on the environment that cannot be avoided if the project is implemented". Accordingly, this section provides a summary of the significant and unavoidable environmental impacts of the proposed project that cannot be mitigated to a less than significant level.

The proposed project is a Residential Development located on land previously used as a golf course east of Sunrise Way, south and west of the Whitewater River and north of Verona Road. The project is surrounded primarily by existing residential with a portion of the South Village being located adjacent to the flood control levee for the Whitewater River. Impacts associated with buildout of the proposed project are addressed in detail in Section 4.0 of this EIR. The potential adverse impacts associated with the Alternative development scenarios are presented within Section 7.0. Comprehensive mitigation measures and standard conditions imposed by the City of Palm Springs are expected to adequately mitigate all project impacts. When considered in concert with the wide range of development standards and regulatory codes and regulations of the various agencies with oversight responsibility for the project, the mitigation measures outlined herein will demonstrably and effectively reduce most potentially significant impacts to less than significant levels.

One area of special concern and sensitivity has been given focused consideration in the assessment of this project and in the development of mitigation measures. The project is consistent with projected growth patterns; however the existing land use designation is Open Space. Due to the non-attainment status of the Coachella Valley and the re-designation from Open Space to Residential, the associated cumulative impacts are considered unavoidable based on the results of this EIR: Impacts to air quality and Greenhouse Gases during project operations.

A. Air Quality

The development of the proposed project will result in the generation and emission of air pollutants both locally and regionally. Emissions are expected to modestly add to an increase in potential for air quality degradation in the Coachella Valley. Most significant impacts are expected to result from site disturbance, excavation, and construction activities associated with the development of the project. The site has been previously graded and project grading will be minimized to the greatest extent practicable.

All construction related activities will abide by the City's municipal code which addresses the hours per day within which these activities are permitted. The EIR provides for the review and approval of all grading and development permits, and the provisions of all reasonably available methods and technologies to assure the minimal emissions of pollutants generated by the project. The EIR also directs the City to assure the implementation of federal, state, regional, and local programs that reduce construction and operations related emissions, and monitor grading and construction activities.

Mitigation measures are derived from the South Coast Air Quality Management District's (SCAQMD) CEQA Air Quality Handbook and from City and CVAG policies. SCAQMD's CV-SIP sets forth mandatory measures, with which the developer shall comply with as noted in this EIR. Therefore, development and operation of this project will not have a significant adverse effect on local or regional air quality on an individual basis.

Incremental increases contribute to Cumulative impacts in an area which, at the time of this EIR, is considered in non-attainment for Ozone and PM10. This affects the ability of the State of California to achieve air quality standards. Because the project is introducing residential land uses to an area designated as Open Space, the associated cumulative impacts associated with operational activities and potential emissions of Ozone precursors and PM10 are considered adverse and unavoidable.

The project will result in a cumulatively considerable net increase of PM10 and Ozone criteria pollutants for which the project region is graded as non-attainment under both federal and state ambient air quality standards (including releasing emissions which exceed quantitative thresholds for ozone precursors.)

B. Greenhouse Gases

The State of California has not adopted significance thresholds for GHG emissions. However, the City of Palm Springs has created a baseline and projections for the City's carbon footprint in the Palm Springs Climate Action Plan. .

The size of the project combined with the mitigation measures and conditions required by the City with consideration of the 2013 Climate Action Plan can be utilized to reduce the project impacts to a designation of less than significant for GHGs. Incremental increases contribute to Cumulative impacts which affect the ability of the State of California to achieve GHG standards. Because the project is introducing residential land uses to an area designated as Open Space and was not considered in the baseline and projections of the City's Climate Action Plan, the associated cumulative impacts are considered unavoidable.

The project will result in a conflict with an Palm Springs 2013 Climate Action Plan, which is considered an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses, by introducing residential uses in an area designated as open space.

7.0 ALTERNATIVE SUMMARIES

7.1 SUMMARY

Section 15126.6 of the CEQA Guidelines requires the consideration and discussion of alternatives to proposed projects. According to these guidelines, an EIR shall "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.

State CEQA Guidelines Section 15126.6 (e) (1) declares that the specific alternative of "no project" shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The lead agency should proceed to analyze the impacts of the no project alternative by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

Alternative Location of Project

An EIR shall consider a range of reasonable alternatives to the project or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant impacts of the project. In this case the Palm Springs Country Club, LLC owns the proposed project site and the City of Palm Springs is largely built-out and therefore has limited vacant land available for development. No other feasible location within the City that would lessen the environmental impacts. This finding is based on alternative sites meeting the following criteria:

- Land use must be suitable for residential development;
- Site must be 156 +/- acres;
- Alternative location sites must be within the current City boundary line.

Consultation with the City of Palm Springs occurred in (September 2013). The City directed that the three alternatives were to be projects with a high likelihood of being developed. The three appropriate alternatives that were discussed were:

- Non-programmed Open Space (General Plan Designation.)
- Small lot detached (6/acre)
- Development with soccer park (potentially higher impacts associated with traffic, noise and lighting.)

The following alternatives were considered in this EIR:

- Alternative 1: "No Project/Existing Zoning and General Plan Designation" of Open Space-Private
- Alternative 2: "Residential (350 units) plus 20 acre Soccer Park";
- Alternative 3: "Residential (272 units Larger Lot Single Family) with no Public Park"; and

7.2) Alternative 1: "No Project"

The "No Project" alternative assumes that the proposed construction of 429 residences, internal circulation system, public parks, stormwater retention facilities, and utility infrastructure does not occur. Development of the site would not occur under the existing General Plan and Zoning designations.

Under this Alternative, the project site would remain under its current Land Use as Open Space – Parks/Recreation. The Land Use Element of the General Plan establishes that areas under the Open Space – Parks/Recreation are used for facilities intended for recreational uses. The site was previously used as a golf course, but is currently vacant. It is expected that the site would remain in its current, vacant condition under the alternative.

Analysis of Impacts for Alternative

The "No Project Alternative" has reduced impacts versus the "Preferred Alternative" for Agriculture, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gases, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, and Utilities and Service Systems; all primarily due to the lack of construction and subsequent lack of new residences and residents. However, this alternative has greater impacts than the "Preferred Alternative" on Aesthetics and Recreation.

Environmental Impact of No Project Alternative

Aesthetics: The site in its current condition does not resemble its original use as a golf course. All previous improvements have been removed, including turf, leaving behind a vacant lot. The No Project alternative assumes that a new residential community would not be built on the Project site. Because the property would remain in its current, vacated condition, its visual character would not be renovated with new development and views from adjoining residences would remain unchanged. Because aesthetics are

subjective, leaving the property in its current unfinished condition would not be deemed a clearly environmentally superior alternative from an aesthetic standpoint.

Air Quality: The "no project" alternative would initially reduce or eliminate potential impacts to air quality.

Biological Resources: This alternative scenario indicates no change in the existing impacts on biological resources. The vacant site was previously developed as a golf course and no longer portrays its natural condition. However it can be considered to have an indirect impact on the CVMSHCP as the conservation plan relies on development fees to maintain conservation efforts. The development of 429 residences would result in the payment of fees based on the current CMSHCP rates to the Coachella Valley Conservation Commission (CVCC). No fees would be paid as the result of no development. The edge effects associated with development would not occur directly adjacent to the South Village, however they would continue adjacent to other existing development.

Cultural Resources: The cultural resources investigation concluded that the site was totally disturbed during the original construction of the golf club and there was a low potential for buried cultural resources. The "No Project" alternative involves no ground disturbing activities.

Geotechnical: The "No Project" alternative involves no ground disturbing activities. This alternative scenario indicates no change in the existing impacts on Geological Conditions.

Greenhouse Gas: The "no project" alternative would initially reduce or eliminate potential impacts to greenhouse gases since no construction or operation of facilities would take place in the undeveloped site.

Hazards and Hazardous Materials: The "No Project" alternative would not introduce any new potentially hazardous materials related to development or construction of the proposed project.

Hydrology and Water Quality**:** The "no project" alternative would not result in any flood control improvements. Additionally, there would not be any introduction of impermeable surfaces to the site that could increase the generation of runoff.

Land Use and Planning: The "No Project" alternative assumes that no land development will occur, including all lands within the project area. In addition, no stormwater management and other infrastructure systems would be constructed. As a result, this

"No Project" alternative assumes that the entire site will remain in its current land use as vacant land.

Noise: The "No Project" alternative assumes that no land development and no sensitive receptors will be created and occur within the project site. No impacts to noise would result from this alternative.

Population and Housing: The "No Project" alternative assumes that no land development will occur within the project, and no population will emerge on the site. No impacts to housing and population would result from this alternative.

Public Services: This Alternative assumes that the entire site will remain vacant land and therefore would not have an increase in demand for fire, emergency protection, and school or library services. No impacts to public services would result from this alternative.

Recreation: The "No Project" alternative assumes no development and the site will remain in its current state as barren vacant land. The former golf course is no longer viable and in its current state is unsuitable for recreational use. The golf course is no longer turfed and minimal vegetation exists. Without development, no landscape improvements or private and public recreation amenities would be constructed and no dedication of parkland to the City would be provided. Additionally, no retention basins would be constructed to help protect the area from problematic soil erosion and flooding. This alternative would not be superior from the Preferred Alternative.

Transportation: This alternative would result in no measurable increase in traffic generation, since the entire project area would remain as vacant land. Traffic impacts are expected to be significantly less than the proposed project.

Utilities and Service System: Under this Alternative there would be no additional demand to dry utilities or the service systems. The overall impacts would be reduced under the "No Project" Alternative.

7.3) Alternative 2: "Residential (350 units) Plus 20 acre Soccer Park"

This alternative assumes the redevelopment of the 140 acre former golf course with 350 single-family residential lots (137 as age-restricted cluster product) and space for a 20 acre soccer park which would be provided to the City adjacent to the Whitewater River levee. The 120 acre residential portion of the project would require a General Plan Amendment from Open Space Private to Low Density Residential along with a Change of Zone/Planned Development District to bring the zoning into consistency with the proposed General Plan designation and the public park portion would remain consistent under the current applicable General Plan and Zoning Open Space (Private) designation.

Analysis of Impacts for Alternative

The "Residential (350 units) plus 20ac Soccer Park " has reduced impacts versus the "Preferred Alternative" for Air Quality, Biological Resources, Cultural Resources, Noise, and Traffic all primarily due to the relatively smaller amount of construction. However, this alternative has greater impacts than the "Preferred Project" on Aesthetics, Public Services, Transportation and Recreation due to a limited extension of vehicular circulation system improvements and open space system improvements for regional pedestrian and bicycle access.

Environmental Impact of Residential (350 units) Plus 20 acre Soccer Park

Aesthetics: The Alternative would result in visual changes similar to the Project. Although it would expand recreational uses to replace portions of the residential development, those areas adjacent to existing adjoining residences and the visual changes associated with them would be nearly identical. This alternative would involve nighttime illumination and security lighting that would constitute a new source of light compared to the existing condition. This alternative would also result in less than significant impacts.

Air Quality: This project alternative would result in potentially reduced construction-related and operational emission impacts due to the reduced quantity of residential development. Under this alternative, 79 fewer residential units would be developed. As a result, the duration of construction and related emissions would be reduced. Operational impacts under this alternative would generate approximately 12 percent fewer daily trip-ends compared to the proposed Project. The daily trip generation from the residential component of this alternative would be 32 percent lower compared to the proposed Project. The operational air quality impacts of this alternative would be less than Alternative 1, but greater than Alternative 3.

Biological Resources: Alternative 2 would have similar residential indirect or edge effects on Biological Resources. The larger park area would reduce the direct residential frontage onto the Conservation Area, the impacts would be more intense at times yet short in duration. Therefore in general, this alternative would have similar indirect impacts relative to the Preferred Project. Impacts would be estimated to be less than significant following implementation of Standard Conditions such as CVMSHCP fees.

Cultural Resources: The cultural resources investigation demonstrated that no resources are present on the surface of the site. As all alternatives would involve grading of the entire site, the same standard mitigation measures would insure that buried resources uncovered during the course of grading operations would be properly dealt with including the potential discovery of human remains. Less than significant impacts are expected.

Geotechnical: Alternative 2 has similar impacts compared to the preferred project because the entire property would have the opportunity to be graded and developed. The impacts would be slightly less for the 20 acre park portion of the site with few structures. Similar to the proposed project, this project would be required to comply with Best Management Practices (BMPs). No new adverse impacts are expected, therefore new impacts would occur.

Greenhouse Gas: The potential impacts to greenhouse gases would be reduced under this alternative in part due to the development of 79 fewer residential units, which results in reduced construction-related and operational greenhouse gas emissions. The reduced number of residential units translates to lower operational carbon dioxide equivalent emissions pertaining to area, energy, mobile and waste source categories. Mobile sources represent the largest percentage operational GHG emissions. The daily trip generation from the residential component of this alternative would be 32 percent lower compared to the proposed Project, therefore reducing the largest source of source emissions and overall greenhouse gas impacts.

Hazards and Hazardous Materials: Under Alternative 2 there would be a moderate amount of construction activity but still less than the preferred project. During all construction activities under this Alternative, all standard conditions associated with the proposed project would be implemented. Impacts from Airport Hazard would be similar to the preferred project, ALUC review would still be needed for the 350 residential lots. Therefore, no new impact would occur.

Hydrology and Water Quality**:** Impacts resulting from the development of Alternative 2 would be less than significant, in part due to the stormwater and water quality pollution reduction requirements that would still apply to this scenario, pursuant the National Pollution Discharge Elimination System (NPDES) program of the Clean Water Act.

Construction and operation best management practices would be tailored to this Alternative, ensuring compliance. Less than significant impacts following mitigation measures is expected.

Land Use and Planning: Alternative 2 proposes similar land uses to the preferred project including single family attached and detached residential and a public park. However, it would reduce the number of residential lots to 350 and 20 acres from the soccer park would remain as open space. All changes occur in the Southern subarea, which shows a decrease of residential units and an increase in park area to facilitate a regional soccer park. Entitlement approvals would be similar to the preferred project. Less than significant impacts are expected.

Noise: Alternative 2 would include an increase in noise near sensitive receptors and land uses on the project site and a decrease in traffic related noise in the vicinity of the project. The increase in noise would be related to the soccer park's associated events and maintenance activities. While these impacts would be considered long term, events would occur intermittently during Soccer games, events, and landscape maintenance occurring within the park. The decrease in traffic noise would be related to lower traffic volumes generated from the smaller sized residential portion of the project. All standard conditions associated with the proposed project would be implemented, reducing impacts to less than significant.

Population and Housing: The soccer park element of Alternative 2 would displace approximately 100 housing units of the preferred Project. No demolition of existing residences would occur in implementing this Alternative. This alternative would result in impacts to population or housing that is less than the proposed project. Less than significant impacts would occur.

Public Services: The residential density of this alternative is slightly less than that of the Preferred Project. Public Service to serve the 350 residential units and a 20 acre park will still require additional demand for Public Service. The project would still need to annex into the City of Palm Springs Community Facilities District (CFD) to help off-set costs for fire and police services. Therefore, less than significant impacts are expected.

Recreation: This Alternative would remove 100 residential units from the Preferred Project and keep the GP and ZO "open space" designation. The Park would provide 20 acres of public recreational space to be utilized as a soccer field for youth and adult soccer activities. This Alternative is similar in nature to the Preferred Project in that they both would provide recreational amenities to the residents and community. Less than significant impacts are expected.

Transportation: The traffic impacts associated with Alternative 2 would be similar to that of the preferred project. The off-site mitigation associated with the project would be the same. The 20 acre park could result in higher weekend traffic levels for short durations; however the lower residential unit count would serve to reduce trips associated with that land use. Less than significant impacts following mitigation measures would be anticipated.

Utilities and Service System: Alternative 2 represents a reduced size residential portion of the project with a 20 acre soccer park. The reduced size residential portion would require fewer utilities than the preferred alternative. The impacts to utilities and service systems are expected to be less than that of the Preferred Project. Less than significant impacts are expected.

LEGEND:

- PROJECT BOUNDARY
- SINGLE FAMILY DETACHED - 56 LOTS (LOT SIZE: 8,000 S.F. MIN.)
- SINGLE FAMILY DETACHED - 157 LOTS (LOT SIZE: 5,000 S.F. MIN.)
- SINGLE FAMILY ATTACHED - 137 LOTS (LOT SIZE: 5,000 S.F. MIN.)

TOTAL LOTS: 350 LOTS

- PRIVATE OPEN SPACE (WITH PUBLIC ACCESS)
- PRIVATE STREETS
- PUBLIC OPEN SPACE

NORTH

N.T.S.

Exhibit Date: May 12, 2015

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Land Use Alternative No. 2

Environmental Impact Report for Tentative Tract Map No. 36691

7.4) Alternative 3: "Larger Lot Single Family Residential/Age Restricted Community"

Alternative 3 would redevelop the 140 acre former golf course with two housing products—the southern section would be subdivided into standard 10,000 square foot single family lots and the northern section would also be subdivided into 10,000 square foot lots in a cluster layout. The total yield would be 274 lots. This alternative is also suggested as a private, gated community with an HOA to maintain the common area open spaces and other common area features and facilities. With this proposal, no public park is being shown. This alternative would include a General Plan Amendment to enable the residential component of the project, along with a Planned Development District in lieu of a Change of Zone, a Major Architectural Approval application and a Tentative Tract Map application.

Analysis of Impacts for Alternative

Impacts of Alternative 3 would The "Larger Lot Single Family Residential/Age Restricted Community" has reduced impacts versus the "Preferred Project" for Air Quality, Biological Resources, Cultural Resources, Noise, and Traffic all primarily due to the relatively smaller amount of construction. However, this alternative has greater impacts than the "Preferred Project" to Recreation due to open space system improvements for recreation, pedestrian and bicycle access.

Environmental Impact of Larger Lot Single Family Residential Alternative

Aesthetics: Proposed residences in the northern subarea would be expanded and located slightly closer to the adjoining Four Seasons and Joyce Drive residences. In addition, larger residential lots would be introduced to the northwest of the Alexander Village single family and condominium communities. However, because building heights would be similar and the distance adjustments would be screened by the Project's perimeter wall, aesthetic impacts are not expected to differ appreciably from the Project and the level of visual changes would be similar. This alternative would result in less than significant impacts.

Air Quality: Impacts to air quality resulting from this alternative are anticipated to be considerably reduced compared to the preferred project due to a reduction in construction and operational emissions that result from fewer residential units. The development of 155 fewer residential units under this alternative would reduce duration and intensity of construction. Moreover, the daily trip generation would be lowered by approximately 30 percent. Therefore, the operational emission impacts of this alternative would be less than Alternative 1 and 2.

Biological Resources: Alternative 3 has similar impacts compared to the Preferred Project because the entire property would be graded and developed. The CVMSHCP fees would be paid in entirety. The inclusion of residential development adjacent to the Whitewater Floodplain Conservation Area as stated for the preferred project does have some potential for impacts to the biological resources in the adjacent floodplain but the reduced residential density of this alternative would result in slightly less than that of the Preferred Project. This project would also be anticipated to result in less than significant impacts relative to Biological Resources.

Cultural Resources: The cultural resources investigation demonstrated that no such resources are present on the surface of the site. As all alternatives would involve grading of the entire site, the same standard mitigation measures would insure that buried resources uncovered during the course of grading operations would be properly dealt with including the potential discovery of human remains. No new impacts are anticipated.

Geotechnical: Alternative 3 has similar but slightly less impacts compared to the preferred project, because the entire property would have the opportunity to be graded and developed. The residential density of this alternative is slightly less than that of the Preferred Project therefore the impacts are somewhat reduced and less than significant impacts are expected.

Greenhouse Gas: Impacts to greenhouse gases resulting from this alternative are expected to be considerably reduced compared to the preferred project due to the level of construction activities and mixture of uses and facilities. The construction of 155 fewer residential units translates to lower operational carbon dioxide equivalent emissions pertaining to area, energy, mobile and waste source categories. Mobile sources represent the largest percentage operational GHG emissions. The daily trip generation from the residential component of this alternative would be 30 percent lower compared to the proposed Project, therefore reducing the largest source of greenhouse gas emissions and overall greenhouse gas impacts.

Hazards and Hazardous Materials: Impacts would be similar to the proposed residential project. Residential construction would still occur as would hazardous waste from routine construction operations. The project would still comply with all applicable federal, state, and local laws and regulations regarding hazardous materials. The project would still be located within the Palm Springs International Airport Land Use Plan and review by the Riverside County Airport Land Use Commission would still be required. Therefore, less than significant impacts are anticipated.

Hydrology and Water Quality**:** Impacts related to hydrology and water quality will have reduced impacts compared to the Preferred Project due to the reduced number of

residential units. Construction and operation of this alternative would be subject to the same stormwater and water quality standards as those alternatives. Less than significant impacts are expected.

Land Use and Planning: Alternative 3 would reduce the number of residential lots to 274, enlarged minimum residential lot sizes to 10,000 s.f. and eliminate the public park use. The primary circulation road in the Southern subarea would move northeast and away from the Alexander Village condominium and single family communities. The project would still activate streets and enhance pedestrian activity, contributing to the overall community. Entitlement approvals would remain the same at the Preferred Project. No new impacts would occur.

Noise: This scenario would result in the development of up to 272 single family dwellings, significantly less than the proposed 429 units. The very low density residential use would reduce noise related impacts on the project site and in the vicinity. The expected reduction in noise impacts is attributed to a lower amount of vehicle trips generated by the project. Less than significant impacts would result from alternative 3.

Population and Housing: Alternative 3 would result in lower density than the preferred project. However, residential development would still occur and add to the City's General Plan housing goals. As with the project, this alternative would not displace any existing housing and would result in the increase to the population. Less than significant impacts are expected.

Public Services: The residential density of this alternative is less than that of the Preferred Project. The project would still need to annex into the City of Palm Springs Community Facilities District (CFD) to help off-set costs for fire and police services, as a result of additional new development. Construction impact fees would still be paid to the PSUSD for school impacts. There would be no new impacts to library service. Therefore, overall impacts would be considered less than significant.

Recreation: The residential density of this alternative is slightly less than that of the Preferred Project and only proposes private recreational facilities. The development would provide recreation in the form of private open space with public walkways. No public park would be provided. The Land for the public park would not be dedicated to the City which results in an increased loss in open space. In addition, only one smaller retention basin would be constructed to protect the area from problematic soil erosion and flooding. Less than significant impacts are anticipated.

Transportation: Alternative 3 would generate fewer peak hour and daily trips and consequently have a smaller traffic impact. However, the off-site mitigation associated

with Alternatives 1 and 3 would be the same. Less than significant impacts would be anticipated following implementation of Mitigation Measures and Standard Conditions.

Utilities and Service System: Alternative 3 represents a reduced size residential project. The reduced size residential option would require similar utilities and services to the preferred alternative. The impacts to utilities and service systems are expected to be less than significant.

LEGEND:

- PROJECT BOUNDARY
- SINGLE FAMILY DETACHED - 196 LOTS (LOT SIZE: 10,000 S.F. MIN.)
- SINGLE FAMILY ATTACHED - 78 LOTS (LOT SIZE: 10,000 S.F. MIN.)
- TOTAL LOTS: 274 LOTS
- PRIVATE OPEN SPACE (WITH PUBLIC ACCESS)
- PRIVATE STREETS

NORTH

N.T.S.

Exhibit Date: May 12, 2015

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Land Use Alternative No. 3

Environmental Impact Report for Tentative Tract Map No. 36691

7.5 Environmentally Superior Alternative

The purpose of this alternative evaluation is to develop alternatives to the project that would reduce or eliminate significant impacts. CEQA Section 15126.6 (e)(2) of the CEQA Guidelines requires an EIR to identify the environmentally superior alternative among those evaluated in an EIR. Of the alternatives considered, the No Project Alternative is the environmentally superior, because this alternative would avoid the significant and unavoidable impacts identified for the project. However, the No Project Alternative would not satisfy the project's objectives to redevelop a vacant underutilized property with residential and recreational uses. Furthermore, it would not prevent future development of the site and the site would remain vacant and in a state of neglect.

Alternative 2 - Residential plus 20 acre Soccer Park Reduced Density Alternative would not create any new potentially significant impacts when compared to the proposed Serena Park project and would generally be consistent with the project objectives. Alternative 2 would construct 350 residential units with 137 units as age restricted. This reduces the density of residential development by 79 units compared to the proposed project. As analyzed above, the project would not reduce any potentially significant impacts associated with the project. However, it does reduce the amount of land removed from the current Open Space – Recreation designation. Therefore, the proposed project is selected as the environmentally superior alternative because it would still be economically feasible and would meet the project's objectives.

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  Verizon
  Time Warner Cable
  Palm Springs Disposal Service

- **Public Agencies**
  Riverside County (website)
  Riverside County Flood Control
  Palm Springs Unified School District
  Palm Springs Fire Department
  Palm Springs Police Department
  California Office of Planning and Research
  South Coast Air Quality Management District
  Regional Water Control Board