



City Council Staff Report

DATE: September 16, 2015

PUBLIC HEARING

SUBJECT: AMENDMENT TO THE DESERT PALISADES SPECIFIC PLAN TO ALLOW RESIDENT ACCESS TO TRAM WAY AND TO DESIGNATE ADD A 5 ACRE PARCEL TO THE PLAN AREA AS PERMANENT OPEN SPACE, ZONE ESA-SP (CASE 5.1154-A SP)

FROM: David H. Ready, City Manager

BY: Department of Planning Services

SUMMARY

On July 15, 2015, the City Council held a Public Hearing on this item to consider a request to amend the Desert Palisades Specific Plan in two ways:

- (1) Revise the emergency access point on Tram Way to a gated residential access point; and
- (2) Incorporate into the Specific Plan Area an approximate 5 acre parcel of land located on the northerly side of Tram Way and previously identified as "Not a Part", for boulder placement and landscape enhancement and designation as permanent open space.

The proposed Specific Plan Amendment requires consideration of potential environmental impacts associated with the Amendment, and an Addendum to the previously-certified Environmental Impact Report (EIR) has been prepared for review and approval by the City Council.

A complete copy of the July 15, 2015, staff report is included as **Attachment 1**.

At the Public Hearing members of the Mt. San Jacinto Winter Park Authority indicated that the request for full access to Tram Way had not yet been considered by the Authority, and the City Council continued the Public Hearing to September 16, 2015, to allow an opportunity for the Authority to receive a presentation on the item for its consideration prior to the City Council's approval of the Specific Plan Amendment.

On August 18, 2015, the Authority considered a request for an access easement onto Tram Way to utilize the Desert Palisades gated entrance as a permanent residential access, and denied the request. Notice of the Authority's decision was provided via email from its legal counsel dated August 21, 2015, included as **Attachment 2**.

RECOMMENDATION:

1. Open the public hearing and receive testimony; and
2. Provide appropriate direction to staff, considering the following actions:
 - A) Withdraw the Specific Plan Amendment from further consideration and table indefinitely; or
 - B) Eliminate reference to either (1) the allowance for resident access to Tram Way in the Specific Plan Amendment, or (2) the incorporation into the Specific Plan Area the approximate 5 acre parcel of land located on the northerly side of Tram Way for boulder placement and landscape enhancement, and direct staff to revise the Specific Plan Amendment accordingly and reschedule for City Council approval at the October 7, 2015, meeting; or
 - C) Approve the Specific Plan Amendment as presented inclusive of (1) the allowance for resident access to Tram Way in the Specific Plan Amendment, and (2) the incorporation into the Specific Plan Area the approximate 5 acre parcel of land located on the northerly side of Tram Way for boulder placement and landscape enhancement, and adopt Resolution No.____, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA, APPROVING AN ADDENDUM TO THE PREVIOUSLY CERTIFIED ENVIRONMENTAL IMPACT REPORT FOR, AND AMENDING THE DESERT PALISADES SPECIFIC PLAN TO ALLOW RESIDENT ACCESS TO TRAM WAY AND TO INCORPORATE INTO THE PLAN AREA AN APPROXIMATE 5 ACRE PARCEL OF LAND LOCATED ON THE NORTHERLY SIDE OF TRAM WAY FOR BOULDER PLACEMENT AND LANDSCAPE ENHANCEMENT TO BE DESIGNATED AS PERMANENT OPEN SPACE."

BACKGROUND:

<i>Related Relevant Actions by Planning, Building, Fire, etc.</i>	
01/05/11	The City Council approved the Desert Palisades Specific Plan and certified the Final Environmental Impact Report (EIR) for the project.
01/07/15	The City Council approved an addendum to the previously-certified EIR to extend the time frame in which grading activities could occur from December 31 st to January 31 st .
06/24/15	The Planning Commission recommended approval of proposed amendments to the Desert Palisades Specific Plan allowing for residential access to Tramway Road, and to designate a 5 acre area as permanent open space within the Specific Plan Area.
7/15/15	The City Council considered the proposed amendments to the Desert Palisades Specific Plan and continued the item to the 9/16/15 City Council meeting.

ANALYSIS:

Please refer to the complete analysis included in the July 15, 2015, staff report included as **Attachment 1**.

ENVIRONMENTAL IMPACT:

Pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines, a Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) was prepared and circulated for this project. The Draft EIR was released for review on January 21, 2010. Copies of the Draft EIR and Final EIR were previously distributed to the City Council. Notices of the reports were sent to all applicable agencies and published in accordance with CEQA. Comments were received by the City and responses to comments were provided in the final EIR. The Final EIR identified potentially significant impacts and mitigation measures to protected species, but concluded that the impacts would not be significant because the project modifications and mitigation measures incorporated into the project would reduce impacts to less than significant levels. A copy of the final EIR is on file with the City Clerk. The change to the Tram Way access and the designation of the five-acre parcel at the northwest corner of the project site will not significantly impact the adopted mitigation measures. The proposed amendment to the project has been adequately evaluated in the addendum to the Desert Palisades Specific Plan EIR and it has been concluded that with the mitigation measures that are in place, the amendment will not cause a significant impact on the environment nor require recirculation of the entire EIR.


NOTIFICATION:

A public hearing notice was published in accordance with the requirements of State law and local ordinance. Public comment letters received in response to the notice have been included as an attachment to this report.

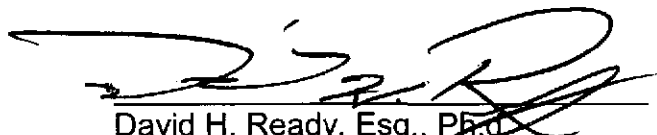
SUBMITTED:

Prepared by:


Flinn Fagg, AICP
Director of Planning Services


Marcus L. Fuller, MPA, PE, PLS
Assistant City Manager/City Engineer

Approved by:


David H. Ready, Esq., Ph.D.
City Manager

Attachments:

1. July 15, 2015, staff report
2. August 21, 2015, E-Mail
3. Draft Resolution

ATTACHMENT 1

BACKGROUND:

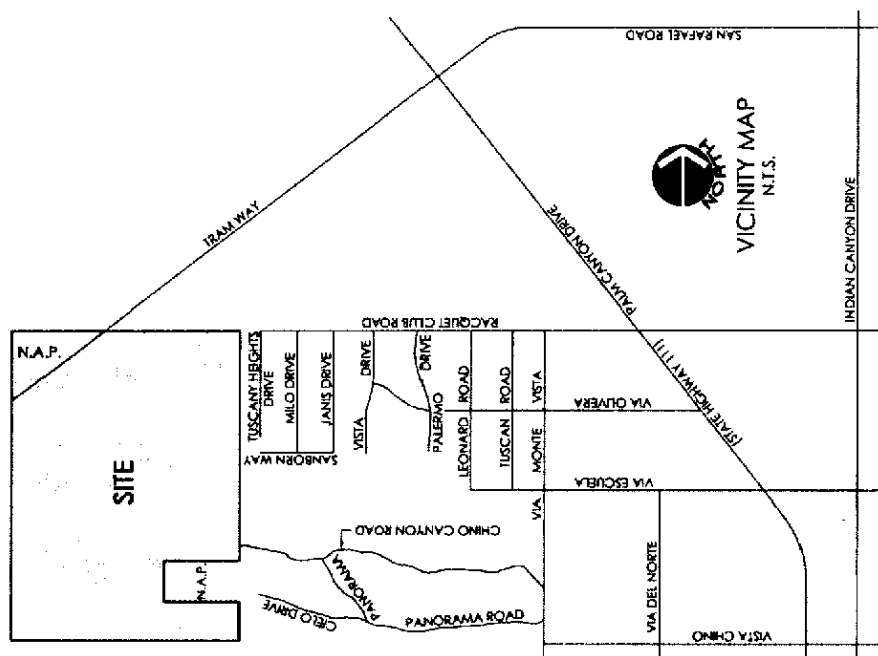
Related Relevant Actions by Planning, Building, Fire, etc.	
01/05/11	The City Council approved the Desert Palisades Specific Plan and certified the Final Environmental Impact Report (EIR) for the project.
01/07/15	The City Council approved an addendum to the previously-certified EIR to extend the time frame in which grading activities could occur from December 31 st to January 31 st .
06/24/15	The Planning Commission recommended approval of proposed amendments to the Desert Palisades Specific Plan allowing for residential access to Tramway Road, and to designate a 5 acre area as permanent open space within the Specific Plan Area.

ANALYSIS:

The Desert Palisades Specific Plan was adopted by the City Council on January 5, 2011, through Ordinance No. 1784, and allows for the development of 110 home sites on approximately 100 acres, including: private roads, public trails, open space, common area landscaping, berming of boulders and perimeter landscaping along Tram Way, construction of an emergency access onto Tram Way, and construction of a DWA reservoir site. The Final EIR for the Specific Plan was also certified by the City Council at that time.

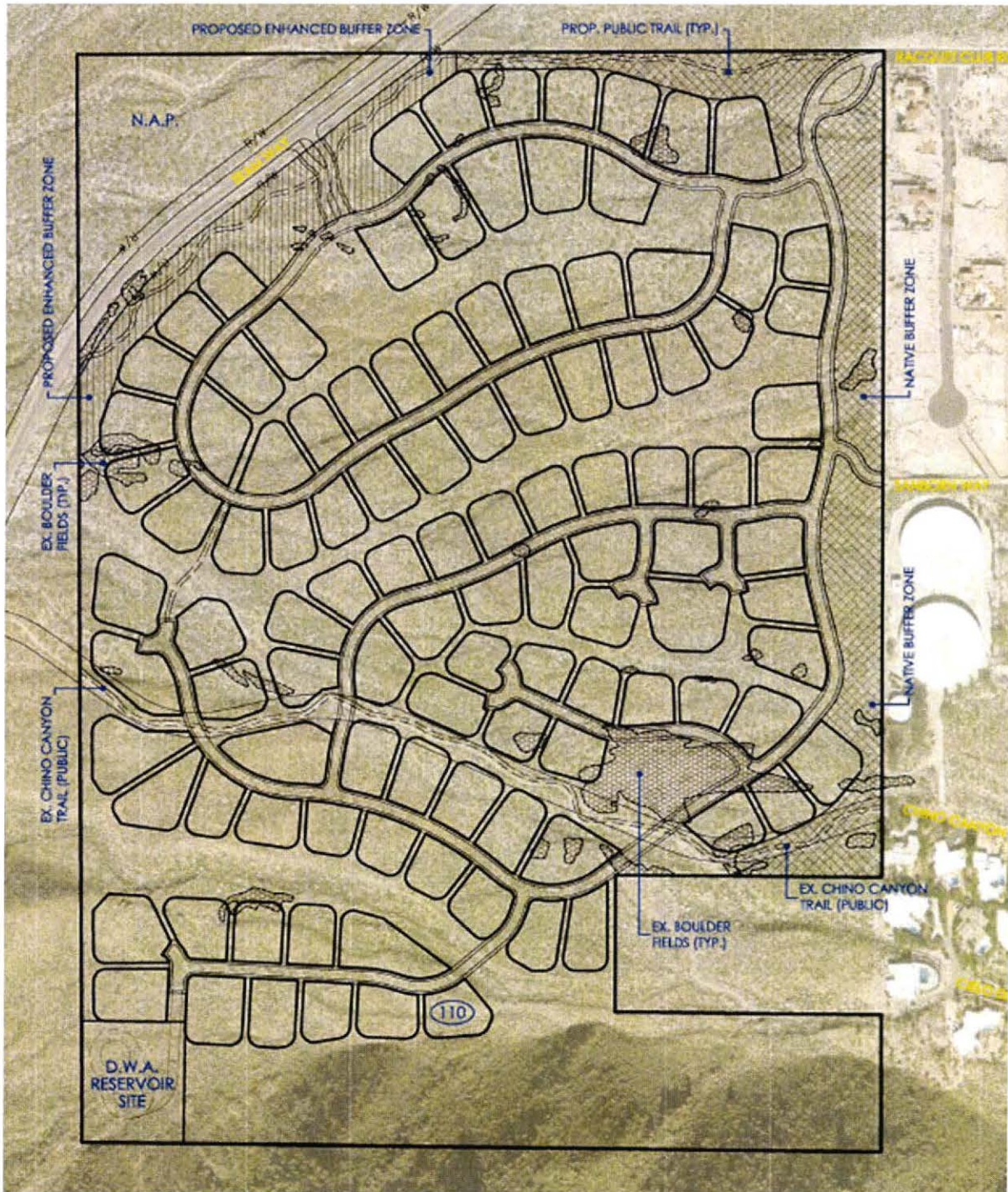
Figure 1 identifies the location of the Specific Plan Area; a Vicinity Map showing a 500-foot radius is included as **Attachment 1**. As shown in Figure 1, a triangular area of the Site located on the northerly side of Tram Way was identified as "Not a Part (N.A.P.)".

Figure 1



An aerial view of the Specific Plan Area showing the alignment of streets and subdivision of single family home lots is provided in Figure 2.

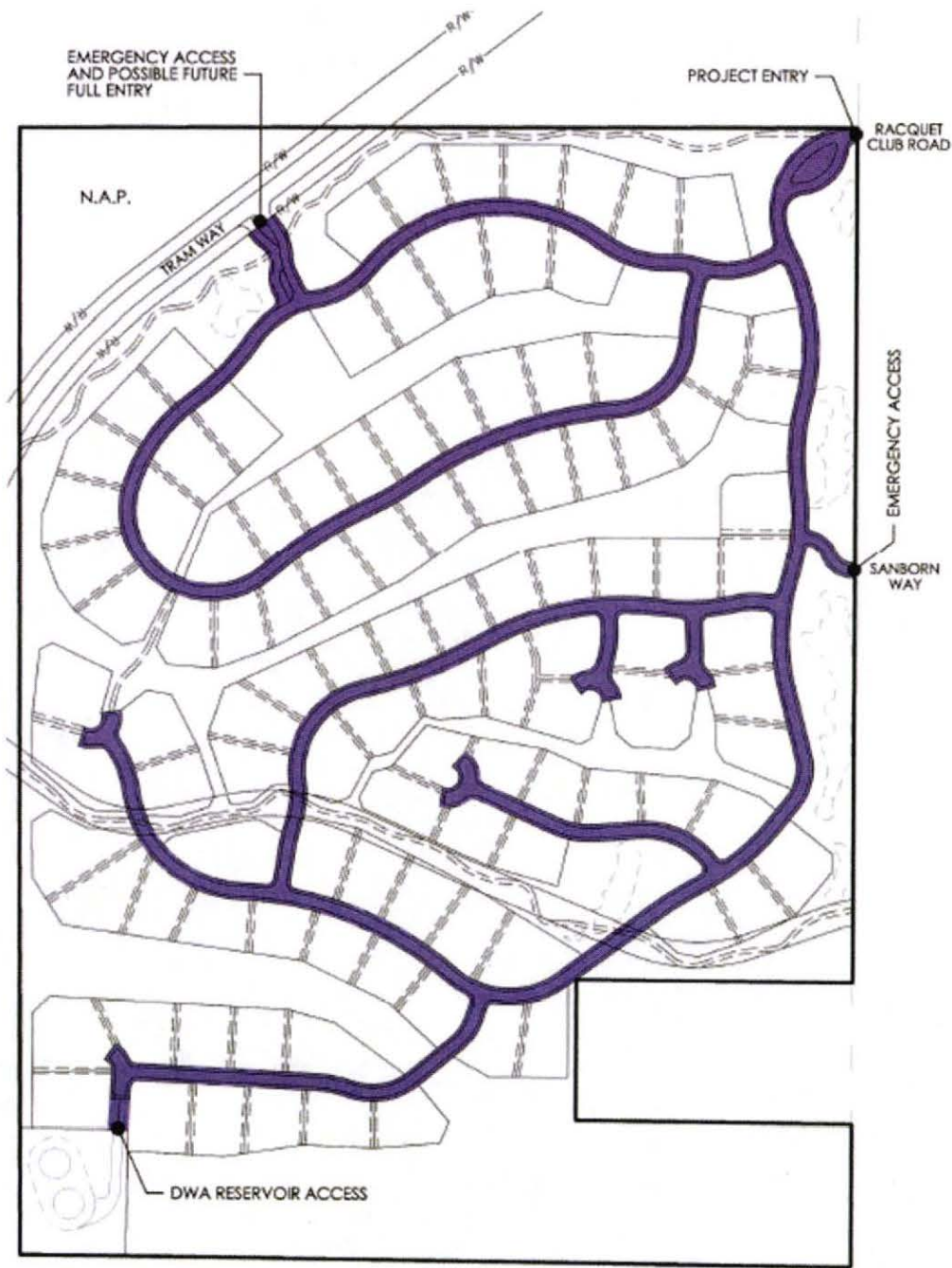
Figure 2



As noted in Figure 2, the Specific Plan includes an “enhanced buffer zone” located adjacent to and along Tram Way.

The layout of the on-site private streets within the Specific Plan Area includes one main Project Entry at the west end of Racquet Club Road, and two emergency access points on Tram Way and Sanborn Way, as shown in Figure 3.

Figure 3



As noted in Figure 3, the emergency access point on Tram Way was identified and acknowledged as a "possible future full entry."

Proposed Amendment

The proposed Specific Plan Amendment includes two elements:

- (1) Revise the emergency access point on Tram Way to a gated residential access point; and
- (2) Incorporate into the Specific Plan Area an approximate 5 acre parcel of land located on the northerly side of Tram Way and previously identified as "Not a Part", for boulder placement and landscape enhancement and designation as permanent open space.

No other changes to the specific plan are proposed. An addendum to the Final EIR has been prepared to address the proposed amendment to the Specific Plan.

Specific Plan Amendment – Element 1 (Tram Way Access)

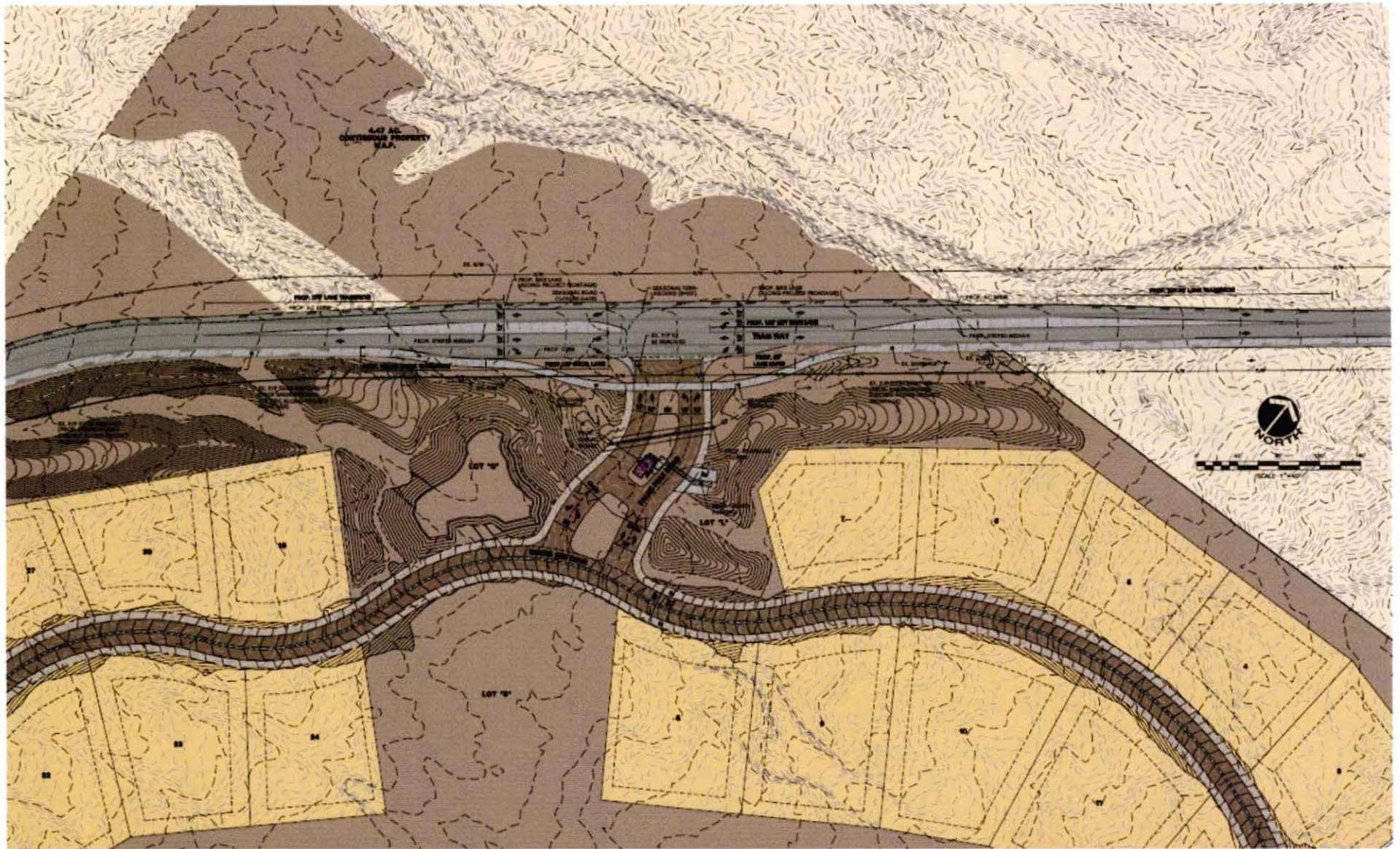
The Specific Plan (Section IV – Site Circulation) describes access to and from the project, and states:

...the project will include three points of vehicular access. There will be one main entry into the project at the current westerly terminus of Racquet Club Road that will include monument signage, desert entry features and landscaping. A second access point is located south of the main entry, at Sanborn Way, which currently dead-ends at the subject property's eastern boundary. This entry will be a locked gate used for emergency access only. A third access is proposed as an emergency only access from Tram Way at this time. If future residents desire a direct path to the Tram or other potential attractions in the area, such as golf, spas, and resorts, conversion to a full access is possible with minimal disturbance on the landscape, however this conversion will be subject to later review by the City and the San Jacinto Winter Park Authority.

The developer has requested that the City consider revising the Specific Plan to implement the potential "full entry" noted for the Tram Way access for the future residents living within the project. This proposal will require a revised design of the on-site private road (Palms Peak Road) alignment, and construction of a new guardhouse in an island that separates incoming and outgoing traffic; the entrance onto Tram Way is proposed to be gated and restricted to vehicular access in the same way as the currently approved gated entry at Racquet Club Road. However, pedestrian pathways are proposed on each side of Palms Peak Road, connecting the internal sidewalk system to the public trail located along and adjacent to Tram Way.

The proposal includes new improvements to Tram Way to provide a dedicated westbound left-turn lane for traffic entering the development from Tram Way, and a deceleration/egress lane onto Tram Way, for traffic leaving the development and descending down Tram Way to N. Palm Canyon Drive. These proposed improvements are identified in Figure 4.

Figure 4



A supplemental traffic analysis has been prepared by the project's original traffic engineer, Endo Engineering, to analyze potential environmental impacts associated with the request to convert the emergency access on Tram Way to a full access entry. The traffic analysis determined that approximately 25% of the residential traffic would be diverted from Racquet Club Road to Tram Way, resulting in a reduction of approximately 280 vehicle trips per day on Racquet Club Road. The analysis indicates that the additional traffic on Tram Way maintains the total traffic volume on Tram Way below its capacity, and that Tram Way will continue to operate at or better than Level of Service D in accordance with the City's General Plan requirements.

As noted in the Specific Plan, Tram Way is considered a private road and is operated and maintained under the jurisdiction of the Mt. San Jacinto Winter Park Authority, (the "Authority"). Initially, the proposal anticipates that the Tram Way access will only be available to residents of the development during the hours that Tram Way is open to the general public; the gate at the intersection with N. Palm Canyon Drive will still be utilized to close Tram Way when the tram is not open. The proposal also includes installation of a second vehicular gate to close Tram Way immediately west (uphill) of the Tram Way access point which will allow the Authority to continue to control access to Tram Way from the project when the Tram is closed. Ultimately, the developer proposes to continue coordinating with the Authority on alternatives to allow continuous ("24/7") access from the project to Tram Way, pursuant to such plan otherwise approved by the Authority.

The developer represents that the Authority is aware of its request to convert the emergency access point to a permanent gated residential access including the improvements required to Tram Way, and that prior to issuing any formal approval of the change in access to Tram Way, the Authority is coordinating with the developer on a change of use agreement which includes provisions for appropriate design and construction of the Tram Way improvements. Staff is recommending that the City Council approve this element of the Specific Plan Amendment, with a stipulation that implementing these changes to Tram Way requires the express consent of the Authority. Section 3 of the Resolution approving the Specific Plan Amendment includes the following requirement:

The final access and configuration of the Tramway Road entry to the development shall be subject to review and approval by the Mt. San Jacinto Winter Park Authority

Construction Traffic

As construction of the project commenced in Fall 2014, residents of the adjacent neighborhood voiced concerns over the temporary impacts generated by the dust, noise, vibrations, and volume of construction traffic accessing the site from Racquet Club Road. In January 2015 at the time the City Council considered and approved an Addendum to the previously-certified EIR to extend the time for grading operations to February 1, the neighborhood requested that the City require construction traffic to access the site from Tram Way. Staff coordinated with the developer, and the

developer requested and received approval from the Authority, for their contractors to use Tram Way. Subsequently, the Racquet Club Road entry has not generally been used to access the site while construction has continued through 2015.

Public response to this element of the proposed Specific Plan Amendment has been positive, in that there will be a decrease in traffic using Racquet Club Road, and corresponding impacts to the adjacent neighborhoods. However, some residents have requested that the City implement a new requirement as part of the Specific Plan where the City would restrict all construction traffic from using Racquet Club Road – thereby mandating that all construction traffic use Tram Way. This proposal requires the City Council’s consideration of three facts:

- 1) The previously-certified EIR analyzed all potential impacts (such as air quality, noise, and traffic) associated with both temporary construction activities and long-term activities resulting from the project. The EIR assumed all construction traffic would use Racquet Club Road, as the main legal point of access to the site. As noted in the EIR (Section 3.11 – Noise, Page 261), *Noise generated by construction equipment, including trucks, graders, bulldozers, and portable generators, can reach high levels. Excavation and grading activities typically represent the highest potentials for noise impacts.* The City Council’s certification of the Final EIR incorporated certain mitigation measures that are intended to reduce any potentially significant environmental impacts to less than significant levels.
- 2) Racquet Club Road and Sanborn Way are the only two legal public access points to the Specific Plan Area. As acknowledged, Tram Way is considered a private road under the control of the Authority, and the City Council’s approval of a condition restricting all construction traffic to Tram Way may not be appropriate given that the City does not control the use of Tram Way.
- 3) The Specific Plan and previously-certified EIR includes a component related to construction of new domestic water improvements (water lines and reservoir/storage tanks) by Desert Water Agency (“DWA”). DWA is a separate governmental entity, and the City’s restriction on the use of Racquet Club Road by contractors may not apply to DWA and its contractors.

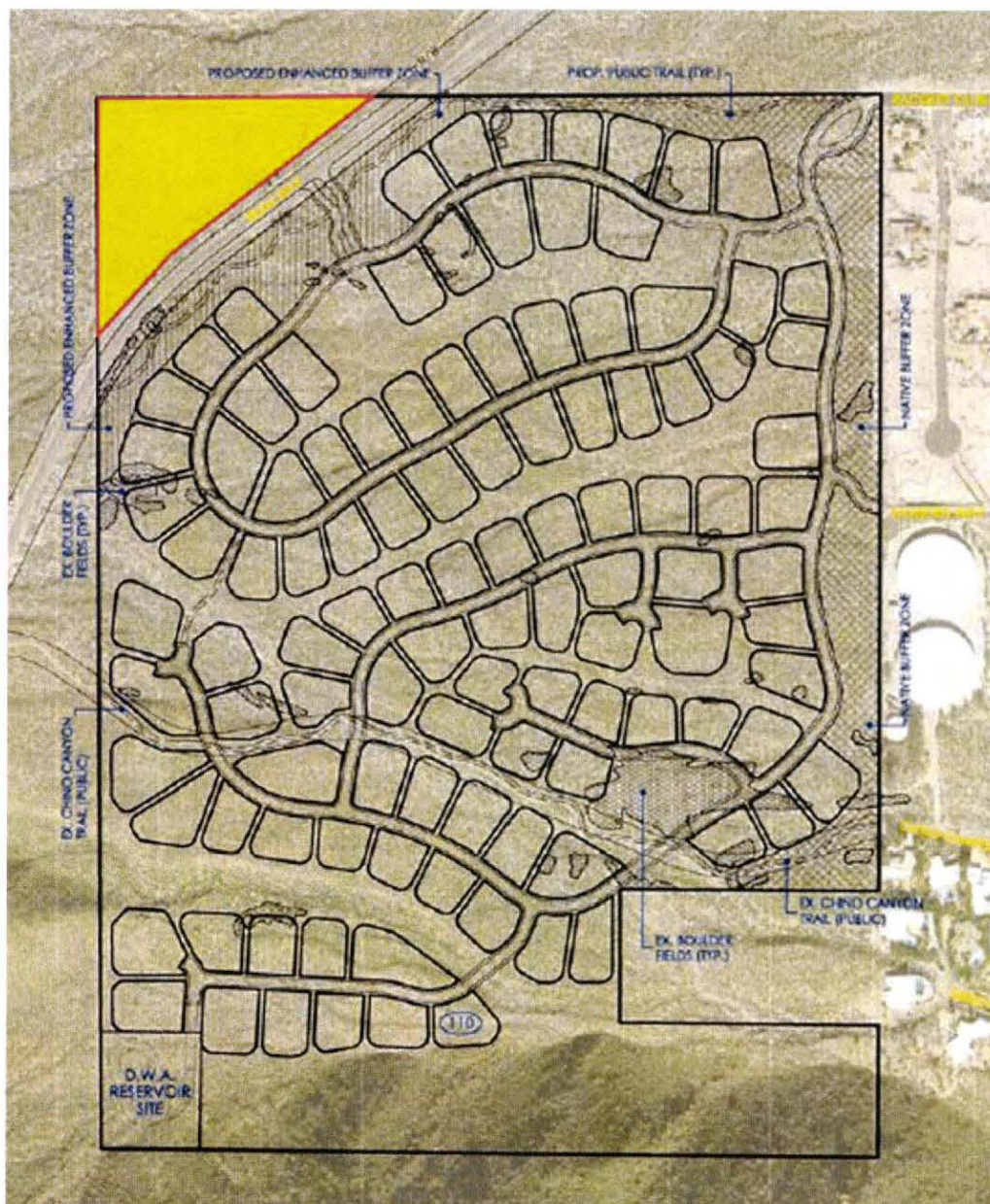
Staff recommends that the City continue to proactively coordinate with the developer and the Authority to ensure that as much construction traffic as possible is directed to use the Tram Way access, to reduce the previously analyzed potential impacts due to construction on the neighborhoods adjacent to the Specific Plan Area. Included as Section 6 of the Resolution is the adoption of the following suggested additional Mitigation Measure:

MM 3.15-11(a): The developer shall coordinate with the San Jacinto Winter Park Authority to route as much construction traffic from Racquet Club Road to Tram Way as is reasonably possible and acceptable to the San Jacinto Winter Park Authority.

Specific Plan Amendment – Element 2 (Add Remnant 5 Acre ± Parcel)

As shown in Figures 1, 2 and 3, the Specific Plan Area excluded a portion of the underlying property owned by the developer located on the northerly side of Tram Way. This approximate 5 acre parcel is separated from the remaining development and was not identified as part of the Specific Plan. Currently, this remnant parcel remains a developable parcel subject to the applicable regulations of Planning Area 3 of the ESA-SP Zone on the Chino Cone. This remnant parcel is highlighted in Figure 5.

Figure 5



The developer has indicated that during completion of the initial site work in 2014/2015, an excess of oversized boulders has been generated that exceed the volume required for the perimeter buffers, and will require disposal off-site. In lieu of hauling these excess boulders to an off-site location, the developer has proposed to include the 5 acre remnant parcel on the northerly side of Tram Way within the Specific Plan Area allowing for its use to be utilized for boulder placement. Facilitating this request is consistent with the objectives in the Specific Plan.

The Specific Plan (Section II – Land Use and Development Plan) describes the project setting and use of boulders generated on-site, and states:

Boulders removed from the initial on-site construction are proposed to be incorporated into the perimeter of the project boundary, and will aid in buffering the development from the adjacent residential tracts to the east, and motorists along Tram Way to the west and north.

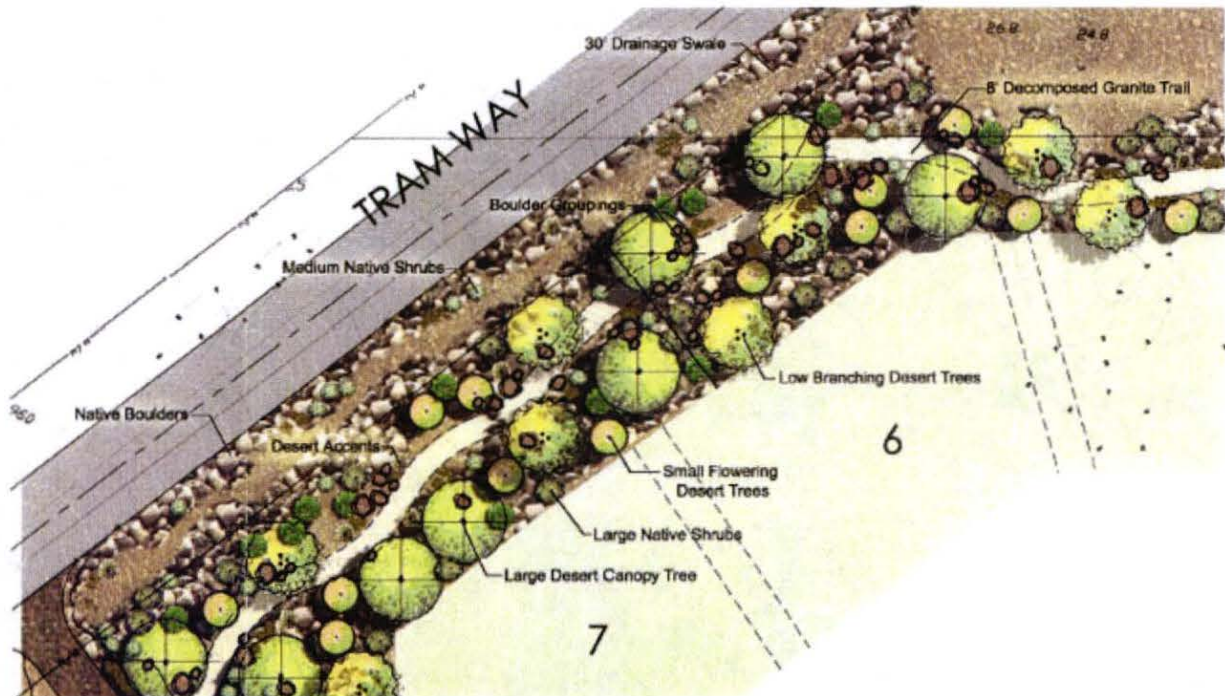
The Specific Plan (Section VI – Landscaping Guidelines) describes the objectives of naturalized landscaping of the Specific Plan Area, and with regard to perimeter treatment along Tram Way, states:

The objective of the landscaping concept for the portion of the project fronting Tram Way is to create both a visual and acoustical buffer that integrates with the existing appearance of the Chino Cone to the motorists and pedestrians using Tram Way.

The buffering element includes the use of relocated boulders to create a natural buffer, and to channel and control runoff that currently flows along the shoulder and within the pavement section of Tram Way. The shoulder along Tram Way as it currently traverses the Chino Cone already contains boulders excavated during previous roadway construction. This condition, coupled with the fact that boulders are abundant on the property, and are the dominant feature throughout the area, makes a natural boulder wall/buffer along this frontage the most natural and aesthetically pleasing solution. The incorporation of this buffer is also consistent with the ESA-SP Zoning Ordinance.

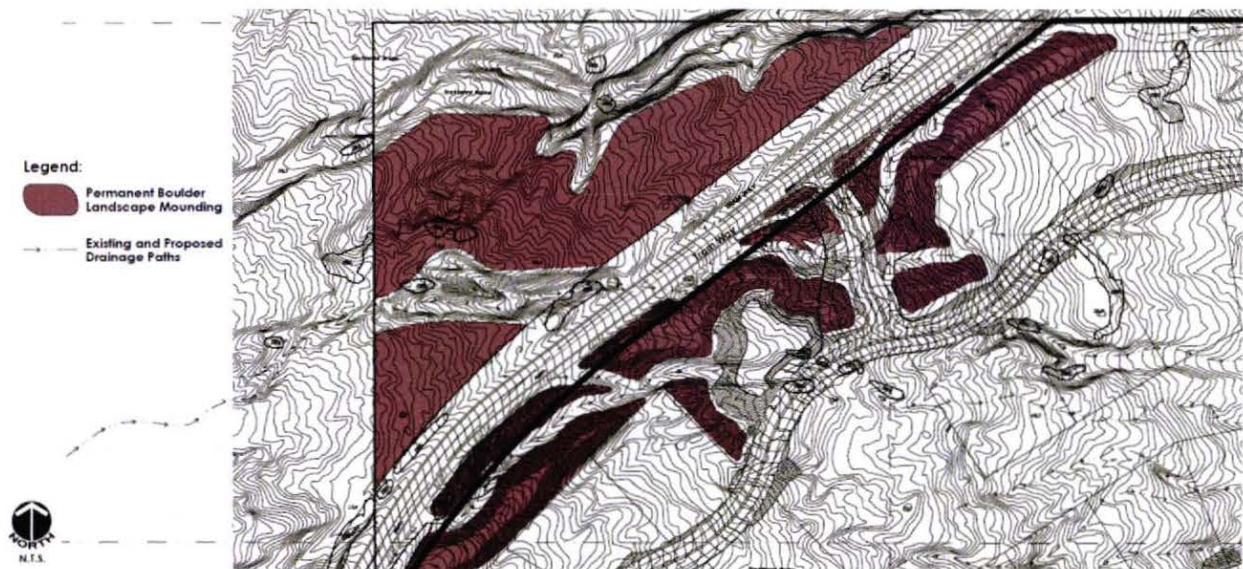
The approved perimeter landscape treatment along Tram Way is shown in Figure 6.

Figure 6



The developer requests the Specific Plan to allow placement of boulders along the northerly side of Tram Way on the remnant 5 acre parcel owned by the developer, extending throughout the parcel as represented in Figure 7.

Figure 7



The boulder placement is proposed consistent with the approved perimeter landscape treatment along the southerly side of Tram Way adjacent to the project. A representation of this treatment as viewed from Tram Way is shown in Figure 8.

Figure 8



As a consideration of incorporating this 5 acre remnant parcel into the Specific Plan Area for depositing excess boulders from within the development, staff recommends that the 5 acre remnant parcel be designated for permanent open space and dedicated to the City in fee, eliminating any possibility of future development of that parcel. Preserving this currently developable parcel as open space for the Chino Cone is consistent with the goals of the ESA-SP zone. Included as Section 7 of the Resolution is the adoption of the following suggested additional Mitigation Measure:

MM 3.9-1(a): The additional approximate 5 acre remnant parcel added to and included within the Specific Plan, located northerly of Tram Way, shall be designated as Open Space, and permanently preserved by dedication to the City of Palm Springs in a form acceptable to the City Attorney.

Addendum to the Final EIR

As an associated action relative to the proposed Specific Plan Amendment, the proposed Addendum to the Final EIR implements the original mitigation measure related to timing of grading operations. Mitigation identified in the Final EIR required that site grading activities cease from January 1 to June 30 to avoid the traditional Peninsular Bighorn Sheep lambing period; in January 2015, the City Council approved an Addendum to the Final EIR modified the timing of grading operations by extending the deadline for completion of grading operations by 30 days, from January 1 to February 1, subject to a biological monitor being present on the site. As a consideration of the proposed amendment to the Specific Plan, staff recommends that the original mitigation measure related to timing of grading operations be implemented, requiring all grading operations to cease by January 1.

FINDINGS:

Findings for the proposed amendment are as follows:

- The proposed amendment does not impact the conformity of the Desert Palisades Specific Plan to the General Plan or California Governmental Code;
- The proposed amendment does not impact the conformity of the project to the Zoning Code, and is consistent with the requirements for the ESA-SP zone;
- The proposed amendment does not alter or intensify the development proposed for the site, and serves to protect a portion of the site from future development;
- The proposed revisions to the site plan are consistent with Goal LU13 and Policy LU13.7 of the General Plan relative to preserving the natural features and appearance of the site; and
- The proposed amendment is consistent with the mitigation measures proposed under the Final EIR approved by City Council in January 2011.

SUMMARY AND RECOMMENDATION:

The proposed amendment to the Desert Palisades Specific Plan will lessen the impacts due to traffic using Racquet Club Road and will facilitate permanent preservation of open space. The addendum to the EIR adequately evaluates the environmental impacts of the proposed changes to the project. The project is consistent with the General Plan and Zoning Code for the Chino Cone Special Policy Area and the ESA-SP zone, and is consistent with the vision for this environmentally-sensitive area.

ENVIRONMENTAL IMPACT:

Pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines, a Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) was prepared and circulated for this project. The Draft EIR was released for review on January 21, 2010. Copies of the Draft EIR and Final EIR were previously distributed to the City Council. Notices of the reports were sent to all applicable agencies and published in accordance with CEQA. Comments were received by the City and responses to comments were provided in the final EIR. The Final EIR identified potentially significant impacts and mitigation measures to protected species, but concluded that the impacts would not be significant because the project modifications and mitigation measures incorporated into the project would reduce impacts to less than significant levels. A copy of the final EIR is on file with the City Clerk. The change to the Tramway Road entryway and the designation of the five-acre parcel at the northwest corner of the project site will not significantly impact the adopted mitigation measures. The proposed amendment to the project has been adequately evaluated in the addendum to the Desert Palisades Specific Plan EIR and it has been concluded that with the mitigation measures that are in place, the amendment will not cause a significant impact on the environment nor require recirculation of the entire EIR.

NOTIFICATION:

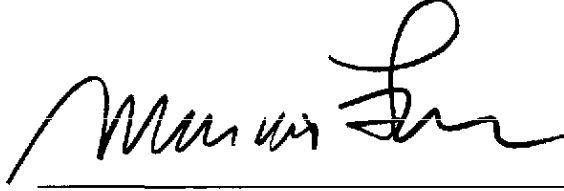
A public hearing notice was published in accordance with the requirements of State law and local ordinance. Public comment letters received in response to the notice have been included as an attachment to this report.

SUBMITTED:

Prepared by:




Flinn Fagg, AICP
Director of Planning Services



Marcus L. Fuller, MPA, PE, PLS
Assistant City Manager/City Engineer

Approved by:



David H. Ready, Esq., Ph.D.
City Manager

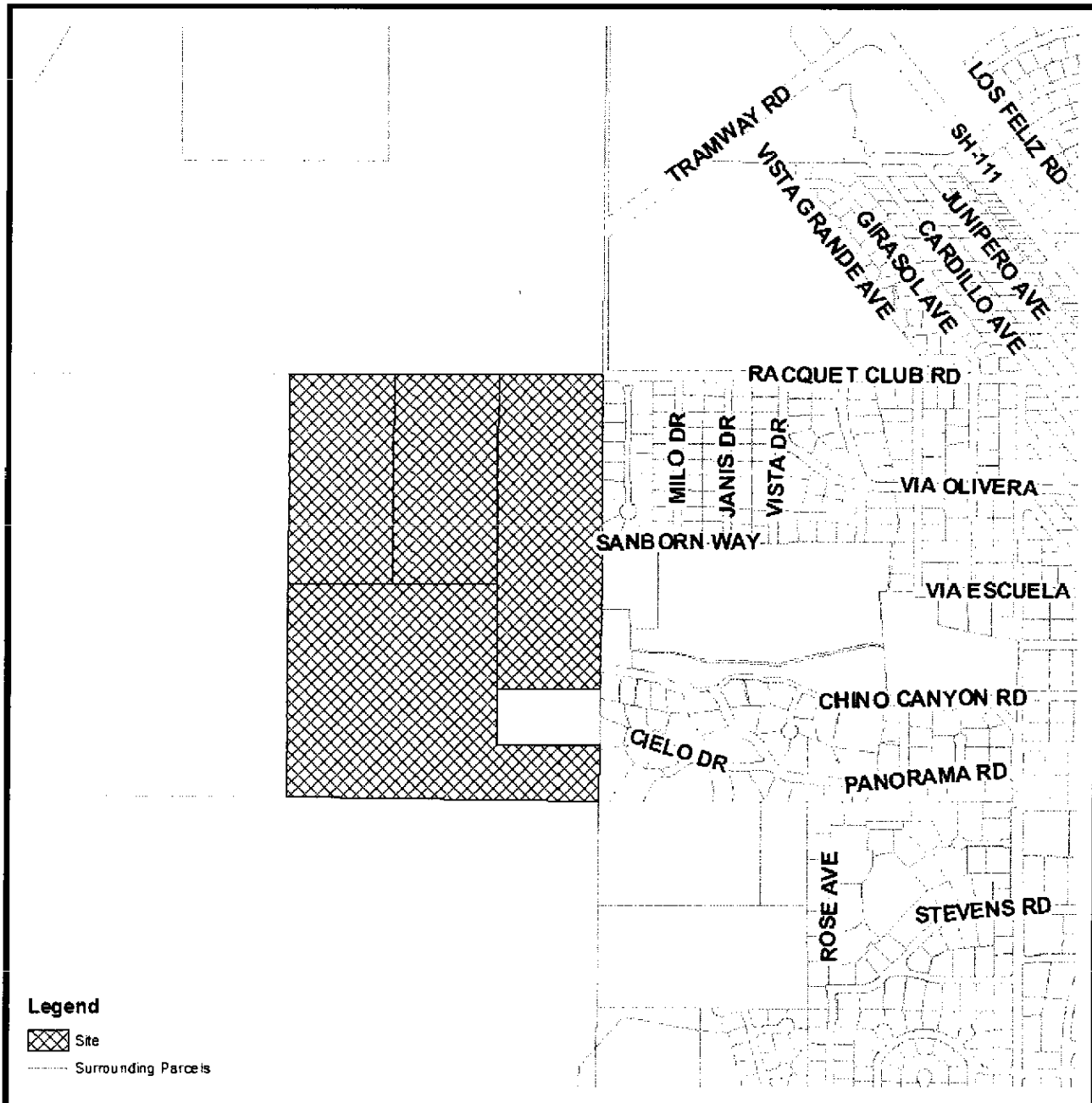
Attachments:

1. Vicinity Map
2. Draft Resolution
3. Desert Palisades Specific Plan Amendment No. 1
4. Addendum No. 1 to Final Environmental Impact Report
5. Site plans and renderings
6. Supplemental Traffic Analysis – Endo Engineering
7. Minutes – 6/24/15 Planning Commission Meeting
8. Public comment letters

ATTACHMENT 1



Department of Planning Services Vicinity Map



CITY OF PALM SPRINGS

ATTACHMENT 2

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA, APPROVING AN ADDENDUM TO THE PREVIOUSLY CERTIFIED ENVIRONMENTAL IMPACT REPORT FOR, AND AMENDING THE DESERT PALISADES SPECIFIC PLAN TO ALLOW RESIDENT ACCESS TO TRAM WAY AND TO INCORPORATE INTO THE PLAN AREA AN APPROXIMATE 5 ACRE PARCEL OF LAND LOCATED ON THE NORTHERLY SIDE OF TRAM WAY FOR BOULDER PLACEMENT AND LANDSCAPE ENHANCEMENT TO BE DESIGNATED AS PERMANENT OPEN SPACE.

THE CITY COUNCIL OF THE CITY OF PALM SPRINGS FINDS:

- A. On April 30, 2007, Ed Freeman on behalf of Pinnacle View, LLC submitted an application for review pursuant to PSZC Sections 92.21.1.00 through 07 (*Environmentally Sensitive Area – Specific Plan*) and a Tentative Tract Map (TTM 35540) for the development of a 110-lot subdivision on a site of approximately 117 acres at the western terminus of Racquet Club Road.
- B. On December 7, 2007, the City issued a Notice of Preparation (NOP) and Initial Study on the project, indicating that a draft Environmental Impact Report (DEIR) would be prepared on the proposed Specific Plan and Tentative Tract Map, and 30-day period was provided for responses.
- C. On January 19, 2010, a Notice of Preparation (NOP) was issued to public agencies and interested parties noting a revised EIR would be prepared and a 45-day period was provided for responses.
- D. On January 21, 2010, the DEIR was prepared and circulated for a 45-day public review period.
- E. All public comments received on the DEIR were reviewed and written responses were provided in a Final EIR (FEIR).
- F. After a series of noticed public hearings, the Planning Commission approved Resolution No. 6161 recommending that the City Council certify the FEIR as complete and approve Case 5.1154 SP Desert Palisades Specific Plan, including Tentative Tract Map 35540, subject to conditions of approval.
- G. On January 5, 2011, a public hearing on the application for the project was held by the City Council in accordance with applicable law, wherein the City Council certified the FEIR and approved Cases 5.1154 SP and TTM 35540, after considering all written and public testimony in conjunction with the cases.

H. On January 7, 2015, the City Council approved an addendum to the FEIR pursuant to Section 15164 of the CEQA Guidelines, allowing an extension of the time period in which to conduct grading operations subject to additional mitigation measures.

I. On June 11, 2015, the City of Palm Springs prepared an amendment to the Desert Palisades Specific Plan, proposing the use of the Tramway Road emergency access point for permanent resident access and designating a portion of the site for boulder placement and permanent open space.

J. On June 24, 2015, the Planning Commission conducted a noticed public hearing on the amendment to the Desert Palisades Specific Plan, and recommended approval to the City Council of the proposal to allow permanent resident access to Tramway Road and to designate an approximately five-acre parcel within the plan area as permanent open space.

K. On July 15, 2015, the City Council considered the proposed amendments to the specific plan and the associated addendum to the FEIR evaluating the environmental impacts of the changes to the plan, and determined that the proposed changes do not represent a new significant environmental effect or an increase in the severity of previously identified significant effects, and that the amendment and associated addendum may be approved.

L. The City Council hereby finds that adoption of the proposed Specific Plan Amendment would:

1. Reduce the traffic impact to Racquet Club Road while maintaining the current level of service on Tramway Road.
2. Reduce construction and environmental impacts by allowing boulder placement on a remnant development parcel.
3. Remove the development potential from a portion of the Chino Cone by designating the parcel as permanent open space within the Specific Plan area.

M. The adoption of the proposed Specific Plan Amendment is consistent with the Zoning Code for the Chino Cone Special Policy Area and the ESA-SP zone, and is consistent with the goals and policies identified in the General Plan relative to the Chino Cone/Snow Canyon Special Policy Area.

N. An addendum to the previously certified Final Environmental Impact Report (FEIR) for the subject project is an adequate environmental assessment of the potential adverse impacts of the proposed amendments to the specific plan under the California Environmental Quality Act (CEQA) Guidelines.

THE CITY COUNCIL OF THE CITY OF PALM SPRINGS RESOLVES:

SECTION 1. The Desert Palisades Specific Plan shall be amended to include the exhibit identified as “Desert Palisades Specific Plan Amendment No. 1 – ESA-SP Planning Area #4,” attached hereto.

SECTION 2. The Desert Palisades Specific Plan shall be amended to incorporate the plans identified as “Tram Way Entry” and “Tram Way Corridor Design Areas,” detailing the changes to the Palms Peak Road entrance and identifying the boulder placement north of Tramway Road, attached hereto.

SECTION 3. The final access and configuration of the Tramway Road entry to the development shall be subject to review and approval by the Mt. San Jacinto Winter Park Authority.

SECTION 4. An addendum to the previously certified Final Environmental Impact Report for the subject project is an adequate environmental assessment of the potential adverse impacts of the proposed request for an amendment to the Desert Palisades Specific Plan, under the California Environmental Quality Act (CEQA) guidelines.

SECTION 5. Mitigation Measure 3.4-1 of the Mitigation Monitoring Plan shall be modified as follows, which shall be sufficient and adequate to reduce any potentially significant impacts to less than significant levels:

MM 3.4-1: The developer shall ensure that the following mitigation measures be required to reduce potential impacts to bighorn sheep:

- Deeding all hillside acreage within the project boundaries to the City of Palm Springs as part of their hillside conservation area.
- Ensuring that grading operations (earth moving) shall not take place from ~~February 1~~ January 1 to June 30, the Peninsular Bighorn Sheep lambing period. Grading operations shall be confined to between July 1 and ~~January 31~~ December 31, when disturbance to sheep is less likely. ~~A qualified biologist shall be designated as biological monitor and shall be present onsite during any grading operations that take place in the month of January. All grading activities shall cease and desist when the biological monitor determines that Bighorn sheep are present on or in the vicinity of the project site.~~
- Providing a research grant to the Bighorn Institute for further research on the causes underlying the long-term decline in bighorn sheep numbers. The amount to be paid to the Bighorn Institute shall be determined by the institute in consultation with the applicant. The applicant shall furnish the City with a receipt of payment prepared by

- the institute.
- ~~Placing a bighorn and pet proof fence around the area to be developed that is adjacent to the habitat.~~
 - No rock crushing or blasting operations shall occur on-site during any phase of project development. Rock crushing operations shall be limited to off-site locations for materials resulting from the development of the Desert Water Agency reservoir site, common area improvements, and the on-site infrastructure. Proposals for rock splitting on individual lots will be evaluated at the time such development applications are received for review and approval by the City.

SECTION 6. The following Mitigation Measure 3.15-11(a) of the Mitigation Monitoring Plan shall be added which shall be sufficient and adequate to support previously identified measures to reduce any potentially significant impacts to less than significant levels:

MM 3.15-11(a): The developer shall coordinate with the San Jacinto Winter Park Authority to route as much construction traffic from Racquet Club Road to Tram Way as is reasonably possible and acceptable to the San Jacinto Winter Park Authority.

SECTION 7. The following Mitigation Measure 3.9-1(a) of the Mitigation Monitoring Plan shall be added which shall be sufficient and adequate to support previously identified measures to reduce any potentially significant impacts to less than significant levels:

MM 3.9-1(a): The additional approximate 5 acre remnant parcel added to and included within the Specific Plan, located northerly of Tram Way, shall be designated as Open Space, and permanently preserved by dedication to the City of Palm Springs in a form acceptable to the City Attorney.

PASSED, APPROVED, AND ADOPTED this 15th day of July, 2015.

DAVID H. READY, CITY MANAGER

ATTEST:

JAMES THOMPSON, CITY CLERK

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF PALM SPRINGS)

I, JAMES THOMPSON, City Clerk of the City of Palm Springs, hereby certify that Resolution No. _____ is a full, true and correct copy, and was duly adopted at a regular meeting of the City Council of the City of Palm Springs on July 15, 2015, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

JAMES THOMPSON, CITY CLERK
City of Palm Springs, California

ATTACHMENT 3

PURPOSE OF AMENDMENT

The purpose of this amendment is to 1) provide language to allow a second resident access on Tram Way replacing the previously approved Emergency access depicted in the approved Specific Plan and 2) bring the former Not a Part remainder parcel under the auspices of the Specific Plan to allow completion of the landscape regimen at the project entry including construction of the Boulder Berm required by the Chino Cone Ordinance along Tram Way.

BACKGROUND

Desert Palisades was approved by the Palm Springs City Council on January 5, 2011 as the first project to follow the requirements of the City of Palm Springs Chino Cone/ESA-SP Ordinance. The development of the first phase of Desert Palisades began in 2014. That first phase of construction has pointed to two areas where modification of the Specific Plan will improve the overall project: 1) conversion of the Emergency Access on Tram Way to a full secondary access for Desert Palisades residents, and 2) inclusion of an additional 5+/- acre parcel on the north side of Tram Way into the Specific Plan to be designated as permanent open space after completing the development of the required landscape boulder berm on both sides of Tram Way.

TRAM WAY ACCESS

The approved Specific Plan proposed only the westerly terminus of Racquet Club for full access to the project with two emergency points of access, one at Tram Way and a second at Sanborn Way. The Specific Plan indicated that the access at Tram Way might be considered at some point in the future for full access and would require assent from the Palm Springs Aerial Tramway which controls the private portions of Tram Way and the City of Palm Springs that controls the Specific Plan. The desirability of a full access has become apparent as an alternative during the first phase of construction both for reducing traffic on Racquet Club and as a marketing window. It is also felt that constructing the full access improvements at the initial construction stage would be preferable than coming back later when the revegetation along Tram Way was complete and would have to be disrupted. See Exhibit A-1 for the design of the new entry including expansion of the street section at the entry to include a center left turn lanes, deceleration and acceleration lanes and a bicycle path on the north side of Tram Way. This exhibit augments Exhibit 15 in the Specific Plan which depicts the Tram Way entry as "Emergency Access and Possible Future Full Entry"

In working with the Tram staff, a phased program is contemplated which will allow the full access during those hours that the Tram road is open for Tram business and then

be locked so no Desert Palisades traffic enters Tram Way during the time the Tram gates are closed near Highway 111. In addition to constructing the improvements requested by the Tram including a center turning lane, and a deceleration lane for downhill traffic, the plan is to install an additional lockable gate just uphill from the Desert Palisades entry to further secure Tram Way during closed hours.

Future improvements in coordination with the Tram could allow full 24/7 access but only with a plan approved by the Tram staff.

INCLUSION OF N.A.P. PARCEL IN DESERT PALISADES SPECIFIC PLAN

The owners of the Desert Palisades property also own a small, remainder 5 acre parcel (“N.A.P. Parcel”) on the opposite side of Tram Way from Desert Palisades. Since the N.A.P. Parcel portion of the original parcel was situated within the Chino Cone Planning Area #3 and not in Planning Area #4 as is Desert Palisades, the initial plan was to leave the N.A.P. Parcel out of the Specific Plan for Desert Palisades. The construction of the first phase of the project confirmed an excess of oversized boulder material and since the property surrounding the N.A.P. Parcel is allotted Tribal land, it was determined that using the N.A.P. Parcel to complete the boulder berms using excess boulders from Desert Palisades construction on both sides of Tram Way would be the best use of that property. Once the boulder berm is completed and the site hydroseeded with native plant materials, the land will be dedicated as permanent open space. See Exhibits A-2 and A-3 that show the landscape design for the parcel and a visual simulation of that design as seen from Tram Way. These exhibits augment Exhibit 18 in the approved Specific Plan.

ATTACHMENT 4

ADDENDUM NO. 1 TO FINAL ENVIRONMENTAL IMPACT REPORT
DESERT PALISADES / SCH NO. 2007121044
Certified by the City of Palm Springs on January 5, 2011

1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires public agencies to analyze and consider the environmental consequences of their decisions to approve development projects over which they exercise discretion. CEQA achieves this objective by requiring agencies to prepare Environmental Impact Reports (EIR's) for projects with the potential to cause significant impacts on the physical environment. EIR's are public documents that assess environmental effects related to the planning, construction, and operation of a project, and indicate ways to reduce or avoid possible environmental damage. An EIR also discloses growth-inducing impacts, effects found not to be significant, significant cumulative impacts, and significant impacts that cannot be avoided, if any. The purpose of an EIR is to inform. EIR's are not policy documents that recommend project approval or denial.

As lead agency, the City of Palm Springs prepared an Environmental Impact Report (EIR) for the Desert Palisades Project, in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code, section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Section 15000 et seq., as amended). The City Council certified the final EIR (Final EIR) for the Desert Palisades Project at a public hearing on January 5, 2011, approved the Desert Palisades Final EIR for that project, and adopted the findings and statement of overriding considerations at a public hearing on January 5, 2011. The analysis in the Final EIR was at a "project" level of detail, which anticipated the potential impacts of future discretionary approvals to implement the project.

Applications for subsequent Site Plan and Architectural Review would not require preparation of subsequent environmental documentation, CEQA Section 21166 limits the ability of an agency to require an additional EIR, once one has been certified for the project.

Pursuant to Section 15367 or the State CEQA Guidelines, the City of Palm Springs is the lead agency for the project. The lead agency is the public agency that has the principal responsibility for carrying out or approving the project that may have a significant effect upon the environment. The City, as the lead agency, has the Authority for project approval and certification of the accompanying environmental documentation. The Mt. San Jacinto Winter Park Authority will serve as a Responsible Agency under State CEQA Guideline 15381. The Responsible Agency means a public agency which proposes to carry out or approve a project for which a lead agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term "responsible agency" includes all public agencies other than the lead agency which have discretionary approval power over the project.

21166. Subsequent or Supplemental Impact Report Conditions

When an environmental impact report has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occur:

- (a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.
- (b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.
- (c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

The CEQA Guidelines further refine the circumstances under which a supplemental or subsequent EIR may be required. Section 15162 is as follows:

15162. Subsequent EIRs and Negative Declarations

- (a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
 - 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
 - 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration.

- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative."

The project applicant has now submitted a request to amend the Specific Plan and consecutively augment measures discussed in the FEIR. Before acting on these requests the City must apply the standards outlined above to determine whether a subsequent or supplemental EIR is required. In reviewing the previously certified Final EIR, City Staff reviewed the applicants requested items which merit discussion.

- 1) Conversion of the Emergency Access on Tram Way to full secondary access for Desert Palisades residents.
- 2) Inclusion of an additional 5+/- acre parcel on the north side of Tram Way into the Specific Plan to be designated as permanent open space after completing the development of the required landscape boulder berm on both sides of Tram Way.

After reviewing the facts and analyzing the circumstances, Palm Springs City Staff has determined that a new EIR is not required, because none of the circumstances described in CEQA Section 21166 as implemented by CEQA Guidelines Section 15162 present themselves. Staff has prepared this addendum to discuss these issues and the basis for this determination.

2.1 PURPOSE OF ADDENDUM

Project Background

Desert Palisades was the first project to follow the requirements of the City of Palm Springs Chino Cone Ordinance and Environmentally Sensitive Area – Specific Plan (ESA-SP) Zoning Standards. The development of the first phase of Desert Palisades began in 2014. That first phase of construction has revealed two areas in which modification of the Specific Plan will improve the overall project: 1) conversion of the Emergency Access on Tram Way to a full secondary access for Desert Palisades residents, and 2) inclusion of an additional 5+/- acre parcel on the north side of Tram Way into the Specific Plan to be designated as permanent open space after completing the development of the required landscape boulder berm on both sides of Tram Way.

Palms Peak Road at Tram Way Access Revision to Full Secondary Access

Description of Amendment

The Desert Palisades Project Roadway improvement and construction activities have successfully completed the work associated with the relocation of large rock materials, installation of roadway culverts and the grading of Palms Peak Road in compliance with the approved Final Map. The work effort has focused on maintaining and/or restoring the Tram Way corridor natural resources in accordance with the request of the Mt. San Jacinto Winter Park Authority and in compliance with the landscape standards of the approved Desert Palisades Specific Plan.

The approved Specific Plan proposed only the westerly terminus of Racquet Club for full access to the project with two emergency points of access, one at Tram Way and a second at Sanborn Way. The Specific Plan indicated that the access at Tram Way might be considered at some point in the future for full access and would require assent from the Mt. San Jacinto Winter Park Authority which controls the private portions of Tram Way and the City of Palm Springs that controls the Specific Plan. The desirability of a full access has become apparent as an alternative during the first phase of construction both for reducing traffic on Racquet Club and as a marketing window. It is also felt that constructing the full access improvements at the initial construction stage would be preferable than revising the plan when the revegetation along Tram Way was complete and would have to be disrupted.

In working with the Mt. San Jacinto Winter Park Authority staff, a phased program is contemplated which will allow the full access during those hours that Tram Way road is open for Palm Springs Aerial Tram business and then be locked so no Desert Palisades traffic enters Tram Way during the time the Tram Way gates are closed near Highway 111. The improvements requested by the Mt. San Jacinto Winter Park Authority include a center left turn lane, a deceleration lane for downhill traffic, a 6 foot wide bike lane on the north side, and an additional lockable gate is proposed just uphill from the Desert Palisades Palms Peak entry to further secure Tram Way during closed hours.

Future improvements in coordination with the Mt. San Jacinto Winter Park Authority could allow full 24/7 access but only with a plan approved by the Tram staff.

The project infrastructure improvement activities are respecting and in some cases exceeding the development requirements of the Chino Cone area which are included in the City General Plan Land Use element. In general, the development requirements emphasize a site design that respects and conforms with the established standards relative to the special characteristics of the subject area and the City environment as a whole; these General Plan land use policies concerning the Chino Cone have also served as the foundation to the "ESA-SP" Environmentally Sensitive Area Specific Plan Zone as well as the Desert Palisades Project EIR.

Project Analysis and Design

The approved Specific Plan and engineering plans include design for a 4 lane entrance/exit composed of two lanes for ingress and two lanes for egress, with a median and a gated access point. The update of the improvement plans will provide further refinement of this entry configuration. The guard house is intended to assist in the ongoing security of the site considering public access to onsite Chino Canyon trail and adjacent pedestrian trails along Tram Way that provide pedestrian access to the project.

Infrastructure Construction Field Conditions

In consideration of the visibility of the design condition of the Tram Way corridor by pedestrian and vehicular traffic the function of this portion of the property has been re analyzed. Rather than functioning as a back of house entrance, this portion would be better utilized to demonstrate the high level of design that incorporates the natural features as discussed throughout the Project Specific Plan and EIR. The Applicant is proposing that this portion of the project include a more refined aesthetic. Additionally as discussed in the project EIR, the management of public foot traffic through the project was anticipated to require some creative solutions. An onsite guardhouse structure at this location is proposed to provide active monitoring at the point in which the project intersects an area of high exposure associated with tourist and local utilization of the Palm Springs Aerial Tram and Tram Way. It is anticipated that these improvements would have beneficial impacts to the Project Entry and Tram Way corridor.

Proposed Landscape and Entry Way Revisions

See Exhibit A-1 for the design of the new entry, Exhibit A-2 and A-3 also shows proposed design illustrations including landscape materials that would complement the existing conditions of the Chino Cone as well as the Tram Way corridor. The area associated with the intersection of Palms Peak Road and Tram Way has been graded and currently includes design features that are approved for full ingress and egress as well as pedestrian access associated with the trail along the project frontage on Tram Way. The proposed Guard House would be constructed on Palms Peak Road with low visibility from traffic on Tram Way to enhance the security of the site and public trails. The additional oversized rock that has been encountered during the extraction of native materials is also proposed to be further incorporated into the revised site design for the Palms Peak Road.

The project anticipates that the updated design of Palms Peak Road extending south from the Tram Way entrance would result in positive impacts to site design and is fully covered by the approved Desert

Palisades EIR and no further environmental approvals are necessary. Due to the comparison of the approved linework and the proposed refinements, the Tram Way Entry improvements should be considered a site design approval.

In consideration of the positive impacts mentioned above, the applicant would ask that the City consider this revision to the Project's Grading, Infrastructure and Landscape Plans.

Application of CEQA Guidelines Section 15612

Is there substantial evidence in the record revealing that there have been substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of a new significant environmental effects or a substantial increase in the severity of previously identified significant effects as a result of considering the revision of the Palms Peak Road to a secondary full access at Tram Way?

- ❖ No, the proposed revision of Palms Peak Road to a full secondary access at Tram Way does not constitute a substantial change to the Project. The site design at Palms Peak Road includes four full lanes so the revisions to the design will be minimal. The additional safety features requested by the Mt. San Jacinto Winter Park Authority will increase the safety at this location. The redistribution of traffic from the Racquet Club entrance will be minimal.

Per the *Desert Palisades Specific Plan Supplemental Traffic Analysis of Revised Site Access prepared by Endo Engineering*, in the approved traffic study (FEIR adopted 1.5.11), all of the project related trips (1,140 vehicles per day) were assigned to Racquet Club Road east of the project site and through the intersection of Racquet Club Road and Palm Canyon Drive. Using the split from the original certified Traffic Study. Approximately 15% of the site traffic was assigned to the north and Interstate 10 via Highway 111. 30% of the site traffic was assigned to the east via Racquet Club Road. The remaining 55% was assigned to the south along Palm Canyon Drive toward Downtown Palm Springs. Of the 30% assigned to Racquet Club Road, east of Palm Canyon Drive, 10 % of the site traffic was projected to travel to the north via Indian Canyon Drive and 20% was expected to travel to the east and south via Racquet Club Road and Indian Canyon Drive.

The Currently proposed access to Tram Way would improve access for future residents of the site to and from the north via Highway 111 and Indian Canyon Drive. With the revised site access plan, approximately 25% of the project related traffic (280 daily trips) would be expected to use Tram Way, west of Highway 111, rather than Racquet Club Road. The project related traffic volume on Racquet Club Road, west of Palm Canyon Drive would be reduced to 860 daily trips. The distribution of project related traffic onto two independent access routes would reduce the future project related traffic volumes on Racquet Club Road by approximately 25%.

The approach to incorporate the excavated boulders into the site design through the construction of boulder berms and barrier features would be maintained. Some additional

design components will be incorporated to clearly identify the entrance. Consistent with the prior analysis and activities that have taken place in Phase 1A, the design of the entrance would be constructed to reflect a natural appearance. The proposed guard house will be designed to reduce its visibility from Tram Way per previous consultation with the Mt. San Jacinto Winter Park Authority, resulting in less than significant impacts.

Is there substantial evidence in the record revealing that there have been substantial changes with respect to the circumstances under which the Project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects as a result of the consideration of revising the Palms Peak Road to full secondary access?

- ❖ No, there is no evidence suggesting that there have been substantial changes with respect to the circumstances under which the Project is undertaken which will require major revisions to the previous EIR. The *Supplemental Traffic Analysis of Revised Site Access* indicates that the proposed revisions of Palms Peak Way to full secondary access will not introduce new environmental effects or trigger mitigation measures that have not already been developed for the Project site. Additionally, the revisions of this access will redistribute some traffic from the Racquet Club entrance reducing impacts at that location.

Is there substantial evidence in the record revealing that there is new information of substantial importance related to the consideration of the Palms Peak Road to a secondary full access at Tram Way which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified that shows: (1) the project will have one or more significant effects not discussed in the EIR, (2) significant effects previously shown will be substantially more severe than shown in the previous EIR, (3) mitigation measure or alternatives previously found to be infeasible would in fact be feasible, or (4) there are considerably different mitigation measure or alternatives from those analyzed in the previous EIR that would substantially reduce one or more significant effects?

- ❖ No, there is no evidence suggesting that there is new information of substantial importance relating to new significant effects or the severity of previously identified significant effects, or new alternatives or mitigation measures or the efficacy of previously considered alternatives or mitigation measures. The proposed revision of Palms Peak Road to a full secondary access will comply with existing Mitigation and Monitoring Program developed for the Project, which is currently being implemented. Additionally coordination with the Mt. San Jacinto Winter Park Authority was required within the adopted EIR. This coordination has resulted in additional improvements on Tram Way that will augment pedestrian and vehicle safety. No increase in the severity of the previously identified effects is expected by following the established and proposed site design concepts at the location. As a consequence it can be concluded that no new considerably different mitigation measures would be required. No new alternatives need be

analyzed. Nonetheless, it is important to note that there has been no change at this time from the circumstances analyzed in the EIR.

Relocation of Rock to the 5-acre Parcel North of Tram Way

Description of Amendment

Grading and rock-relocation activities primarily associated with Phase 1A began on October 14, 2014 and were completed on December 31, 2014. These improvements accommodated all of the excavated boulders into the site design in the form of boulder berms and barrier features constructed to reflect a natural appearance according to the quantities of rock encountered. Construction best management practices prevented disturbance of the principal drainage areas on-site.

The owners of the Desert Palisades property also own a small, 5 acre parcel ("N.A.P. Parcel") on the north side of Tram Way from Desert Palisades. Since the N.A.P. parcel was situated within Chino Cone Planning Area #3 and not in Planning Area #4 as is Desert Palisades, the initial plan was to leave the N.A.P. parcel out of the Specific Plan for Desert Palisades. The construction of the first phase of the project confirmed an excess of oversized boulder material and since the property surrounding the N.A.P. parcel is allotted Tribal land, it was determined that using the N.A.P. parcel to complete the boulder berms using excess boulders from Desert Palisades construction on both sides of Tram Way would be the best use of that property. Once the boulder berm is completed and the site hydroseeded with native plant materials, the land will be dedicated as permanent open space.

The applicant is proposing that a portion of the 5+/- acres north of Tram Way be utilized for oversized rock berming and landscape improvements consistent with the practices previously analyzed in the EIR for the Project and those that have already taken place for the Project in Phase 1A. Though this area was analyzed as "not a part" in the EIR, the technical studies encompassed land beyond this 5-acre parcel per the Chino Cone Ordinance requirements and industry standards.

Exhibit A-2 and A-3 include illustrations of the placement of the rocks in consideration of avoiding the onsite active and historic drainage channels (per MSA existing hydrology analysis). The exhibits also illustrate that placement of rock and landscape materials that would complement the existing conditions of the Chino Cone as well as the Tram Way corridor.

Placement of the rock will follow the best construction and post-construction practices to preserve the on-site active and historic drainage channels and to provide stable and long-term erosion protection. This will be achieved in part through the re-naturalization of the new berm features. Oversized rock placement could reasonably be conducted on approximately 2.5 acres of the total 5-acre parcel. Utilizing an estimated height of 6 feet (varies organically) this location could contain approximately 24,200 CY of rock. If the oversized rock is relocated to an alternative offsite location a total of approximately 2,420 truckloads would be anticipated. This translates in 4,840 truck trips (in and out of the project) that will be avoided. The project anticipates the utilization of the 5 acres north of Tram Way would result in positive impacts related to CEQA, not only for traffic impacts but also to Air Quality and Greenhouse Gas by reducing emission from truck trips related to construction activity.

Application of CEQA Guidelines Section 15612

Is there substantial evidence in the record revealing that there have been substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of a new significant environmental effects or a substantial increase in the severity of previously identified significant effects as a result of considering the relocation of rock to the 5-acre parcel north of Tram Way?

- ❖ No, the proposed relocation of rock to the adjacent five-acre parcel north of Tram Way does not constitute a substantial change to the Project. The Geology and Soils Section (3.6) of the EIR previously analyzed the nature of temporary disturbance during grading and construction activities related to streets and infrastructure. The approach to incorporate all of as much of the excavated boulders into the site design through the construction of boulder berms and barrier features would be maintained in the proposed activities for the 5-acre parcel north of Tram Way. Consistent with the prior analysis and activities that have taken place in Phase 1A, these features would be constructed to reflect a natural appearance and that would have the ability to adjust according to the quantities of rock encountered throughout the site during construction/excavation activities, resulting in less than significant impacts.

Is there substantial evidence in the record revealing that there have been substantial changes with respect to the circumstances under which the Project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects as a result of the consideration of relocating rock to the 5-acre parcel north of Tram Way?

- ❖ No, there is no evidence suggesting that there have been substantial changes with respect to the circumstances under which the Project is undertaken which will require major revisions to the previous EIR. This analysis reveals that the nature of the proposed relocation of rock to the 5-acre parcel will not introduce new environmental effects or trigger mitigation measures that have not already been developed for the Project site.

Is there substantial evidence in the record revealing that there is new information of substantial importance related to the consideration of relocating rock to the 5-acre parcel north of Tram Way which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified that shows: (1) the project will have one or more significant effects not discussed in the EIR, (2) significant effects previously shown will be substantially more severe than shown in the previous EIR, (3) mitigation measure or alternatives previously found to be infeasible would in fact be feasible, or (4) there are considerably different mitigation measure or alternatives from those analyzed in the previous EIR that would substantially reduce one or more significant effects?

- ❖ No, there is no evidence suggesting that there is new information of substantial importance relating to new significant effects or the severity of previously identified significant effects, or new alternatives or mitigation measures or the efficacy of previously considered alternatives or

mitigation measures. The proposed relocation of rock would adhere to the existing Mitigation and Monitoring Program developed for the Project, which is currently being implemented. No increase in the severity of the previously identified effects is expected by following the established earth and rock movement limitations. As a consequence it can be concluded that no new considerably different mitigation measures would be required. No new alternatives need be analyzed. Nonetheless, it is important to note that there has been no change at this time from the circumstances analyzed in the EIR.

3.1 CONSTRUCTION ACTIVITIES AND GRADING SUMMARY

On January 7, 2015 the City Council approved an Addendum to the certified EIR for the Desert Palisades project in order to allow for a 30 day extension to the seasonal construction from July 1 - December 31st to July 1 - January 31st. This extension was provided by the City to allow the project to complete construction and grading activities in Phase 1, prior to the commencement of the bighorn sheep lambing season. As a result of this extension a biological monitor was present on site during the month of January 2015 to observe the presence of any bighorn sheep in the vicinity and halt construction as necessary.

The project will now revert to the original seasonal construction schedule of July 1 – December 31st, as shown in MM3.4-1 below, this construction schedule is outside of the big horn sheep lambing period and on site biological monitoring will no longer be necessary.

Biological Resources

MM 3.4-1: The developer shall ensure that the following mitigation measures be required to reduce potential impacts to bighorn sheep:

- Deeding all hillside acreage within the project boundaries to the City of Palm Springs as part of their hillside conservation area.
- Ensuring that grading operations shall not take place from January 1 to June 30, the Peninsular Bighorn Sheep lambing period. Grading operations shall be confined to between July 1 and December 31, when disturbance to sheep is less likely.
- Providing a research grant to the Bighorn Institute for further research on the causes underlying the long-term decline in bighorn sheep numbers. The amount to be paid to the Bighorn Institute shall be determined by the institute in consultation with the applicant. The applicant shall furnish the City with a receipt of payment prepared by the institute.
- ~~Placing a bighorn and pet proof fence around the area to be developed that is adjacent to habitat.~~
- No rock crushing or blasting operations shall occur on-site during any phase of project development. Rock crushing operations shall be limited to off-site locations for materials resulting from the development of the Desert Water Agency reservoir site, common area improvements, and the on-site infrastructure. Proposals for rock splitting on individual lots will be evaluated at the time such development applications are received for review and approval by the City.

Additional allowable construction operations during the seasonal construction of July 1st and December 31st would include the following:

1. Boulder excavation / mounding during street over-excavation
2. Street back fill import material
3. Boulder export from site

The approved EIR limits grading activities and the movement of boulders to the July 1 – December 31st schedule. However, year round construction operations could include the following:

1. Landscape construction
2. Boulder landscape construction (strap cradle only)
3. Wet and dry utility construction, to include backfill of all trench material
4. Vertical construction
5. Relocation of construction materials
6. Home construction

The project will remain in full compliance with the Certified EIR and the mitigation measures contained within.

4.1 BASIS FOR AN ADDENDUM TO AN EIR

CEQA Guidelines Section 15164 explains when an addendum is required:

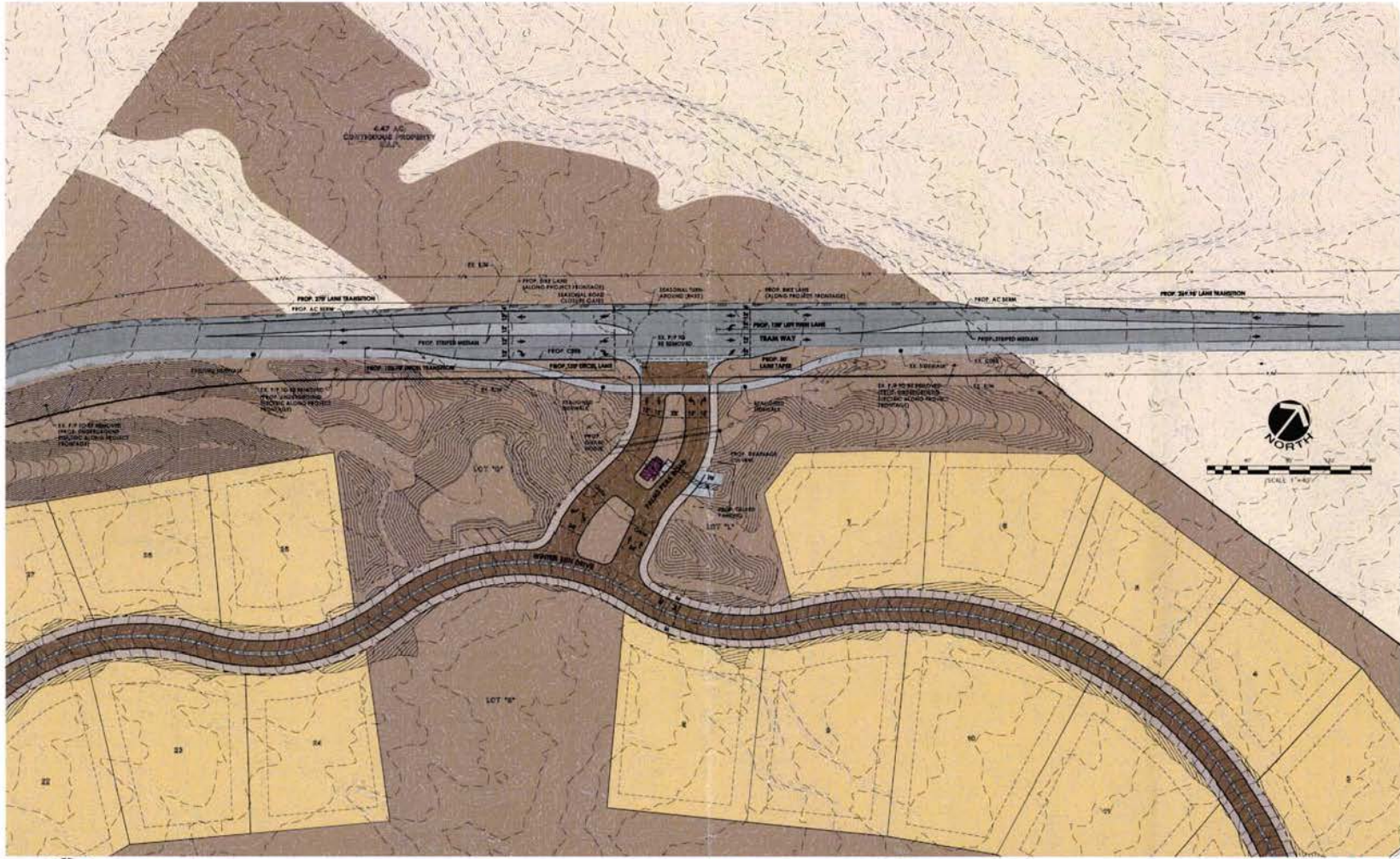
15164. Addendum to an EIR or Negative Declaration

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence."

All though there have been no changes to the project, an addendum is appropriate because there have been minor technical additions and new information. Additionally, none of the conditions described in Section 15162 calling for a preparation of a subsequent EIR have occurred. These occurrences do not constitute substantial changes to the project or the circumstances due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Similarly, subsequent considerations do not constitute new information that would show new effects or substantially more severe effects. Likewise, there is no known mitigation measures that would in fact be feasible or that would substantially reduce significant effects, that the project

proponent has declined to adopt. Furthermore, there have been no other changes, evidence or new information which would require revisions to the previous EIR. Because none of the criterion in section 15162 has been met, an addendum is appropriate.

ATTACHMENT 5




MSA CONSULTING, INC.
 www.msaconsultinginc.com
 Exhibit Date: June 5, 2015

Tram Way Entry
 Desert Palisades
 Exhibit A-1



MSA CONSULTING, INC.
msaconsultinginc.com

Exhibit Date: May 20, 2013

Enhanced Tram Way Corridor
Desert Palisades
Exhibit A-2



MSA CONSULTING, INC.
msaconsultinginc.com

Enhanced Tram Way Corridor
Desert Palisades
Exhibit A-3

ATTACHMENT 6



April 6, 2015

Mr. Ed Freeman
Pinnacle View, LLC
P.O. Box 1754
Lake Oswego, OR 97035-0579

Subject: Desert Palisades Specific Plan Supplemental Traffic Analysis of Revised Site Access

Dear Mr. Freeman;

Endo Engineering prepared the *Desert Palisades Specific Plan Traffic Impact Study* (dated May 16, 2007) evaluating the traffic impacts associated with the development of 117± acres with 110 lots for custom single-family detached residential dwelling units in the City of Palm Springs, California. The development envisioned a private residential community that may eventually be gated with privately maintained streets, recreational amenities, and open space. The *Desert Palisades Specific Plan* was approved and fully entitled.

Two master planned roadways, Racquet Club Road and Tram Way, could potentially provide access for the development. The approved Specific Plan included access from the western terminus of Racquet Club Road. A connection to Sanborn Way (north of the D.W.A. water reservoirs) was shown in the approved *Desert Palisades Specific Plan* for emergency access only. Although Tram Way crosses the northwest corner of the project site, no site access was shown to Tram Way in the approved Site Plan.

It is our understanding that the site access plan for the *Desert Palisades Specific Plan* has been revised to include access to and from Tram Way. No change in the number of residential lots is proposed and no development is proposed within the 5-acre parcel north of Tram Way, which will be used to store rocks uncovered during the development of the site.

Effect of Proposed Access Modification on Site Traffic Assignment

In the approved traffic study, all of the project-related trips (1,140 vehicles per day) were assigned to Racquet Club Road east of the project site and through the intersection of Racquet Club Road and Palm Canyon Drive. Approximately 15 percent of the site traffic was assigned to the north and Interstate 10 via Highway 111. Thirty percent of the site traffic was assigned to the east via Racquet Club Road. The remaining 55 percent was assigned to the south along Palm Canyon Drive toward downtown Palm Springs. Of the 30 percent assigned to Racquet Club Road, east of Palm Canyon Drive, 10 percent of the site traffic was projected to travel to the north via Indian Canyon Drive and 20 percent was expected to travel to the east and south via Racquet Club Road and Indian Canyon Drive.

The currently proposed access to Tram Way would improve access for future residents of the site to and from the north via Highway 111 and Indian Canyon Drive. With the revised site access plan, approximately 25 percent of the project-related traffic (280 daily trips) would be expected to use Tram Way, west of Highway 111, rather than Racquet Club Road. The project-related traffic volume on Racquet Club Road, west of Palm Canyon Drive, would be reduced to 860 daily trips.

Tram Way

The Winter Park Authority has authority over Tram Way, from the Palm Springs Aerial Tramway to State Highway 111. When the *Desert Palisades Specific Plan* was originally submitted for approval, the Winter Park Authority declined the Desert Palisades project access to Tram Way. The Winter Park Authority has since altered its position and is currently willing to consider access to Tram Way by the proposed project.

Tram Way has a 100-foot right-of-way and is paved as a two-lane undivided roadway with a 40-foot roadbed. The *City of Palm Springs General Plan* update classifies Tram Way as a two-lane divided roadway. The current daily design capacity (LOS D) of Tram Way as a two-lane undivided roadway is 11,700 vehicles per day (VPD). If Tram Way were widened to a two-lane divided roadway, the daily design capacity would be 16,200 VPD.

A 24-hour traffic count made by Kunzman Associates on January 13, 2005 determined that the daily traffic volume on Tram Way was 1,917 vehicles per day. Endo Engineering determined in the *160 @ Tram Way (TTM 35176) Traffic Impact Study* that the average daily traffic (ADT) volume on Tram Way, west of Highway 111 was 1,720 VPD in March of 2007. Based upon an existing capacity of 11,700 VPD, Tram Way is currently providing excellent levels of service.

Upon buildout of the *City of Palm Springs General Plan*, Tram Way is projected to have a daily traffic volume of 13,500 ADT west of Highway 111. This projection reflects all potential future development along Tram Way. Development at this intensity is unlikely because of various environmental constraints. In the event that this traffic volume does occur, the General Plan shows that the capacity of Tram Way may be increased to 18,000 VPD by widening Tram Way, immediately west of Highway 111, to provide a two-lane divided cross-section. This improvement would allow Tram Way to accommodate the projected future traffic volumes upon General Plan buildout at an acceptable level of service.

In August of 2007, Endo Engineering prepared the *160 @ Tram Way (TTM 35176) Traffic Impact Study* which evaluated the intersection of Palm Canyon Drive with Tram Way. That traffic study determined that the intersection of Palm Canyon Drive with Tram Way was operating at LOS B during the midday and evening peak hours in the year 2007. In that study, the intersection of Palm Canyon Drive with Tram Way was projected to operate at LOS C during the midday and evening peak hours of the year 2025.

Level of Service at Key Intersections

The *Desert Palisades Specific Plan Traffic Impact Study* determined that project-related traffic would utilize three percent of the intersection capacity during the midday peak hour and one percent of the intersection capacity during the evening peak hour at the key intersection of Palm Canyon Drive and Racquet Club Road. The intersection of Palm Canyon Drive and Racquet Club Road was projected to operate at LOS C during the midday and evening peak hours upon General Plan buildout with or without site traffic volumes.

The proposed site access to Tram Way would provide a shorter route to/from the north for future residents. This would attract approximately 280 daily trips to Tram Way, west of Highway 111, that were previously assigned to Racquet Club Road, west of Palm Canyon Drive. The operation of the intersection of Palm Canyon Drive and Racquet Club Road should improve slightly with the revised site access but during the peak hours it would still provide LOS C.

The new site access proposed on Tram Way would add 22 vehicles during the midday peak hour and 29 vehicles during the evening peak hour to Tram Way, west of Highway 111. It would also reduce the project-related traffic volume on Highway 111, between Tram Way and Racquet Club Road. The peak hour operation of the intersection of Tram Way with Highway 111 is unlikely to change as a result of the redistribution of site traffic associated with the proposed access on Tram Way. Site traffic changes during the peak hours would utilize less than two percent of the intersection capacity.

Site traffic destined to/from the south would be unaffected by the new access on Tram Way. Therefore, the projected levels of service at the two key intersections located on Palm Canyon Drive south of the Racquet Club Road (Palm Canyon Drive at Via Escuela and Palm Canyon Drive at Vista Chino) should not change as a result of the proposed site access on Tram Way.

Recommendations

Tram Way has a 45 MPH posted speed limit and a horizontal curve in the vicinity of the proposed site access. The site access intersection with Tram Way should occur at a ninety degree angle with traffic on the minor street controlled by a STOP sign.

The site traffic volume entering the proposed site access from Tram Way is projected to include six vehicles during the midday peak hour and nineteen vehicles during the evening peak hour. With the current traffic volume on Tram Way, this volume of vehicles turning left into the site would not be sufficient to meet the ITE suggested warrant for an isolated left turn bay at the site access.¹ A traffic volume of approximately 5000 vehicles per day would be required on Tram Way to meet the ITE warrant for an isolated left-turn bay at the proposed site access.

Motorists approaching an at-grade intersection should have an unobstructed view of the whole intersection and of a sufficient length of the intersecting highway to permit control of the vehicle to avoid collisions. The sight triangles must be free of obstructions that might interfere with a driver's ability to see other vehicles approaching on the cross-street. Any object within the sight triangle high enough above the elevation of the adjacent roadway to constitute a sight obstruction (such as entry monuments, cut slopes, hedges, trees, bushes, rocks, etc.) should be removed or lowered.

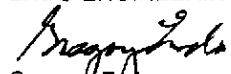
Adequate sight distance between pedestrians, drivers, and cyclists should be provided within the street space at driveways, intersections, and crosswalks. As required by the City of Palm Springs, adequate sight distance shall be provided at the proposed site access on Tram Way per AASHTO guidelines in *A Policy on Geometric Design of Highways and Streets*.

Conclusion

The Desert Palisades Specific Plan development would benefit from an access on Tram Way. The proposed Tram Way access would improve access for future residents of the site to and from the north via Highway 111 and Indian Canyon Drive. The distribution of project-related traffic onto two independent access routes would reduce the future project-related traffic volumes on Racquet Club Road by approximately 25 percent. Separate independent site access routes are desirable for emergency services in the event that one route is blocked. The additional site access onto Tram Way would not result in a significant impact on traffic operations.

We trust that this information will assist you and the City of Plam Springs in determining the significance of potential traffic impacts associated with the proposed change in site access. If you have questions regarding the findings herein, please do not hesitate to contact our offices by telephone at (949) 362-0020 or by e-mail at endoengr@cox.net.

Sincerely,
ENDO ENGINEERING


Gregory Endo
Principal



¹ Source: Vergil G. Stover and Frank J Koepke, *Transportation and Land Development*, 2002, Figure 5-21.

ATTACHMENT 7

The meeting resumed at 2:30 pm.

2B. CITY OF PALM SPRINGS TO AMEND THE DESERT PALISADES SPECIFIC PLAN TO ALLOW RESIDENT ACCESS TO TRAMWAY ROAD AND TO DESIGNATE A +/- 5 ACRE PORTION OF THE PLAN AREA FOR PERMANENT OPEN SPACE, ZONE ESA-SP, PLANNING AREA 4 (CASE 5.1154 SP). (FF)

Planning Director Fagg presented the proposed amendment as outlined in the staff report.

The Commission asked technical questions pertaining to:

- Who owns the parcel of land that will be dedicated to the public?
- Accessible open space for public use;
- Prohibition of construction trucks on Racquet Club Road.

Planning Director Fagg pointed-out that a condition of approval will need to be added to the resolution pertaining to approval of final design subject to San Jacinto Winter Park Authority.

Commissioner Roberts opened the public hearing:

EMILY HEMPHILL, legal representation for Desert Palisades, clarified that this is an approved project and provided details on development for permanent open space.

There being no further speakers the public hearing was closed.

ACTION: To recommend approval to City Council with the added condition of approval pertaining to approval of the final design subject to San Jacinto Winter Park Authority.

Motion: Commissioner Lowe, seconded by Commissioner Middleton and unanimously carried 4-0-2 on a roll call vote.

AYES: Commissioner Lowe, Commissioner Middleton, Commissioner Roberts, Commissioner Weremiuk

ABSENT: Commissioner Calerdine, Vice-Chair Klatchko

2C. 750 LOFTS, LLC FOR A MIXED-USE HOTEL DEVELOPMENT ON A 1.13-ACRE PARCEL LOCATED AT 750 NORTH PALM CANYON DRIVE, ZONE C-1/R-3/PDD 104 / RESORT COMBINING ZONE / LAS PALMAS BUSINESS HISTORIC DISTRICT HD-1 (CASE 5.1000 PDD 374 GPA/CUP AND 3.3795 MAJ.) (KL)

ATTACHMENT 8

June 16, 2015

Attn: James Thompson, City Clerk
3200 East Tahquitz Canyon Way
Palm Springs, CA 92262

RECEIVED
CITY OF PALM SPRING
2015 JUN 22 AM 11:43
JAMES THOMPSON
CITY CLERK



Re: Case 5.1154 Specific Plan, Desert Palisades

The Soboba Band of Luiseno Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project(s) has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. At this time the Soboba Band does not have any specific concerns regarding known cultural resources in the specified areas that the project encompasses, but does request that the appropriate consultation continue to take place between the tribes, project proponents, and government agencies.

Also, working in and around traditional use areas intensifies the possibility of encountering cultural resources during any future construction/excavation phases that may take place. For this reason the Soboba Band of Luiseno Indians requests that approved Native American Monitor(s) be present during any future ground disturbing proceedings, including surveys and archaeological testing, associated with this project. The Soboba Band recommends that you contact the Agua Caliente Band of Cahuilla Indians and other tribes that are closer to the project area. In the event that future monitoring does become necessary and a monitor from the Agua Caliente Band of Cahuilla Indians is not able to be retained, cultural monitors from the Soboba Band of Luiseno Indians will be available.

Sincerely,

A handwritten signature in black ink, appearing to read "JOE", is written over a white background.

Joseph Ontiveros
Cultural Resource Director
Soboba Band of Luiseno Indians
P.O. Box 487
San Jacinto, CA 92581
Phone (951) 654-5544 ext. 4137
Cell (951) 663-5279
jontiveros@soboba-nsn.gov

RECEIVED
CITY OF PALM SPRINGS
16 JUN 17 PM 2:57 P.O. Box 5402
Palm Springs, CA 92263

Re: Case 5.1154 specific plan

James Thompson, City Clerk
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262

Dear Mr. Thompson:

I object to revisions to the previously approved Desert Palisades Specific Plan which would allow resident access to the Tramway Road.

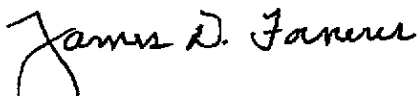
The Tramway Road is owned by the Winter Park Authority for access to the Tram Station. Allowing Desert Palisades access to this road would impede the flow of traffic to the Tram Station and negate their expense for a road to this project.

The Tramway Road is narrow and does not permit passing. Access to private property would require revisions to the traffic flow which could create a very dangerous situation.

The Desert Palisades project can build their own road into the project and not profit at the expense borne by the Winter Park Authority for access to the Tram Station.

If this plan is approved the Desert Palisades will be back requesting the city to install traffic lights and make road revisions. I volunteer at the tram station several times a week and know the impact approving this request would have on traffic flow.

Please reject this request.


James D. Forneris

To: Jay Thompson, Office of City Clerk
To: Marcus Fuller, Office of Assistant City Manager/City Engineer

Please distribute to the Planning Commissioners.

Planning Commission Meeting 6/24/15
Regarding item 2B

2B. CITY OF PALM SPRINGS TO AMEND THE DESERT PALISADES SPECIFIC PLAN TO ALLOW RESIDENT ACCESS TO TRAMWAY ROAD AND TO DESIGNATE A +/- 5 ACRE PORTION OF THE PLAN AREA FOR PERMANENT OPEN SPACE, ZONE ESA-SP, PLANNING AREA 4 (CASE 5.1154 SP). (FF)

RECOMMENDATION: Recommend approval to City Council.

Dear Commissioners,

I live at 2490 N. Janis Drive which is at the corner of West Racquet Club and Janis Drive. I would like to add my support for the proposed amendment to the Desert Palisades Plan to change the Tramway Road driveway from an emergency entrance to the main entrance/exit for the residence of Desert Palisades but ask that you insert language keeping all construction traffic off of Racquet Club Drive. In a special situation where construction traffic will use Racquet Club, I ask that that the neighbors be noticed and measurable and enforceable mitigation measures be put into place or that the ones in place be enforced. The existing EIR already requires a traffic management plan so it may not be necessary to amend the EIR. It is however, necessary to ensure a traffic mitigation plan is in place that contains the necessary elements to protect us. I would also ask that the pedestrian access to and through Desert Palisades is reinforced allowing full and free access to hiking trails from Racquet Club Road.

The construction traffic to and from Desert Palisades last fall was beyond reasonable, a safety concern, an infringement, created significant amounts of dust, noise, and vibrations, and negatively impacted our quality of life on so many levels. The Little Tuscany Neighborhood Organization banded together and presented a letter to the City Council about the negative impacts which is part of the public record. I would like to think we learned from this experience and it will provide wisdom on how to balance our quality of life with the number of construction projects that are approved for this area.

Thanks for your consideration,
Sincerely

Dennis Woods
2490 N. Janis Drive.
Palm Springs, CA 92262

email: Dennis.L.Woods@gmail.com

Flinn Fagg

From: Jay Thompson
Sent: Monday, June 22, 2015 8:39 AM
To: Terri Hintz; Flinn Fagg
Subject: FW: Planning Commission Meeting 6/24/15 Supporting item 2B

From: Bradley Kain [mailto:tinyhopep@yahoo.com]
Sent: Monday, June 22, 2015 7:45 AM
To: Jay Thompson; Marcus Fuller
Cc: Dennis Woods; Scott Bridgeman; Bradley Kain
Subject: Planning Commission Meeting 6/24/15 Supporting item 2B

To: Jay Thompson, Office of City Clerk
To: Marcus Fuller, Office of Assistant City Manager/City Engineer

Planning Commission Meeting 6/24/15
Regarding item 2B

2B. CITY OF PALM SPRINGS TO AMEND THE DESERT PALISADES SPECIFIC PLAN TO ALLOW RESIDENT ACCESS TO TRAMWAY ROAD AND TO DESIGNATE A +/- 5 ACRE PORTION OF THE PLAN AREA FOR PERMANENT OPEN SPACE, ZONE ESA-SP, PLANNING AREA 4 (CASE 5.1154 SP). (FF)

RECOMMENDATION: Recommend approval to City Council.

We live at 1011 West Racquet Club Rd which is at the corner of West Racquet Club and Milo Dr. We are out of town and will not be able to attend the Planning Commission Meeting on 6/24/15. We would like to add our support for the proposed amendment to the Desert Palisades Plan to change the Tramway Road driveway from an emergency entrance to the main entrance/exit for the residence of Desert Palisades.

This change would maintain the current traffic on West Racquet Club to the existing traffic plus the additional 12 new houses currently approved for Tuscany Heights. Adding traffic from the additional 110 planned Desert Palisades houses would be disruptive to our neighborhood. It would change West Racquet Club from street where it's safe to walk along the side of the road to a traffic thoroughfare.

The construction traffic to and from Desert Palisades last fall was a safety concern for the our neighborhood. It was unsafe to walk up or down West Racquet Club with all the speeding construction trucks.

Thanks for your consideration,
Sincerely

Bradley Kain and Scott Bridgeman
1011 W Racquet Club Rd
Palm Springs, CA 92262

Flinn Fagg

From: Jay Thompson
Sent: Monday, June 22, 2015 3:58 PM
To: Terri Hintz; Flinn Fagg
Subject: FW: Planning Commission Meeting 6.24.2015 Supporting of Item 2B

From: MOR48art@aol.com [mailto:MOR48art@aol.com]
Sent: Monday, June 22, 2015 12:17 PM
To: Jay Thompson; marcus.fuller@palmspring-ca.gov
Cc: Dennis.L.Woods@gmail.com; tinyhopep@yahoo.com; tinyhopep@aol.com; dannsmith@mail2SanFrancisco.com
Subject: Planning Commission Meeting 6.24.2015 Supporting of Item 2B

To: Jay Thompson, Office of City Clerk and
Marcus Fuller, Office of Assistant City Manager / Engineer

Meeting: Planning Commission Meeting
June 24, 2015 at 1:30 PM

Agenda: Support of Item 2B

We are writing to support the proposed amendment outlined in Item 2B, which directly focuses on changing the main entrance for the Desert Palisades Development. Currently, the plan requires that West Racquet Club Road be used as the main artery to this development. As residents who live (2502 N. Girasol Avenue) at the corner of North Girasol Avenue and West Racquet Club Road, we can firmly attest to the presence of excessive speeding vehicles, noise and dust we have suffered through during the early stages of this development. Changing the main entrance from West Racquet Club Road and over to Tramway Road would help to maintain traffic at a safer / lower and more tolerable neighborhood level. This would also ensure the safe and continued use by pedestrians, bicyclist and skateboarders.

Desert Palisades is slated to eventually offer 110 private lots for future development. Also, Tuscan Heights is in the process of starting development of their 12 remaining lots. Our neighborhood is growing and must now seriously focus on the issue of increased traffic. The proposed 2B change would help in managing traffic in a balanced and professional manner. The ultimate goal being that our community will evolve as one whole desirable place to live.

PLEASE PLACE OUR SUPPORT FOR ITEM 2B INTO THE PUBLIC RECORD AND FOR THE PRESENTATION TO THE PLANNING COMMISSIONERS.

Many thanks for your consideration,

Maurice Wilson and Dann Smith
2502 N. Girasol Avenue
Palm Springs, CA 92262

Flinn Fagg

From: Jay Thompson
Sent: Monday, June 22, 2015 3:59 PM
To: Terri Hintz; Flinn Fagg
Subject: FW: Planning Commission Meeting 6/24/15 Supporting item 2B

From: David Dry [mailto:devdry@roadrunner.com]
Sent: Monday, June 22, 2015 1:38 PM
To: Jay Thompson
Cc: Marcus Fuller
Subject: Planning Commission Meeting 6/24/15 Supporting item 2B

To: Jay Thompson, Office of City Clerk To: Marcus Fuller, Office of Assistant City Manager/City Engineer
Planning Commission Meeting 6/24/15 Regarding item 2B

2B. CITY OF PALM SPRINGS TO AMEND THE DESERT PALISADES SPECIFIC PLAN TO ALLOW RESIDENT ACCESS TO TRAMWAY ROAD AND TO DESIGNATE A +/- 5 ACRE PORTION OF THE PLAN AREA FOR PERMANENT OPEN SPACE, ZONE ESA-SP, PLANNING AREA 4 (CASE 5.1154 SP). (FF) RECOMMENDATION: Recommend approval to City Council.

We would like to add our support for the proposed amendment to the Desert Palisades Plan to change Tramway Road from an emergency entrance to the main exit/entrance for future residents of Desert Palisades.

We live at 2494 N. Vista Drive.

The proposed change would help maintain current traffic patterns on West Racquet Club Road. The Tuscan Heights development has 12 new homes already approved which will add considerably to traffic. Adding an additional 110 Desert Palisades homes to the existing traffic on Racquet Club would be very disruptive to the neighborhood.

The construction traffic to and from the Desert Palisades development last fall and early this year was a safety concern and was very noisy. Speeding construction trucks created a very unsafe

environment for walkers and normal local traffic.

Thank you for your consideration,

David Dry/ Paul Russell
2494 N. Vista Drive

Flinn Fagg

From: Barb and Jeff Kaplan <barb_kaplan@hotmail.com>
Sent: Monday, July 06, 2015 10:51 AM
To: Flinn Fagg
Cc: Dennis Woods
Subject: RE: Desert Palisades

Dear Mr. Fagg,

We are two of the homeowners that are relatively flipped out about the potential for heavy load traffic abuse on Racquet Club. We realize that there may be nothing we can do to prevent what we see as a probable nightmare but we know from the experience of this past year that lower Racquet Club absolutely can't support heavy loads barreling up and down the hill. We're on the corner of RC and Cardillo and have had virtually no issues with our house for the 12 years we've owned it but we're now having issues that we know are a result of the trucks with heavy loads roaring up and down Racquet Club. We've already had 18 tiles pop that had to be re-set at a considerable sum for this retired couple. We can deal with the noise but our house is being damaged by the loads and of course, since the traffic has temporarily stopped, we had no further issues.

There is no question in our minds that our problems are the result of heavy loads (our house absolutely was shaking during that period) and we doubt that we have any recourse other than to bluntly (excuse the language) be screwed.

We are begging you to limit load traffic as much as possible and use Tramway Road. We really don't want to leave the neighborhood but we also cannot afford to keep paying for repairs from damage that has nothing to do with our own usage.

If you would work with the city to install speed bumps and/or speed restrictions we think it would make a considerable difference in limiting potential damage to properties on the street. Respectfully, you're not literally hanging on the street watching these guys gun it up the hill. It's truly frightening.

Thanks for your consideration,

Barb and Jeff Kaplan
916 716 6786

Subject: RE: Desert Palisades
Date: Mon, 6 Jul 2015 09:11:31 -0700
From: Flinn.Fagg@palmsprings-ca.gov
To: dennis.l.woods@gmail.com
CC: AndrewCharlesHirsch@gmail.com; Barb_Kaplan@hotmail.com; billericksonpsp@gmail.com; tinyhopep@yahoo.com; cheryl@secondwindcreations.com; Christina_Minervini@yahoo.com; cliffpalm@dc.rr.com; devdry@roadrunner.com; gkrenek@dc.rr.com; Jimzinca@gmail.com; joelmstarkman@icloud.com; JRICCI1@DC.RR.COM; jpatricklenny@aol.com; MOR48art@aol.com; mdbirnberg@gmail.com; nixmac1@icloud.com; ray92262@yahoo.com; roberttrotman@gmail.com; Steve_Kula@att.net; tim@obayley.net; Marcus.Fuller@palmsprings-ca.gov

Flinn Fagg

From: Dennis Woods <dennis.l.woods@gmail.com>
Sent: Monday, July 06, 2015 1:52 PM
To: Flinn Fagg
Cc: Andy Hirsch; Barb Kaplan; Bill Erickson; Brad Kain; Cheryl Beverly; Christina Mineruini; Cliff Grantham; David Dry and Paul Russell 310-356-6046; Gladys Krenek; Jim Miller; Joel Starkman; Julia Ricci; Maureen & James Lenny; Maurice Wilson; Michael Birnberg; Nickie McLaughlin,; Ray & Carol Bertoia; Robert Rotman; Steve Kula; Tim O'Bayley; Marcus Fuller
Subject: Re: Desert Palisades

Dear Flinn,

Thank you for the response. The concern is long term construction impacts from both the master and merchant builders. . An agreement is a good thing and most appreciated if it is effective in reducing impacts. We have not seen this agreement and do not know if the agreement will be enforceable to the future builders or even the master developer. The way to ensure the agreement is enforceable by the City is to enter the components of the agreement you reference into the approval documents for the Specific Plan and EIR amendment. Since traffic patterns are being reviewed for this amendment, it is most appropriate to evaluate everything to do with traffic entering and exiting the site be it construction traffic or final build out traffic. It is also appropriate and legal to apply necessary mitigation measures.

Our history with this developer and the significant impacts we experienced during initial construction of Desert Palisades indicates that the mitigation measures developed to avoid impacts were not adequate and need to be amended based upon our real life experience in the field. Mitigation measures are developed to alleviate or lessen impacts. The mitigation monitoring program is a feedback loop to make sure the mitigations are working. Experience with this project indicates that there was a shortcoming and that the mitigations did not work and need to be adjusted.

Tramway Rd was not an option in the original Specific Plan and EIR. It is now an option, the focus of the amendment, and therefore it is most appropriate to alter the mitigation measures to reflect this change and create new mitigation measures as we know the previous ones were not sufficient to avoid the impacts. Since the amendment impacts traffic patterns, adds land to the specific plan that was not a part of the original specific plan, and amends the big horn lambing mitigation, these are all opportunities for the public and others to comment on, and for the issues to be reviewed and considered before a decision is made. We are working with you to be proactive in this effort BEFORE THE CITY COUNCIL HEARING. It is also an opportunity for staff to be proactive and insert mitigations to alleviate impacts.

With this in mind we would like to review the entire record for this amendment so that we can comment accordingly including the agreement you referenced above. Most importantly we want to see that there are enforceable measures in place to mitigate the construction impacts by diverting the construction traffic to Tramway Rd. and away from Racquet Club since this is now an option and using Tramway Rd. clearly has less of an impact. In the meantime, please add this e-mail to the public record.

Cordially,
Dennis Woods

On Mon, Jul 6, 2015 at 9:11 AM, Flinn Fagg <Flinn.Fagg@palmsprings-ca.gov> wrote:

**CITY OF PALM SPRINGS
PUBLIC NOTIFICATION**



Date: July 15, 2015
Subject: Case 5.1154 SP – Desert Palisades

AFFIDAVIT OF PUBLICATION

I, Kathie Hart, MMC, Chief Deputy City Clerk, of the City of Palm Springs, California, do hereby certify that a copy of the attached Notice of Public Hearing was published in the Desert Sun on July 1, 2015.

I declare under penalty of perjury that the foregoing is true and correct.



Kathie Hart, MMC
Chief Deputy City Clerk

AFFIDAVIT OF POSTING

I, Kathie Hart, MMC, Chief Deputy City Clerk, of the City of Palm Springs, California, do hereby certify that a copy of the attached Notice of Public Hearing was posted at City Hall, 3200 E. Tahquitz Canyon Drive, on the exterior legal notice posting board, and in the Office of the City Clerk on July 1, 2015.

I declare under penalty of perjury that the foregoing is true and correct.




Kathie Hart, MMC
Chief Deputy City Clerk

AFFIDAVIT OF MAILING

I, Kathie Hart, MMC, Chief Deputy City Clerk, of the City of Palm Springs, California, do hereby certify that a copy of the attached Notice of Public Hearing was mailed to each and every person on the attached list on July 1, 2015, in a sealed envelope, with postage prepaid, and depositing same in the U.S. Mail at Palm Springs, California.
(8 notices)

I declare under penalty of perjury that the foregoing is true and correct.



Kathie Hart, MMC
Chief Deputy City Clerk

NOTICE OF PUBLIC HEARING
CITY COUNCIL
CITY OF PALM SPRINGS

CASE 5.1154 SP

AN APPLICATION BY THE CITY OF PALM SPRINGS TO AMEND THE
DESERT PALISADES SPECIFIC PLAN TO ALLOW RESIDENT ACCESS TO
TRAMWAY ROAD AND TO DESIGNATE AN APPROXIMATE 5 ACRE
PORTION OF THE PLAN AREA FOR PERMANENT OPEN SPACE

NOTICE IS HEREBY GIVEN that the City Council of the City of Palm Springs, California, will hold a public hearing at its meeting of July 15, 2015. The City Council meeting begins at 6:00 p.m., in the Council Chamber at City Hall, 3200 East Tahquitz Canyon Way, Palm Springs.

The purpose of the hearing is to consider a revision to the previously approved Desert Palisades Specific Plan to allow resident access to Tramway Road and to designate an approximate 5-acre parcel within the plan area as permanent open space. The proposed action will also require consideration of an addendum to the Final EIR under CEQA. The Desert Palisades Specific Plan covers a site of approximately 117 acres at the western terminus of W. Racquet Club Road (Case 5.1154 SP; Zone ESA-SP Planning Area 4).

ENVIRONMENTAL DETERMINATION: An addendum to the Final Environmental Impact Report (EIR) is proposed for this project under the guidelines of the California Environmental Quality Act (CEQA). Members of the public may view this document at the Planning Services Department, City Hall, 3200 East Tahquitz Canyon Way, Palm Springs, and submit written comments at, or prior to, the City Council hearing.

REVIEW OF PROJECT INFORMATION: The staff report and other supporting documents regarding this project are available for public review at City Hall between the hours of 8:00 a.m. and 6:00 p.m., Monday through Thursday. Please contact the Office of the City Clerk at (760) 323-8204 if you would like to schedule an appointment to review these documents.

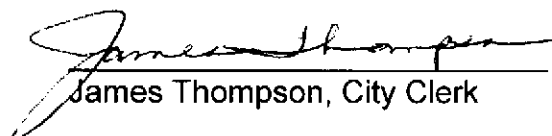
COMMENT ON THIS APPLICATION: Response to this notice may be made verbally at the Public Hearing and/or in writing before the hearing. Written comments may be made to the City Council by letter (for mail or hand delivery) to:

James Thompson, City Clerk
3200 E. Tahquitz Canyon Way, Palm Springs, CA 92262

Any challenge of the proposed project in court may be limited to raising only those issues raised at the public hearing described in this notice, or in written correspondence delivered to the City Clerk at, or prior, to the public hearing. (Government Code Section 65009[b][2]).

An opportunity will be given at said hearing for all interested persons to be heard. Questions regarding this case may be directed to Flinn Fagg, Director of Planning Services at (760) 323-8245.

Si necesita ayuda con esta carta, por favor llame a la Ciudad de Palm Springs y puede hablar con Felipe Primera telefono (760) 323-8253.


James Thompson, City Clerk

NEIGHBORHOOD COALITION REPS
Gate 5, Mt. Shasta Ranch
Desert Palms
Palm Springs

MODCOM AND
HISTORIC SITE REP

MR PETE MORUZZI
PALM SPRINGS MODERN COMMITTEE
P.O. BOX 4738
PALM SPRINGS, CA 92263-4738

VERIFICATION NOTICE

CITY OF PALM SPRINGS
PLANNING SERVICES DEPARTMENT
ATTN SECRETARY
PO BOX 2743
PALM SPRINGS, CA 92263-2743

AGUA CALIENTE BAND OF CAHUILLA
INDIANS

MS MARGARET PARK, DIRECTOR
AGUA CALIENTE BAND OF CAHUILLA
INDIANS
PLANNING & DEVELOPMENT DEPT. -
5401 DINAH SHORE DRIVE
PALM SPRINGS, CA 92264

MS PATRICIA GARCIA
TRIBAL HISTORIC PRESERVATION
OFFICER
AGUA CALIENTE BAND OF CAHUILLA
INDIANS
5401 DINAH SHORE DRIVE
PALM SPRINGS, CA 92264

INTERESTED PARTIES

SOBOBA BAND OF LUISEÑO INDIANS
ATTN: JOSEPH ONTIVEROS
CULTURAL RESOURCES MANAGER
P.O. BOX 487
SAN JACINTO, CA 92581

MR FRANK TYSEN
CASA CODY INN
175 S. CAHUILLA ROAD
PALM SPRINGS, CA 92262

INTERESTED PARTIES

MR ED FREEMAN
PINNACLE VIEW, LLC
P.O. BOX 1754
LAKE OSWEGO, OR 97035

MR MARVIN ROOS
MSA CONSULTING, INC.
34200 BOB HOPE DRIVE
RANCHO MIRAGE, CA 92270



City of Palm Springs

Office of the City Clerk

3200 E. Tahquitz Canyon Way • Palm Springs, CA 92262

Tel: (760) 323-8204 • Fax: (760) 322-8332 • TDD: (760) 864-9527 • Web: www.palmspringsca.gov

NOTICE OF CONTINUANCE

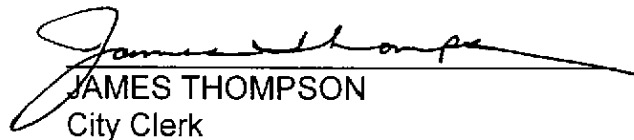
NOTICE IS HEREBY GIVEN that the Regular Meeting held on July 15, 2015, the City Council continued Public Hearing Item No. 1.D. to September 16, 2015:

AMENDMENT TO THE DESERT PALISADES SPECIFIC PLAN TO ALLOW RESIDENT ACCESS TO TRAM WAY AND TO DESIGNATE A 5-ACRE PARCEL TO THE PLAN AREA AS PERMANENT OPEN SPACE (CASE 5.1154-A SP):

ACTION: 1) Continue the Public Hearing to September 16, 2015; and 2) Direct the City Clerk to post a Notice of Continued Public Hearing pursuant to law.

Motion by Mayor Pro Tem Lewin, seconded by Councilmember Foat, and carried on a roll call vote, with Councilmember Mills voting NO.

I, James Thompson, City Clerk of the City of Palm Springs, California, certify this Notice of Continuance was posted at or before 6:45 p.m. on July 16, 2015, as required by established policies and procedures.


JAMES THOMPSON
City Clerk

/kdh



July 13, 2015

Mr. Ed Freeman
Pinnacle View, LLC
P.O. Box 1754
Lake Oswego, OR 97035-0579

Subject: Desert Palisades Specific Plan - Tram Way Access Sight Distance

Dear Mr. Freeman;

Before any access is approved, the City of Palm Springs will review the site access improvements proposed to allow passenger vehicles to enter and exit the site at the proposed access on Tram Way without undue interference with through traffic on Tram Way for consistency with City design standards and currently accepted engineering practices. At the proposed site access connection, clear departure sight triangles are necessary that provide adequate unobstructed intersection sight distance to the west and east on Tram Way for stopped motorists waiting to turn out of the site access or those turning left into the site, as detailed in the supplemental information provided in Attachment A.

MSA Consulting, Inc. has reviewed the as-built plans for Tram Way in the vicinity of the proposed site access connection and determined that the available sight distance to the west on Tram Way for drivers stopped at the proposed site access connection would be approximately 605 feet, as shown in Attachment B. Pursuant to your request, Endo Engineering has reviewed the sight distance criteria associated with the unsignalized site access connection currently proposed on Tram Way to provide additional access to the adopted Desert Palisades Specific Plan. Our review was undertaken to determine whether or not the available 605-foot clear sight distance to the left for stopped drivers waiting to turn right from the site access on to Tram Way would be consistent with the guidance provided by AASHTO including the criteria for and design of intersection sight distance in the publication entitled *A Policy on Geometric Design of Highways and Streets* (2001).

The intersection sight distance criteria for access connections with two-way STOP control is determined from the design speed of the major road (Tram Way). The appropriate design speed for Tram Way in the vicinity of the proposed site access connection was identified as 50 mph, based on the following factors.

1. The posted speed limit on Tram Way, west of the proposed access connection, is currently 45 mph and the design speed is typically 5 mph higher than the posted speed limit.
2. The minimum centerline radius and superelevation (shown in Attachment C) at the horizontal curve on Tram Way, west of the proposed site access, are consistent with an inferred design speed of 40 mph.
3. A new speed survey (included as Attachment D) was completed on Tram Way 600 feet west of the proposed site access connection over a period of five consecutive days that included 8,200 vehicles. At that point, where approaching eastbound vehicles would first

28811 Woodcock Drive, Laguna Niguel, CA 92677-1330
Phone: (949) 362-0020 E-Mail: endoengr@cox.net

69

become visible to drivers stopped at the proposed site access, the 85th-percentile speed was 39 mph in the eastbound direction and 44 mph in the westbound direction.

The intersection sight distances necessary for passenger cars making various turning movements at the proposed site access connection on Tram Way were determined based on the AASHTO criteria, as shown in Table 1. The minimum grade-corrected stopping sight distances were also identified for the proposed site access connection and included in Table 1. As shown therein, the right-turn movement exiting the site access would require a minimum stopping sight distance of 495 feet to the west on Tram Way. However, the longest intersection sight distance (555 feet to the west and to the east) would be required for a vehicle to complete a left-turn movement from the site access onto Tram Way.

The available 605-foot sight distance to the west on Tram Way for drivers waiting at the limit line to exit the site access would exceed the recommended intersection sight distance of 555 feet. The alignment of Tram Way east of the site access intersection is straight and relatively flat, providing clear sight lines along Tram Way for a substantial distance. To ensure that visual obstructions will not interfere with the sight distances needed to safely accommodate site access, any vertical elements within the clear sight triangles extending 600 feet west and east of the centerline of the proposed site access connection should be removed including but not limited to berms, stones, boulders, and foliage that extend higher than 24 inches above the edge of the traveled way on Tram Way.

Table 1
Sight Distance Needed On Tram Way At Palms Peak Road
(Two-Way STOP Control With 50 MPH Design Speed)

AASHTO Case	Turning Movement At Site Access	Intersection Sight Distance Needed on Tram Way	Minimum Stopping Sight Distance On Tram Way ¹
B1	Left-Turn Out of Site From STOP	555 Ft. to the West and East	380 Ft. to the East 495 Ft. to the West
B2	Right-Turn Out of Site	480 Ft. to the West	495 Ft. to the West
F	Left-Turn Into Site	405 Ft. to the West	495 Ft. to the West

1. These stopping sight distances were corrected for the 8 percent grade on Tram Way. All distances are measured from the centerline of the proposed site access connection and reflect time gaps for passenger cars as the design vehicle with a design speed of 50 mph on Tram Way.

We trust that this information will assist you and the City of Palm Springs in evaluating the adequacy of the sight distance associated with the proposed Tram Way access. If you have questions regarding the findings herein, please do not hesitate to contact our offices by telephone at (949) 362-0020 or by e-mail at endoengr@cox.net.

Sincerely,
ENDO ENGINEERING

Vicki Lee Endo, P.E., T.E.
 Registered Professional
 Traffic Engineer TR 1161

Attachments

Attachments

- A. Supplemental Information
 - B. Line of Sight
 - C. Radius, Grade, and Superelevation
 - D. Speed Survey and Classification Counts
-

Appendix A

Supplemental Information

Attachment A Supplemental Information

1.0 SIGHT DISTANCE

The provision of appropriate intersection sight distance reduces the potential for conflicts at intersections. Drivers approaching an intersection should have an unobstructed view of the entire intersection and an adequate view of the intersecting roadway to avoid collisions. If the available sight distance for a driver of a stopped vehicle is at least equal to the appropriate stopping sight distance for the major road, the major road motorist has sufficient sight distance to anticipate and avoid collisions. To enhance traffic operations and give motorists the information necessary to accept traffic gaps comfortably, the provision of intersection sight distances that exceed the stopping sight distances is desirable along the major road.

The provision of adequate intersection sight distance to the left and right of drivers stopped on Palm Peak Road allows them to see and react to approaching traffic on Tram Way in order to safely turn right or left from the proposed site access connection. Intersection sight distance is also the distance ahead needed for a driver westbound on Tram Way to safely make a left turn into the proposed access connection. The provision of clear departure sight triangles that reflect the required intersection sight distances allows drivers on Tram Way to see any vehicles stopped at the site access in time to be prepared to react and take evasive action, if necessary to avoid conflicts.

Providing the minimum stopping sight distance allows drivers approaching the site access on Tram Way traveling at or near the design speed time to see and react to a discernible hazard in the roadway ahead and brake to a stop. The minimum stopping sight distance should be a requirement for all movements at all intersections. The minimum stopping sight distance should be corrected for grades on the major road greater than three percent.

2.0 EXISTING CONDITIONS

Tram Way

Tram Way is currently a two-lane undivided private roadway extending less than four miles west of State Highway 111 to the Palm Springs Aerial Tramway. Tram Way has a 100-foot right-of-way, and currently provides a paved roadbed 40 feet in width. Tram Way is gated west of State Highway 111 and east of the Palm Springs Aerial Tramway facilities. The gates are locked to restrict public access between 10:00 PM and 6:00 AM.

Within the project site, Tram Way has a double yellow centerline and a solid white edge of pavement delineation. MSA Consulting, Inc. has reviewed the as-built plans for Tram Way in the vicinity of the proposed site access connection and determined that the available sight distance to the west on Tram Way for drivers stopped at the proposed site access connection would be approximately 605 feet, as shown in Attachment B. The grade of the existing centerline at the curve on the project site is about 8 percent based on the street improvement plans provided by MSA Consulting, Inc.

Existing Speed Limit

Tram Way has a posted speed limit of 30 mph within the horizontal curve located west of the proposed site access. Tram Way has a posted speed limit of 45 mph on site, between the proposed site access and the horizontal curve to the west. The 45 mph posted speed limit is located where the Tram Way alignment is straight, east of the curve on site.

Speed Survey

Downhill vehicle speeds increase on the straight downhill sections of Tram Way, but decrease through the horizontal curves. To provide an accurate determination of the speed at the point where eastbound vehicles are first visible from the proposed site access, a speed survey was made of vehicles on Tram Way near the exit of the horizontal curve located within the project site. This location, approximately 600 feet west of the proposed site access, was selected as the point at which eastbound motorists could first perceive any potential hazards present at the site access connection. Portable pneumatic detectors were placed on Tram Way for five days, from Friday, June 26, 2015 through Tuesday June 30, 2015. The speed and count data are provided as Attachment D.

Over this period, a total of 8,199 vehicles were counted, including 4,098 westbound vehicles (traveling up the mountain) and 4,101 eastbound vehicles (traveling down the mountain). The three weekday volumes were similar and averaged 1,235 vehicles per day. The Saturday volume was twice the weekday volume (2,437 vehicles per day). The Sunday volume was 2,055 vehicles per day. The highest hourly volume (233 vehicles per hour) during the five days occurred on Saturday between 2:00 PM and 3:00 PM and represented 9.6 percent of the Saturday volume. At the horizontal curve on-site, the vehicles traveling eastbound (down the hill) were moving approximately 5 mph slower than the vehicles traveling westbound (up the hill). The mean speed of the eastbound vehicles was 34 mph. The 10 mph pace speed was 31 to 40 mph and included 62 percent of the counted vehicles.

The 85th-percentile speed for eastbound vehicles was 39 mph. There were 12 eastbound vehicles that exceeded 55 mph at the curve. These vehicles comprised 0.3 percent of the vehicles counted. The 85th-percentile speed for westbound vehicles was 44 mph. There were 68 westbound vehicles that exceeded 55 mph at the curve. These vehicles comprised 1.7 percent of the vehicles counted. The design speed is given in 5 mph increments and typically 5 mph higher than the 85th-percentile speed (5 mph represents approximately one standard deviation). Therefore, the speed survey suggests that the designated design speed of Tram Way should be 50 mph on site.

The 85th-percentile speed for eastbound vehicles was 39 mph. The 85th-percentile speed for westbound vehicles was 44 mph. The design speed is given in 5 mph increments and typically 5 mph higher than the 85th-percentile speed (5 mph represents approximately one standard deviation). Therefore, the speed survey suggests that the designated design speed of Tram Way should be 50 mph on site.

Fewer than one percent of the vehicles during the five-day speed survey were observed traveling at speeds in excess of 55 mph. Since only a small percentage of drivers travel at extremely high speeds, it is not economically practical to design for them. The design should satisfy reasonable public expectations for the facility.

Design Vehicle

The vehicle classification study shown in Attachment D indicates that 97.6 percent of the vehicles were cars or light trucks, 0.4 percent were motorcycles, 0.2 percent were buses, and 1.8 percent were SU50 vehicles. The necessary intersection sight distance values shown in Table 1 assume that passenger cars are the appropriate design vehicle. Heavy vehicles traveling to and/or from the project site will not be allowed to use the proposed gated access connection on Tram Way.

Inferred Design Speed

The inferred design speed of Tram Way can be determined from the design characteristics of the horizontal curve located on-site, 600 feet west of the proposed site access . Drivers select their speed based on their individual perception of safety by observing the roadway characteristics. The street improvement plans for Tram Way provided by MSA Consulting, Inc. show that the minimum existing centerline radius is 550 feet, and the superelevation is 4 percent at this location.

The relationship between the vehicle speed and the side friction is shown by the equation below:

$$0.01e + f = V^2 / 15 \cdot R$$

- e = superelevation (4%)
- f = side friction (from AASHTO)
- V = the design vehicle speed (mph)
- R = the minimum radius of curvature (ft.)

AASHTO provides the design friction factors for various design speeds and superelevation that represent a comfortable lateral acceleration in Exhibit 3-14 of *A Policy on Geometric Design of Highways and Streets* (2001). The inferred design speed was calculated to be 40 mph through an iterative procedure provided by the FHWA that used the equation for vehicle speed and side friction and the data from AASHTO.¹

3.0 STOPPING SIGHT DISTANCE ANALYSIS

Nearly all of the site traffic using the proposed site access connection will be turning right from the site access onto Tram Way and traveling eastbound down the hill to Highway 111. The minimum stopping sight distance was evaluated using the criteria for AASHTO Case B2 where there is a vehicle at a two-way STOP turning right onto the major street. The minimum stopping sight distance was adjusted to reflect the 8 percent grade on Tram Way in the vicinity of the eastbound approach to the proposed site access.

AASHTO Case B2

Right turn from the minor road from AASHTO Exhibit 9-58 with grade adjustments. On westbound upgrade, the braking distance will be shorter. On the eastbound 8 percent downgrade, the braking distance would be longer.

$$D = 1.47 \cdot V \cdot t + V^2 / 30 \cdot [(a / 32.2) \pm G / 100]$$

- D = stopping site distance (ft.)
- V = design speed (mph)
- t = perception-reaction time (2.5 seconds)
- a = deceleration rate (11.2 feet/second²)
- G = grade on major road in percent (8%)

Deceleration Rate

Most drivers decelerate at a rate greater than 14.8 ft/sec² when confronted with the need to stop for an unexpected object in the roadway. Approximately 90 percent of all drivers

1. *Speed Concepts: Informational Guide*, U.S. Department of Transportation, FHWA Publication Number: FHWA-SA-10-001. (Sept 2009)

decelerate at rates greater than 11.2 ft/sec². Such decelerations are within the driver's capability to stay within their lane and maintain steering control during the braking maneuver on wet surfaces. Therefore, 11.2 ft/sec² (a comfortable deceleration for most drivers) is assumed by AASHTO and Caltrans as the deceleration threshold for determining stopping sight distance. The friction available on most wet pavement surfaces and the capabilities of most vehicle braking systems can provide braking friction that exceeds this deceleration rate.

Previous research has shown that under emergency conditions, mean deceleration rates are the same between good and poor visibility conditions, but differ between good and poor traction conditions (17.7 ft/s² and 13.8 ft/s², respectively). However, the 85th-percentile values are the same (12.1 ft/s²). On wet pavement with vehicles without an anti-lock braking system, the mean and 85th-percentile deceleration rates are about 13.8 ft/s² and 12.2 ft/s², respectively (54% and 47% of the pavement's coefficient of friction, respectively). On wet pavement with anti-lock brakes, the mean and 85th-percentile deceleration rates are about 17.1 ft/s² and 14.5 ft/s², respectively (66% and 56% of the pavement's coefficient of friction, respectively).²

Reaction Time

The perception-reaction time has been studied in a variety of different conditions. The primary factors affecting the perception reaction time are whether the driver is alert or tired, and whether the driving environment is simple or complex. Recent studies have presented 85th-percentile brake reaction times ranging from 1.48 seconds to 1.90 seconds. The 95th-percentile brake reaction times ranged from 1.75 to 2.50 seconds. The perception-reaction time recommended for use in determining the stopping sight distance by AASHTO is 2.50 seconds.

Grade Superelevation and Minimum Radius

The average grade on Tram Way is approximately 10 percent, based on data from Google Earth. The grade of the existing centerline at the horizontal curve located on the project site is approximately 8 percent, based on the street improvement plans provided by MSA Consulting, Inc. (Attachment C). The street improvement plans show that the existing centerline of the curve has a minimum radius of 550 feet at 605 feet west of the proposed site access connection. The superelevation is also shown on the street improvement plans as approximately 4 percent at the centerline.

4.0 INTERSECTION SIGHT DISTANCE ANALYSIS

The intersection sight distance needed on Tram Way included in Table 1 was determined from Exhibit 9-54 and 9-55 for Case B1, from Exhibit 9-57 and 9-58 for Case B2, and from Exhibit 99-66 and 99-67 for Case F. AASHTO suggests that no adjustment of the intersection sight distance values for the major-road grade is generally needed because both the major- and minor-road vehicle will be on the same grade when departing from the intersection. Therefore, no grade adjustments for Tram Way were made for the intersection sight distance values provided in Table 1. AASHTO suggests adjustments for multilane highways and minor streets with grades greater than 3.0 percent. Since Tram Way is a two-lane roadway and the minor street is not anticipated to have a grade greater than 3.0 percent, no time gap adjustments were made to the intersection sight distance values shown in Table 1.

5.0 CALTRANS STANDARDS

For intersections with two-way STOP control on state highways, Caltrans generally requires a corner sight distance that would allow vehicles approaching the intersection at least 7.5

2. NCHRP Report 600A: *Human Factors Guidelines for Road Systems*, 2008

seconds to stop or maneuver to avoid collisions. A 7.5-second criterion is normally applied to all lanes of through traffic on the major street in order to cover all possible maneuvers by the vehicle at the crossroad. If the corner sight distance is not feasible, Caltrans requires a sight distance at least equivalent to the stopping sight distance for vehicles operating at the designated design speed. The stopping sight distances identified by Caltrans are the same as those identified by AASHTO.

The 7.5-second requirement from Caltrans is equivalent to the 7.5-second time gap suggested by AASHTO for left-turn movements by vehicles stopped on the minor street that was used to develop values in Table 1. Therefore, the 605-foot clear line of sight available at the proposed access would be sufficient to meet the Caltrans sight distance requirements in the *Highway Design Manual* (2015).

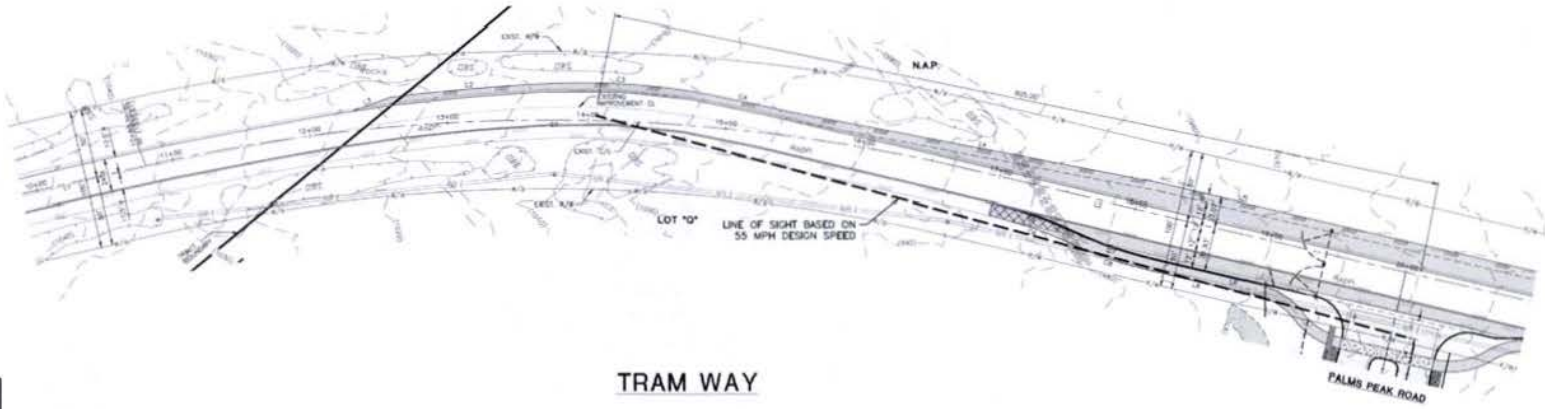
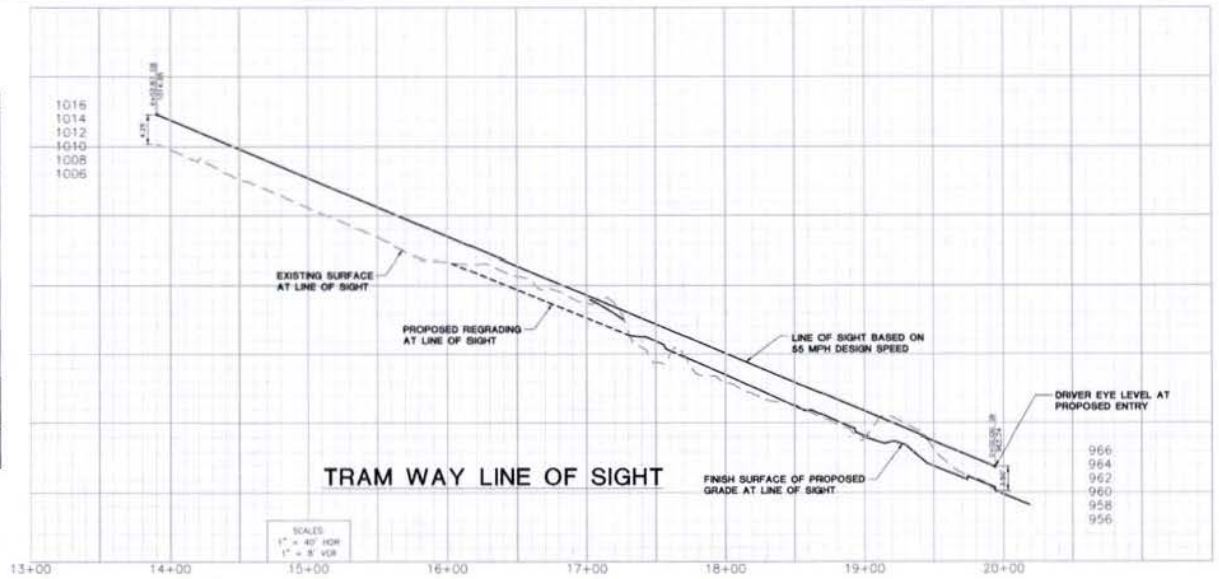
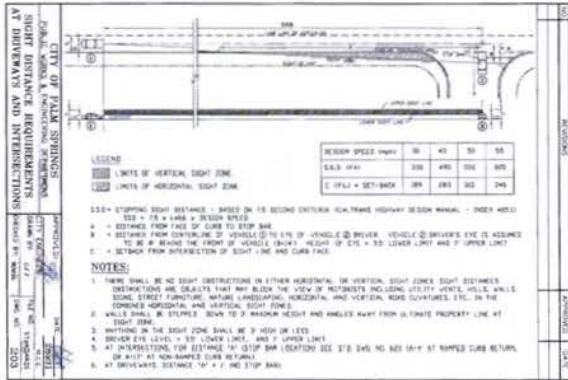
At unsignalized intersections, a substantially clear line of sight should be maintained between the driver of a vehicle waiting at a crossroad and the driver of an approaching vehicle on the major street. In determining the corner sight distance, a setback distance for the vehicle waiting at the crossroad must be assumed. The setback for the driver of the vehicle on the crossroad is a minimum of ten feet plus the shoulder width of the major road, but not less than 15 feet.

6.0 RECOMMENDATIONS

1. Pavement markings should be provided that clearly identify the turn lanes and travel way, as well as the edge of pavement.
2. Adequate lighting should be provided to assist the approaching motorists to detect motorists waiting to enter the roadway, as well as illuminate vehicles approaching the project access.
3. An INTERSECTION AHEAD warning sign should be located on Tram Way near the curve on site to provide advance warning of the road ahead and reinforce the idea that drivers should expect the possibility of turning traffic ahead.
4. Clear sight triangles along both intersection approach legs and across their included corners should be provided that are clear of obstructions that might block a driver's view of potentially conflicting vehicles. AASHTO suggest a drivers eye height of 3.5 feet and an object height of 3.5 feet above the pavement.

Appendix B

Line of Sight



Dig Safely
 DIAL TOLL FREE 811
 AT LEAST TWO DAYS BEFORE YOU DIG

DIG ALERT

UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

BASIS OF BEARING:
 THE BASIS OF BEARING FOR THIS PLAN IS THE NORTHERLY LINE OF GOVERNMENT LOT 8 OF THE PALM JAY OF SECTION 16, TOWNSHIP 4 SOUTH, RANGE 4 EAST, S.E.M., AS SHOWN ON R.S. 134782 FOR THE SOUTH 1/4 OF SECTION 16.

MSA CONSULTING, INC.
 PLANNING • CIVIL ENGINEERING • LAND SURVEYING
 34300 BOB HOPE DRIVE • RANCHO MIRAGE • CA 92270
 TELEPHONE (760) 320-9811 • FAX (760) 323-7893



NO.	REVISIONS	APPROVED	DATE

DESIGNED BY: BENCHI CPS 3-7 ELEV. 657.887'
 DRAWN BY: MSA CONSULTING, INC.
 CHECKED BY: JULIAN A. DE LA TORRE
 DATE: 4/18/20

PREPARED UNDER THE DIRECT SUPERVISION OF: JULIAN A. DE LA TORRE
 LICENSE NO.: 43680
 DATE: 4/18/20

DESIGNED BY: JOHN W. BREWER
 DRAWN BY: TRAVIS BRUCE
 CHECKED BY: JAD
 DATE: 4/18/20

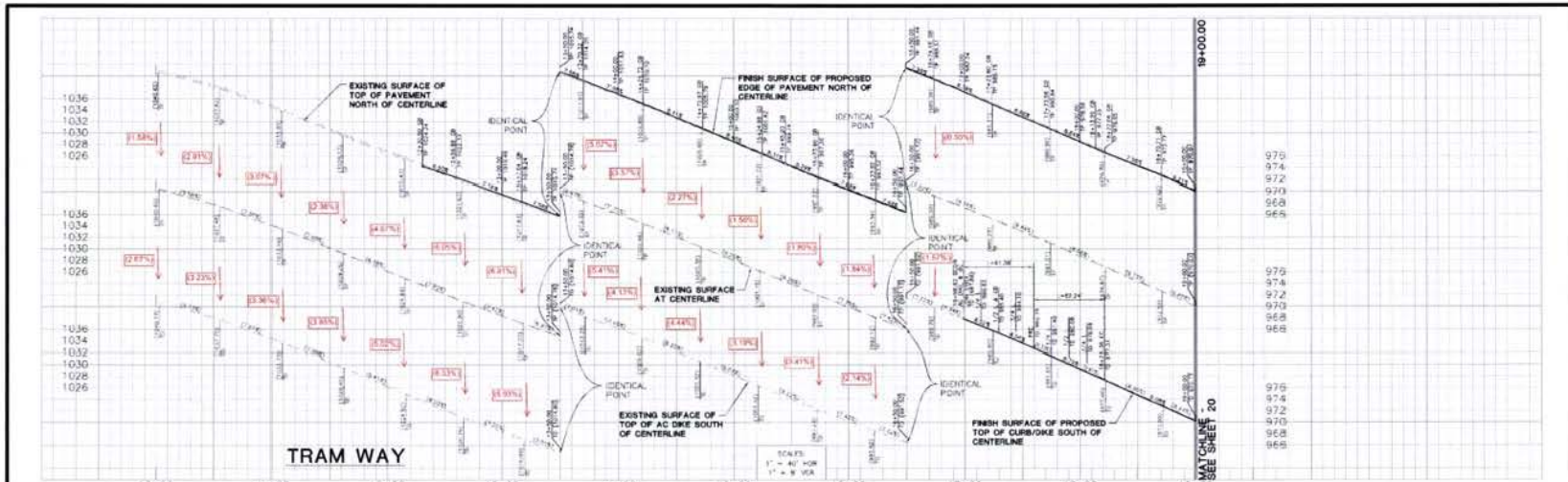
APPROVED BY: MARCIA L. TELLER
 DATE: 4/22/21

CITY OF PALM SPRINGS, CALIFORNIA
 TRACT MAP NO. 35540 - DESERT PALISADES
 PHASE 1A-1C STREET IMPROVEMENT PLAN
 TRAM WAY LINE OF SIGHT

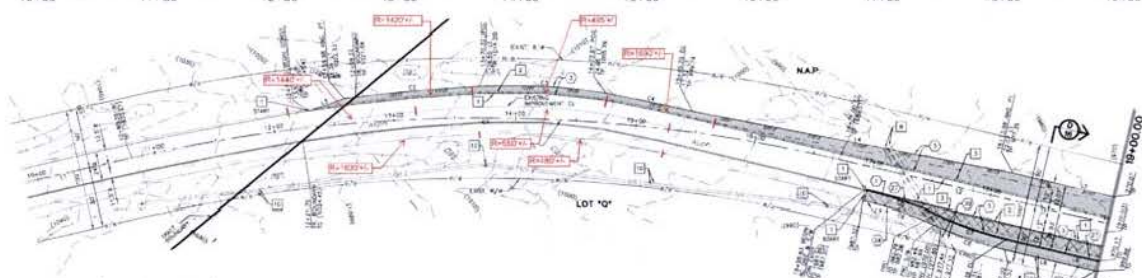
FILE NO.: TM 35540
 DRAWING NO.: 21
 SHEETS: 17

Appendix C

Radius, Grade, and Superelevation



979
974
972
970
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966
975
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972
970
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- DEMOLITION/DISPOSITION NOTES**
1. EXIST. CUT AND SMOOTH JOINT.
 2. REMOVE EXISTING ALL PAVEMENT.
 3. REMOVE EXISTING ALL CURB.
 4. ADJUST LEGS AND BASES OF EXISTING 30" DIA. MANHOLE.
 5. CONSTRUCTION TO COMPLY WITH CHECK FOR ALL UNDER PROVISIONS OF THE STANDARD SPECIFICATIONS AND REQUIRE OF PUBLIC WORKS.
- CONSTRUCTION NOTES**
1. CONSTRUCT 3" 12" ALL PAVEMENT OVER 1" GRANULAR BASE OVER 24" NATIVE SOIL OR 20% GRAVEL CONSTRUCTION.
 2. CONSTRUCT 1" 24" ALL PAVEMENT 2" 12" WITH REINFORCING OVER 24" NATIVE SOIL OR 20% GRAVEL CONSTRUCTION PER CITY OF PALM SPRINGS STANDARD SPEC. 101.
 3. CONSTRUCT 10" 12" ALL ASPHALT CONCRETE OVER 10" 12" CITY OF PALM SPRINGS STANDARD SPEC. 101.020.
 4. CONSTRUCT 10" 12" ALL ASPHALT CONCRETE OVER 10" 12" CITY OF PALM SPRINGS STANDARD SPEC. 101.020.
 5. PAVEMENT AND METAL 12" = 20 GAUGE CONCRETE WITH 10" DIA. 10" 12" CITY OF PALM SPRINGS STANDARD SPECIFICATIONS, CONFORM TO EXIST. 30" DIA. STONE CURB LINE.

LINE DATA			
NO.	BEARING	LENGTH	START POINT
1	N 10° 00' 00" E	100.00	10+00.00
2	N 89° 59' 59" W	100.00	10+100.00
3	S 89° 59' 59" E	100.00	10+200.00
4	S 10° 00' 00" W	100.00	10+300.00
5	N 10° 00' 00" E	100.00	10+400.00
6	N 89° 59' 59" W	100.00	10+500.00
7	S 89° 59' 59" E	100.00	10+600.00
8	S 10° 00' 00" W	100.00	10+700.00
9	N 10° 00' 00" E	100.00	10+800.00
10	N 89° 59' 59" W	100.00	10+900.00
11	S 89° 59' 59" E	100.00	11+000.00
12	S 10° 00' 00" W	100.00	11+100.00
13	N 10° 00' 00" E	100.00	11+200.00
14	N 89° 59' 59" W	100.00	11+300.00
15	S 89° 59' 59" E	100.00	11+400.00
16	S 10° 00' 00" W	100.00	11+500.00
17	N 10° 00' 00" E	100.00	11+600.00
18	N 89° 59' 59" W	100.00	11+700.00
19	S 89° 59' 59" E	100.00	11+800.00
20	S 10° 00' 00" W	100.00	11+900.00
21	N 10° 00' 00" E	100.00	12+000.00
22	N 89° 59' 59" W	100.00	12+100.00
23	S 89° 59' 59" E	100.00	12+200.00
24	S 10° 00' 00" W	100.00	12+300.00
25	N 10° 00' 00" E	100.00	12+400.00
26	N 89° 59' 59" W	100.00	12+500.00
27	S 89° 59' 59" E	100.00	12+600.00
28	S 10° 00' 00" W	100.00	12+700.00
29	N 10° 00' 00" E	100.00	12+800.00
30	N 89° 59' 59" W	100.00	12+900.00
31	S 89° 59' 59" E	100.00	13+000.00
32	S 10° 00' 00" W	100.00	13+100.00
33	N 10° 00' 00" E	100.00	13+200.00
34	N 89° 59' 59" W	100.00	13+300.00
35	S 89° 59' 59" E	100.00	13+400.00
36	S 10° 00' 00" W	100.00	13+500.00
37	N 10° 00' 00" E	100.00	13+600.00
38	N 89° 59' 59" W	100.00	13+700.00
39	S 89° 59' 59" E	100.00	13+800.00
40	S 10° 00' 00" W	100.00	13+900.00
41	N 10° 00' 00" E	100.00	14+000.00
42	N 89° 59' 59" W	100.00	14+100.00
43	S 89° 59' 59" E	100.00	14+200.00
44	S 10° 00' 00" W	100.00	14+300.00
45	N 10° 00' 00" E	100.00	14+400.00
46	N 89° 59' 59" W	100.00	14+500.00
47	S 89° 59' 59" E	100.00	14+600.00
48	S 10° 00' 00" W	100.00	14+700.00
49	N 10° 00' 00" E	100.00	14+800.00
50	N 89° 59' 59" W	100.00	14+900.00
51	S 89° 59' 59" E	100.00	15+000.00
52	S 10° 00' 00" W	100.00	15+100.00
53	N 10° 00' 00" E	100.00	15+200.00
54	N 89° 59' 59" W	100.00	15+300.00
55	S 89° 59' 59" E	100.00	15+400.00
56	S 10° 00' 00" W	100.00	15+500.00
57	N 10° 00' 00" E	100.00	15+600.00
58	N 89° 59' 59" W	100.00	15+700.00
59	S 89° 59' 59" E	100.00	15+800.00
60	S 10° 00' 00" W	100.00	15+900.00
61	N 10° 00' 00" E	100.00	16+000.00
62	N 89° 59' 59" W	100.00	16+100.00
63	S 89° 59' 59" E	100.00	16+200.00
64	S 10° 00' 00" W	100.00	16+300.00
65	N 10° 00' 00" E	100.00	16+400.00
66	N 89° 59' 59" W	100.00	16+500.00
67	S 89° 59' 59" E	100.00	16+600.00
68	S 10° 00' 00" W	100.00	16+700.00
69	N 10° 00' 00" E	100.00	16+800.00
70	N 89° 59' 59" W	100.00	16+900.00
71	S 89° 59' 59" E	100.00	17+000.00
72	S 10° 00' 00" W	100.00	17+100.00
73	N 10° 00' 00" E	100.00	17+200.00
74	N 89° 59' 59" W	100.00	17+300.00
75	S 89° 59' 59" E	100.00	17+400.00
76	S 10° 00' 00" W	100.00	17+500.00
77	N 10° 00' 00" E	100.00	17+600.00
78	N 89° 59' 59" W	100.00	17+700.00
79	S 89° 59' 59" E	100.00	17+800.00
80	S 10° 00' 00" W	100.00	17+900.00
81	N 10° 00' 00" E	100.00	18+000.00
82	N 89° 59' 59" W	100.00	18+100.00
83	S 89° 59' 59" E	100.00	18+200.00
84	S 10° 00' 00" W	100.00	18+300.00
85	N 10° 00' 00" E	100.00	18+400.00
86	N 89° 59' 59" W	100.00	18+500.00
87	S 89° 59' 59" E	100.00	18+600.00
88	S 10° 00' 00" W	100.00	18+700.00
89	N 10° 00' 00" E	100.00	18+800.00
90	N 89° 59' 59" W	100.00	18+900.00
91	S 89° 59' 59" E	100.00	19+000.00

DIG ALERT Dig Safely
DIAL TOLL FREE
811
AT LEAST TWO DAYS
BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF POTENTIAL DIAL PIPES

RECORD DRAWINGS

NO.	REVISION	DATE	BY

MSA CONSULTING, INC.
PLANNING & CIVIL ENGINEERING & LAND SURVEYING
34300 Box 1000, Davis & Rancho Mission, CA 92726
Telephone: (760) 330-9881 • Fax: (760) 333-7893



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DESIGNED BY JULIAN A. DE LA TORRE	CHECKED BY JULIAN A. DE LA TORRE	DATE 05/27/2013	PROJECT NO. 43880	DATE 05/27/2013	PROJECT NAME TRAM WAY	SCALE 1" = 40'	DATE 05/27/2013	PROJECT NO. 43880	DATE 05/27/2013	PROJECT NAME TRAM WAY	SCALE 1" = 40'	DATE 05/27/2013
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CITY OF PALM SPRINGS, CALIFORNIA
TRACT MAP NO. 35540 - DESERT PALISADES
PHASE 1A-1C STREET IMPROVEMENT PLAN
TRAM WAY ROAD - 10+00.00 TO 18+00.00
SHEET 21 OF 21

Appendix D

Speed Survey and Classification Counts

Counts Unlimited, Inc

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Speed Survey

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

PLSTRWSR111S
 Site Code: 009-15350

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
08/26/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	1	1	1	0	0	1	0	0	0	0	0	0	4
08:00	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
09:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
10:00	0	0	2	1	3	6	3	0	0	0	0	0	0	0	15
11:00	0	0	3	1	6	2	2	2	1	0	0	0	0	0	17
12 PM	0	0	1	3	22	19	6	1	0	0	0	0	0	0	52
13:00	0	0	1	18	17	11	7	0	0	0	0	0	0	0	54
14:00	0	1	3	12	32	24	7	2	0	0	0	0	0	0	81
15:00	0	1	6	18	33	17	7	0	2	0	0	0	0	0	84
16:00	0	0	1	6	22	21	11	1	1	0	0	0	0	0	63
17:00	1	0	0	11	17	23	10	2	0	0	0	0	0	0	64
18:00	0	1	1	10	13	13	3	3	0	1	0	0	0	0	45
19:00	0	0	1	9	12	6	7	4	1	0	0	0	0	0	40
20:00	0	0	1	16	14	12	2	1	0	0	0	0	0	0	46
21:00	0	0	0	1	4	8	4	4	0	0	0	0	0	0	21
22:00	0	1	1	3	3	3	7	6	2	0	0	0	0	0	26
23:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
Total	1	4	22	117	201	166	78	27	7	1	0	0	0	0	624

Counts Unlimited, Inc

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PLSTRWSR111S
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City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Speed Survey

Eastbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/27/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
07:00	1	0	0	1	2	0	0	0	0	0	0	0	0	0	4
08:00	0	0	0	1	2	2	0	0	1	0	0	0	0	0	6
09:00	0	0	0	0	3	4	0	0	0	0	0	0	0	0	7
10:00	0	0	3	1	8	8	1	1	1	0	0	0	0	0	23
11:00	1	0	1	2	12	9	6	0	0	0	0	0	0	0	31
12 PM	1	0	1	17	26	25	9	0	0	0	0	0	0	0	79
13:00	0	0	2	10	27	34	7	3	0	0	0	0	0	0	83
14:00	2	0	6	18	51	44	10	0	1	1	0	0	0	0	133
15:00	1	0	6	26	34	47	13	0	0	1	0	0	0	0	128
16:00	0	1	3	29	59	36	20	2	0	0	0	0	0	0	150
17:00	2	2	8	33	59	39	10	1	1	0	0	0	0	0	155
18:00	0	0	5	19	59	40	12	2	0	0	0	0	0	0	137
19:00	0	0	8	19	38	11	6	1	0	0	0	0	0	0	83
20:00	0	0	8	13	31	18	5	0	0	0	0	0	0	0	75
21:00	0	2	7	16	15	11	6	1	0	0	0	0	0	0	58
22:00	0	0	0	9	8	16	3	6	3	2	0	0	1	0	48
23:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
Total	10	5	58	214	435	344	110	19	7	4	0	0	1	0	1207

84

Counts Unlimited, Inc

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Speed Survey

PO Box 1178
 Corona, CA 92878
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 email: counts@countsunlimited.com

PLSTRWSR111S
 Site Code: 009-15350

Eastbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/28/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	1	0	1	0	0	3	2	0	0	0	0	0	0	0	7
08:00	0	0	1	3	0	1	1	0	0	0	0	0	0	0	6
09:00	0	0	1	3	3	5	2	1	0	0	0	0	0	0	15
10:00	1	0	3	3	14	7	8	1	0	0	0	0	0	0	37
11:00	0	0	4	7	17	24	2	2	0	0	0	0	0	0	56
12 PM	0	0	3	19	30	12	5	0	0	0	0	0	0	0	69
13:00	1	1	4	19	29	35	9	3	0	0	0	0	0	0	101
14:00	0	0	3	32	27	40	6	4	0	0	0	0	0	0	112
15:00	0	0	5	18	47	45	18	1	1	0	0	0	0	0	135
16:00	1	0	3	18	54	39	13	13	0	0	0	0	0	0	141
17:00	0	0	4	13	43	39	9	2	0	1	0	0	0	0	111
18:00	0	0	4	23	30	24	4	0	1	0	0	0	0	0	86
19:00	0	0	3	10	22	15	2	1	0	0	0	0	0	0	53
20:00	1	1	6	17	12	15	3	0	0	0	0	0	0	0	55
21:00	2	2	2	7	10	12	4	7	1	2	0	0	0	0	49
22:00	0	0	0	1	2	2	3	1	0	0	0	0	0	0	9
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	4	48	193	340	318	91	36	4	3	0	0	0	0	1044

85

Counts Unlimited, Inc

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Speed Survey

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 Corona, CA 92878
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 email: counts@countsunlimited.com

PLSTRWSR111S
 Site Code: 009-15350

Eastbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76	999	Total
06/29/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
07:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	1	0	2	3	1	0	0	0	0	0	0	0	0	0	7
09:00	1	0	0	3	1	2	0	0	0	0	0	0	0	0	0	7
10:00	0	0	0	2	4	2	0	0	1	1	0	0	0	0	0	10
11:00	0	0	0	1	5	6	3	0	0	0	0	0	0	0	0	15
12 PM	0	0	4	11	17	10	2	1	0	0	0	0	0	0	0	45
13:00	2	0	1	14	16	16	3	4	0	0	0	1	0	0	0	57
14:00	0	0	3	15	28	21	4	1	0	0	0	0	0	0	0	72
15:00	0	0	1	10	33	21	6	2	1	1	0	0	0	0	0	75
16:00	1	0	6	11	27	16	16	3	0	0	0	0	0	0	0	80
17:00	0	1	1	6	21	24	5	1	4	0	0	0	0	0	0	63
18:00	0	0	3	13	18	19	4	1	0	0	0	0	0	0	0	58
19:00	3	4	12	6	9	12	6	0	0	0	0	0	0	0	0	52
20:00	0	0	5	13	14	6	0	1	0	0	0	0	0	0	0	39
21:00	0	0	7	3	14	7	3	2	3	0	0	0	0	0	0	39
22:00	0	0	1	2	4	2	1	3	0	0	0	0	0	0	0	13
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	6	46	114	215	165	54	19	9	2	0	1	0	0	0	638

Counts Unlimited, Inc

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Speed Survey

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

PLSTRWSR111S
 Site Code: 009-15350

Eastbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/30/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
06:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
08:00	0	0	0	1	1	0	0	1	0	0	0	0	0	0	3
09:00	0	0	0	0	3	2	1	2	0	0	0	0	0	0	8
10:00	0	0	1	2	1	3	1	1	0	0	0	0	0	0	9
11:00	0	0	0	4	8	3	1	0	0	0	0	0	0	0	16
12 PM	1	0	1	4	12	14	3	1	0	0	0	0	0	0	36
13:00	1	1	3	2	19	18	5	1	0	0	0	0	0	0	50
14:00	0	1	0	18	39	16	5	4	1	0	0	0	0	0	84
15:00	0	0	9	12	34	13	1	0	0	0	0	0	0	0	69
16:00	0	0	1	17	16	30	12	2	0	0	0	0	0	0	78
17:00	2	0	2	4	15	20	11	1	0	0	0	0	0	0	55
18:00	0	0	2	6	13	10	5	1	3	0	0	0	0	0	40
19:00	0	0	0	9	15	10	0	2	0	0	0	0	0	0	36
20:00	0	0	9	5	16	5	2	2	0	0	0	0	0	0	39
21:00	7	2	6	14	11	6	3	2	0	0	0	0	0	0	51
22:00	0	0	1	0	0	1	4	2	0	0	0	0	0	0	8
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	5	35	100	206	151	54	22	4	0	0	0	0	0	588
Grand Total	36	24	209	738	1397	1144	387	123	31	10	0	1	1	0	4101

15th Percentile : 27 MPH
 50th Percentile : 33 MPH
 85th Percentile : 39 MPH
 95th Percentile : 44 MPH

Statistics
 Mean Speed(Average) : 34 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 2541
 Percent in Pace : 62.0%
 Number of Vehicles > 55 MPH : 12
 Percent of Vehicles > 55 MPH : 0.3%

Counts Unlimited, Inc

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Speed Survey

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

PLSTRWSR1115
 Site Code: 009-15350

Westbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76	999	Total
06/26/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	3	2	5	2	0	0	0	0	0	0	13
06:00	0	0	0	2	0	2	0	1	0	0	1	0	1	0	0	7
07:00	0	0	0	0	1	2	0	3	1	0	0	0	0	0	0	7
08:00	0	0	0	3	3	5	5	1	2	0	0	0	0	0	0	19
09:00	0	0	0	1	14	23	32	14	1	1	0	2	0	0	0	88
10:00	0	0	0	5	19	42	17	3	3	0	0	0	0	0	0	89
11:00	1	0	2	5	24	31	20	3	2	1	0	0	0	0	0	89
12 PM	0	0	2	3	8	25	15	3	1	0	0	0	0	0	0	57
13:00	1	0	1	3	15	16	12	7	4	1	0	0	0	0	0	60
14:00	0	0	0	5	11	15	7	7	6	1	1	0	0	0	0	53
15:00	0	1	1	3	4	11	9	7	2	1	0	0	0	0	0	39
16:00	0	0	0	2	6	9	6	4	4	2	1	0	0	0	0	34
17:00	0	0	2	0	2	9	5	4	1	0	0	0	0	0	0	23
18:00	0	0	0	0	6	11	7	0	0	0	0	0	0	0	0	24
19:00	0	0	1	4	2	5	4	1	0	0	0	0	0	0	0	17
20:00	0	1	1	0	2	0	1	0	0	0	0	0	0	0	0	5
21:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	10	36	118	210	143	65	31	8	3	2	1	0	631	

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Counts Unlimited, Inc

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Speed Survey

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 email: counts@countsunlimited.com

PLSTRWSR111S
 Site Code: 009-15350

Westbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/27/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	2	2	5	2	1	0	0	0	0	13
06:00	0	0	1	0	4	3	4	4	2	0	0	0	0	0	18
07:00	1	0	0	1	8	29	33	11	3	1	0	0	0	0	87
08:00	0	0	0	3	18	33	37	16	5	0	1	0	0	0	113
09:00	0	0	1	2	15	32	31	12	2	1	1	0	0	0	97
10:00	0	0	1	7	37	52	30	6	4	0	1	0	0	0	138
11:00	3	0	1	5	29	59	34	7	1	2	0	0	0	0	141
12 PM	1	0	1	6	25	49	30	8	3	0	0	0	0	0	123
13:00	0	0	0	7	21	43	22	7	5	2	0	0	0	0	107
14:00	2	0	0	6	23	45	18	4	1	0	1	0	0	0	100
15:00	0	0	0	4	10	23	9	5	2	0	0	0	0	0	53
16:00	0	0	0	2	12	27	18	9	2	0	0	0	0	0	70
17:00	1	0	1	1	8	31	21	2	0	0	0	0	0	0	65
18:00	2	0	0	5	9	23	14	3	0	0	0	0	0	0	56
19:00	0	0	0	2	8	11	4	3	1	1	0	0	0	0	30
20:00	0	0	0	0	2	5	4	1	0	0	0	0	0	0	12
21:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	0	6	51	230	471	312	104	34	8	4	0	0	0	1230

Counts Unlimited, Inc

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Speed Survey

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

PLSTRWSR111S
 Site Code: 009-15350

Westbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	76	Total
06/28/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	2	0	5	2	0	1	0	0	0	10
06:00	0	0	0	2	1	1	1	2	1	1	0	0	0	0	9
07:00	1	0	0	1	7	15	20	13	2	3	0	0	0	0	62
08:00	0	2	0	2	8	17	10	5	2	0	0	0	0	0	46
09:00	0	0	0	2	11	25	25	8	5	2	0	0	0	0	78
10:00	0	0	0	2	30	30	33	6	2	3	0	0	1	0	107
11:00	0	0	0	3	29	61	35	9	2	0	0	0	1	0	140
12 PM	2	0	0	1	26	52	40	5	2	2	0	0	0	0	130
13:00	0	1	1	4	26	38	22	10	2	2	1	0	0	0	107
14:00	1	0	0	0	14	40	35	6	0	0	0	0	0	0	96
15:00	0	0	1	3	12	27	7	3	2	0	0	0	0	0	55
16:00	1	0	0	4	12	18	9	7	1	1	0	0	0	0	53
17:00	0	0	0	3	9	16	15	6	4	1	0	0	0	0	54
18:00	2	0	0	2	6	8	10	6	0	0	0	0	0	0	34
19:00	0	0	0	1	4	7	3	0	1	1	0	0	0	0	17
20:00	0	0	0	1	2	0	3	1	0	0	0	0	0	0	7
21:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
22:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	3	2	31	197	358	270	95	28	16	2	0	2	0	1011

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Counts Unlimited, Inc

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Speed Survey

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

PLSTRWSR111S
 Site Code: 009-15350

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/29/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	1	0	4	2	3	6	2	1	1	0	0	0	20
06:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
07:00	0	0	0	1	1	1	2	1	2	0	0	0	0	0	8
08:00	0	0	2	1	1	2	4	2	5	1	0	0	0	0	18
09:00	0	0	0	0	7	17	13	10	7	3	1	0	0	0	58
10:00	0	1	0	0	15	41	19	5	2	1	0	0	0	0	84
11:00	0	0	1	5	18	21	13	9	3	0	0	0	0	0	70
12 PM	0	0	0	5	13	30	26	10	1	2	0	0	0	0	87
13:00	2	0	0	1	10	17	13	5	2	0	0	0	0	0	50
14:00	0	1	0	4	14	16	15	5	0	0	0	0	0	0	55
15:00	0	0	1	0	8	21	12	0	0	0	0	0	0	0	42
16:00	1	0	1	1	4	17	9	4	3	0	0	0	0	0	40
17:00	0	0	0	1	6	17	9	5	3	0	0	0	0	0	41
18:00	0	0	0	3	4	13	6	3	0	0	0	0	0	0	29
19:00	1	0	0	0	5	3	3	1	1	0	0	0	0	0	14
20:00	0	0	2	0	1	2	2	0	0	0	0	0	0	0	7
21:00	0	0	0	0	0	1	0	1	1	2	0	0	0	0	5
22:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	2	8	22	112	221	150	70	33	10	2	0	0	0	634

Counts Unlimited, Inc

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Speed Survey

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PLSTRWSR111S
 Site Code: 009-15350

Westbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/30/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	1	1	3	2	3	4	4	1	0	0	0	19
06:00	0	0	0	0	1	2	0	3	1	0	0	0	0	0	7
07:00	3	0	0	0	0	1	2	2	1	1	0	0	0	0	10
08:00	0	0	0	0	1	4	5	0	4	0	0	0	0	0	14
09:00	0	0	0	5	6	15	21	9	5	2	0	0	0	0	63
10:00	0	0	0	2	17	20	23	4	1	1	1	0	0	0	69
11:00	0	0	0	8	20	26	9	5	0	0	0	0	0	0	68
12 PM	0	0	0	4	25	42	11	7	1	0	0	0	0	0	90
13:00	1	0	0	2	8	23	10	6	3	0	0	0	0	0	53
14:00	0	0	0	3	7	17	14	5	0	0	0	0	0	0	46
15:00	0	0	0	1	6	13	10	2	1	0	0	0	0	0	33
16:00	0	0	1	1	5	10	11	3	1	0	0	0	0	0	32
17:00	0	0	0	1	4	6	6	3	0	0	0	0	0	0	20
18:00	0	0	0	0	5	17	9	5	1	0	0	0	0	0	37
19:00	1	0	0	1	4	7	6	1	1	0	0	0	0	0	21
20:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
21:00	1	0	1	1	0	1	2	0	0	0	0	0	0	0	6
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	0	2	30	110	207	144	59	24	8	2	0	0	0	592
Grand Total	29	7	28	170	767	1467	1019	393	150	50	13	2	3	0	4098

15th Percentile : 32 MPH
 50th Percentile : 38 MPH
 85th Percentile : 44 MPH
 95th Percentile : 50 MPH

Statistics
 Mean Speed(Average) : 39 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 2486
 Percent in Pace : 60.7%
 Number of Vehicles > 55 MPH : 68
 Percent of Vehicles > 55 MPH : 1.7%

Counts Unlimited, Inc

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Speed Survey

PO Box 1178
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PLSTRWSR111S
 Site Code: 009-15350

Eastbound, Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/26/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	1	3	2	5	2	0	0	0	0	0	14
06:00	0	0	0	2	0	2	0	1	0	0	1	0	1	0	7
07:00	0	0	1	1	2	2	0	4	1	0	0	0	0	0	11
08:00	0	0	0	5	4	6	5	1	2	0	0	0	0	0	23
09:00	0	0	0	4	15	23	32	14	1	1	0	2	0	0	92
10:00	0	0	2	6	22	48	20	3	3	0	0	0	0	0	104
11:00	1	0	5	6	30	33	22	5	3	1	0	0	0	0	106
12 PM	0	0	3	6	30	44	21	4	1	0	0	0	0	0	109
13:00	1	0	2	21	32	27	19	7	4	1	0	0	0	0	114
14:00	0	1	3	17	43	39	14	9	6	1	1	0	0	0	134
15:00	0	2	7	21	37	28	16	7	4	1	0	0	0	0	123
16:00	0	0	1	8	28	30	17	5	5	2	1	0	0	0	97
17:00	1	0	2	11	19	32	15	6	1	0	0	0	0	0	87
18:00	0	1	1	10	19	24	10	3	0	1	0	0	0	0	69
19:00	0	0	2	13	14	11	11	5	1	0	0	0	0	0	57
20:00	0	1	2	16	16	12	3	1	0	0	0	0	0	0	51
21:00	0	0	0	1	4	9	5	4	0	0	0	0	0	0	23
22:00	0	1	1	3	3	3	7	8	3	1	0	0	0	0	30
23:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
Total	3	6	32	153	319	376	221	92	38	9	3	2	1	0	1255

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Counts Unlimited, Inc

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Speed Survey
 Eastbound, Westbound

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

PLSTRWSR111S
 Site Code: 009-15350

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
06/27/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	2	2	5	2	1	0	0	0	0	13
06:00	2	0	1	0	5	3	4	4	2	0	0	0	0	0	21
07:00	2	0	0	2	10	29	33	11	3	1	0	0	0	0	91
08:00	0	0	0	4	20	35	37	16	6	0	1	0	0	0	119
09:00	0	0	1	2	18	36	31	12	2	1	1	0	0	0	104
10:00	0	0	4	8	45	60	31	7	5	0	1	0	0	0	161
11:00	4	0	2	7	41	68	40	7	1	2	0	0	0	0	172
12 PM	2	0	2	23	51	74	39	8	3	0	0	0	0	0	202
13:00	0	0	2	17	48	77	29	10	5	2	0	0	0	0	190
14:00	4	0	6	24	74	89	28	4	2	1	1	0	0	0	233
15:00	1	0	6	30	44	70	22	5	2	1	0	0	0	0	181
16:00	0	1	3	31	71	63	38	11	2	0	0	0	0	0	220
17:00	3	2	9	34	67	70	31	3	1	0	0	0	0	0	220
18:00	2	0	5	24	68	63	26	5	0	0	0	0	0	0	193
19:00	0	0	8	21	46	22	10	4	1	1	0	0	0	0	113
20:00	0	0	8	13	33	23	9	1	0	0	0	0	0	0	87
21:00	0	2	7	16	15	14	6	1	0	0	0	0	0	0	61
22:00	0	0	0	9	8	17	4	7	4	2	0	0	1	0	52
23:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
Total	20	5	64	265	665	815	422	123	41	12	4	0	1	0	2437

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Counts Unlimited, Inc

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Speed Survey

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
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PLSTRWSR111S
 Site Code: 009-15350

Eastbound, Westbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/28/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	2	0	5	2	0	1	0	0	0	10
06:00	0	0	1	2	1	1	1	2	1	1	0	0	0	0	10
07:00	2	0	1	1	7	18	22	13	2	3	0	0	0	0	69
08:00	0	2	1	5	8	18	11	5	2	0	0	0	0	0	52
09:00	0	0	1	5	14	30	27	9	5	2	0	0	0	0	93
10:00	1	0	3	5	44	37	41	7	2	3	0	0	1	0	144
11:00	0	0	4	10	46	85	37	11	2	0	0	0	1	0	196
12 PM	2	0	3	20	56	64	45	5	2	2	0	0	0	0	199
13:00	1	2	5	23	55	73	31	13	2	2	1	0	0	0	208
14:00	1	0	3	32	41	80	41	10	0	0	0	0	0	0	208
15:00	0	0	6	21	59	72	25	4	3	0	0	0	0	0	190
16:00	2	0	3	22	66	57	22	20	1	1	0	0	0	0	194
17:00	0	0	4	16	52	55	24	8	4	2	0	0	0	0	165
18:00	2	0	4	25	36	32	14	6	1	0	0	0	0	0	120
19:00	0	0	3	11	26	22	5	1	1	1	0	0	0	0	70
20:00	1	1	6	18	14	15	6	1	0	0	0	0	0	0	62
21:00	2	2	2	7	10	13	5	8	1	2	0	0	0	0	52
22:00	0	0	0	1	2	2	4	1	0	0	0	0	0	0	10
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	7	50	224	537	676	361	131	32	19	2	0	2	0	2055

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City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Speed Survey

PLSTRWSR111S
 Site Code: 009-15350

Eastbound, Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/29/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	1	0	4	2	4	6	2	1	1	0	0	0	21
06:00	0	0	1	1	1	0	1	1	1	0	0	0	0	0	6
07:00	0	0	1	2	1	1	2	1	2	0	0	0	0	0	10
08:00	0	1	2	3	4	3	4	2	5	1	0	0	0	0	25
09:00	1	0	0	3	8	19	13	10	7	3	1	0	0	0	65
10:00	0	1	0	2	19	43	19	5	3	2	0	0	0	0	94
11:00	0	0	1	6	23	27	16	9	3	0	0	0	0	0	85
12 PM	0	0	4	16	30	40	28	11	1	2	0	0	0	0	132
13:00	4	0	1	15	26	33	16	9	2	0	0	1	0	0	107
14:00	0	1	3	19	42	37	19	6	0	0	0	0	0	0	127
15:00	0	0	2	10	41	42	18	2	1	1	0	0	0	0	117
16:00	2	0	7	12	31	33	25	7	3	0	0	0	0	0	120
17:00	0	1	1	7	27	41	14	6	7	0	0	0	0	0	104
18:00	0	0	3	16	22	32	10	4	0	0	0	0	0	0	87
19:00	4	4	12	6	14	15	9	1	1	0	0	0	0	0	66
20:00	0	0	7	13	15	8	2	1	0	0	0	0	0	0	46
21:00	0	0	7	3	14	8	3	3	4	2	0	0	0	0	44
22:00	0	0	1	2	5	2	1	4	0	0	0	0	0	0	15
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	8	54	136	327	386	204	89	42	12	2	1	0	0	1272

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Counts Unlimited, Inc

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Speed Survey

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PLSTRWSR111S
 Site Code: 009-15350

Eastbound, Westbound

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/30/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	1	3	3	2	3	4	4	1	0	0	0	21
06:00	0	0	0	1	1	2	0	3	1	0	0	0	0	0	8
07:00	3	1	0	1	1	1	2	2	1	1	0	0	0	0	13
08:00	0	0	0	1	2	4	5	1	4	0	0	0	0	0	17
09:00	0	0	0	5	9	17	22	11	5	2	0	0	0	0	71
10:00	0	0	1	4	18	23	24	5	1	1	1	0	0	0	78
11:00	0	0	0	12	28	29	10	5	0	0	0	0	0	0	84
12 PM	1	0	1	8	37	56	14	8	1	0	0	0	0	0	126
13:00	2	1	3	4	27	41	15	7	3	0	0	0	0	0	103
14:00	0	1	0	21	46	33	19	9	1	0	0	0	0	0	130
15:00	0	0	9	13	40	26	11	2	1	0	0	0	0	0	102
16:00	0	0	2	18	21	40	23	5	1	0	0	0	0	0	110
17:00	2	0	2	5	19	26	17	4	0	0	0	0	0	0	75
18:00	0	0	2	6	18	27	14	6	4	0	0	0	0	0	77
19:00	1	0	0	10	19	17	6	3	1	0	0	0	0	0	57
20:00	0	0	9	5	16	5	5	2	0	0	0	0	0	0	42
21:00	8	2	7	15	11	7	5	2	0	0	0	0	0	0	57
22:00	0	0	1	0	0	1	4	2	0	0	0	0	0	0	8
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	5	37	130	316	358	198	81	28	8	2	0	0	0	1180
Grand Total	65	31	237	908	2164	2611	1406	516	181	60	13	3	4	0	8199

15th Percentile : 29 MPH
 50th Percentile : 36 MPH
 85th Percentile : 43 MPH
 95th Percentile : 48 MPH

Statistics
 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 4775
 Percent in Pace : 58.2%
 Number of Vehicles > 55 MPH : 80
 Percent of Vehicles > 55 MPH : 1.0%

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Counts Unlimited, Inc

PO Box 1178
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 Phone: 951-268-6268

email: counts@countsunlimited.com

PLSTRWSR111C
 Site Code: 009-15350

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Clasification Count

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/26/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	1	0	1	1	0	1	0	0	0	0	0	4
08:00	0	3	0	0	0	0	0	1	0	0	0	0	0	4
09:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
10:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
11:00	0	10	3	1	2	1	0	0	0	0	0	0	0	17
12 PM	1	45	6	0	0	0	0	0	0	0	0	0	0	52
13:00	0	51	2	0	1	0	0	0	0	0	0	0	0	54
14:00	1	71	6	0	3	0	0	0	0	0	0	0	0	81
15:00	1	77	4	0	2	0	0	0	0	0	0	0	0	84
16:00	0	52	9	0	2	0	0	0	0	0	0	0	0	63
17:00	0	60	3	0	1	0	0	0	0	0	0	0	0	64
18:00	0	41	4	0	0	0	0	0	0	0	0	0	0	45
19:00	0	36	4	0	0	0	0	0	0	0	0	0	0	40
20:00	0	42	4	0	0	0	0	0	0	0	0	0	0	46
21:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
22:00	1	23	1	0	1	0	0	0	0	0	0	0	0	26
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	544	57	1	14	2	0	2	0	0	0	0	0	624
Percent	0.6%	87.2%	9.1%	0.2%	2.2%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	10:00	11:00	11:00	07:00		07:00						11:00
Vol.		10	5	1	2	1		1						17
PM Peak	12:00	15:00	16:00		14:00									15:00
Vol.	1	77	9		3									84

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Counts Unlimited, Inc

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Classification Count

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PLSTRWSR111C
 Site Code: 009-15350

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/27/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
08:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
09:00	0	5	1	0	0	0	0	1	0	0	0	0	0	7
10:00	0	20	3	0	0	0	0	0	0	0	0	0	0	23
11:00	1	28	1	0	1	0	0	0	0	0	0	0	0	31
12 PM	0	74	5	0	0	0	0	0	0	0	0	0	0	79
13:00	0	77	6	0	0	0	0	0	0	0	0	0	0	83
14:00	1	120	12	0	0	0	0	0	0	0	0	0	0	133
15:00	0	115	11	0	2	0	0	0	0	0	0	0	0	128
16:00	0	137	10	0	3	0	0	0	0	0	0	0	0	150
17:00	0	140	14	0	1	0	0	0	0	0	0	0	0	155
18:00	0	127	10	0	0	0	0	0	0	0	0	0	0	137
19:00	0	72	10	1	0	0	0	0	0	0	0	0	0	83
20:00	0	66	7	0	1	0	0	1	0	0	0	0	0	75
21:00	0	55	2	0	1	0	0	0	0	0	0	0	0	58
22:00	1	45	2	0	0	0	0	0	0	0	0	0	0	48
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Total	3	1095	97	1	9	0	0	2	0	0	0	0	0	1207
Percent	0.2%	90.7%	8.0%	0.1%	0.7%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00		11:00			09:00						11:00
Vol.	1	28	3		1			1						31
PM Peak	14:00	17:00	17:00	19:00	16:00			20:00						17:00
Vol.	1	140	14	1	3			1						155

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City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Classification Count
 Eastbound

PLSTRWSR111C
 Site Code: 009-15350

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/28/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
08:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
09:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
10:00	0	28	8	0	1	0	0	0	0	0	0	0	0	37
11:00	0	52	3	0	1	0	0	0	0	0	0	0	0	56
12 PM	0	60	8	0	1	0	0	0	0	0	0	0	0	69
13:00	0	88	10	0	3	0	0	0	0	0	0	0	0	101
14:00	0	106	4	0	2	0	0	0	0	0	0	0	0	112
15:00	1	127	7	0	0	0	0	0	0	0	0	0	0	135
16:00	0	124	13	1	3	0	0	0	0	0	0	0	0	141
17:00	0	99	11	1	0	0	0	0	0	0	0	0	0	111
18:00	0	74	7	1	2	2	0	0	0	0	0	0	0	86
19:00	0	47	6	0	0	0	0	0	0	0	0	0	0	53
20:00	0	52	3	0	0	0	0	0	0	0	0	0	0	55
21:00	0	41	7	0	1	0	0	0	0	0	0	0	0	49
22:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	934	90	3	14	2	0	0	0	0	0	0	0	1044
Percent	0.1%	89.5%	8.6%	0.3%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	10:00		10:00									11:00
Vol.		52	8		1									56
PM Peak	15:00	15:00	16:00	16:00	13:00	18:00								16:00
Vol.	1	127	13	1	3	2								141

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City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Clasification Count

PLSTRWSR111C
 Site Code: 009-15350

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/29/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	2	0	0	0	0	0	1	0	0	0	0	0	3
07:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:00	0	4	1	0	1	0	0	1	0	0	0	0	0	7
09:00	1	4	2	0	0	0	0	0	0	0	0	0	0	7
10:00	1	7	2	0	0	0	0	0	0	0	0	0	0	10
11:00	0	11	3	0	1	0	0	0	0	0	0	0	0	15
12 PM	0	41	3	0	1	0	0	0	0	0	0	0	0	45
13:00	0	55	2	0	0	0	0	0	0	0	0	0	0	57
14:00	1	67	3	0	1	0	0	0	0	0	0	0	0	72
15:00	0	68	7	0	0	0	0	0	0	0	0	0	0	75
16:00	1	70	6	1	2	0	0	0	0	0	0	0	0	80
17:00	0	58	5	0	0	0	0	0	0	0	0	0	0	63
18:00	0	55	2	0	1	0	0	0	0	0	0	0	0	58
19:00	0	50	2	0	0	0	0	0	0	0	0	0	0	52
20:00	0	35	4	0	0	0	0	0	0	0	0	0	0	39
21:00	0	39	0	0	0	0	0	0	0	0	0	0	0	39
22:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	579	45	1	7	0	0	2	0	0	0	0	0	638
Percent	0.6%	90.8%	7.1%	0.2%	1.1%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00		08:00			06:00						11:00
Vol.	1	11	3		1			1						15
PM Peak	14:00	16:00	15:00	16:00	16:00									16:00
Vol.	1	70	7	1	2									80

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City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Clasification Count

PLSTRWSR111C
 Site Code: 009-15350

Eastbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/30/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
06:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:00	1	0	0	0	1	0	0	1	0	0	0	0	0	3
08:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
09:00	0	3	4	0	1	0	0	0	0	0	0	0	0	8
10:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
11:00	0	14	1	1	0	0	0	0	0	0	0	0	0	16
12 PM	0	32	3	0	1	0	0	0	0	0	0	0	0	36
13:00	0	45	4	1	0	0	0	0	0	0	0	0	0	50
14:00	1	72	9	0	2	0	0	0	0	0	0	0	0	84
15:00	0	64	4	0	0	0	0	1	0	0	0	0	0	69
16:00	2	66	9	0	1	0	0	0	0	0	0	0	0	78
17:00	0	52	2	0	1	0	0	0	0	0	0	0	0	55
18:00	0	38	2	0	0	0	0	0	0	0	0	0	0	40
19:00	0	32	3	0	1	0	0	0	0	0	0	0	0	36
20:00	0	37	2	0	0	0	0	0	0	0	0	0	0	39
21:00	0	48	3	0	0	0	0	0	0	0	0	0	0	51
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	521	48	2	10	0	0	2	0	0	0	0	0	588
Percent	0.9%	88.6%	8.2%	0.3%	1.7%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	11:00	09:00	11:00	05:00			07:00						11:00
Vol.	1	14	4	1	1			1						16
PM Peak	16:00	14:00	14:00	13:00	14:00			15:00						14:00
Vol.	2	72	9	1	2			1						84
Grand Total	17	3673	337	8	54	4	0	8	0	0	0	0	0	4101
Percent	0.4%	89.6%	8.2%	0.2%	1.3%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

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PLSTRWSR111C
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Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/26/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	8	3	0	1	0	0	0	0	0	0	0	0	13
06:00	0	4	0	0	1	1	0	1	0	0	0	0	0	7
07:00	0	4	2	0	0	0	0	1	0	0	0	0	0	7
08:00	0	13	6	0	0	0	0	0	0	0	0	0	0	19
09:00	0	73	15	0	0	0	0	0	0	0	0	0	0	88
10:00	0	73	14	0	2	0	0	0	0	0	0	0	0	89
11:00	0	65	20	1	3	0	0	0	0	0	0	0	0	89
12 PM	1	44	8	0	4	0	0	0	0	0	0	0	0	57
13:00	0	53	7	0	0	0	0	0	0	0	0	0	0	60
14:00	0	42	10	0	1	0	0	0	0	0	0	0	0	53
15:00	1	28	9	0	1	0	0	0	0	0	0	0	0	39
16:00	0	28	5	0	1	0	0	0	0	0	0	0	0	34
17:00	0	17	6	0	0	0	0	0	0	0	0	0	0	23
18:00	0	14	9	0	1	0	0	0	0	0	0	0	0	24
19:00	0	14	2	0	1	0	0	0	0	0	0	0	0	17
20:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	489	118	1	16	1	0	2	0	0	0	0	0	631
Percent	0.6%	77.5%	18.7%	0.2%	2.5%	0.2%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	09:00	11:00	11:00	11:00	06:00		06:00						10:00
Vol.	1	73	20	1	3	1		1						89
PM Peak	12:00	13:00	14:00		12:00									13:00
Vol.	1	53	10		4									60

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City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Classification Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

PLSTRWSR111C
 Site Code: 009-15350

Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/27/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	11	1	0	0	0	0	0	0	0	0	0	0	13
06:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
07:00	0	74	12	0	1	0	0	0	0	0	0	0	0	87
08:00	0	87	23	0	2	0	0	1	0	0	0	0	0	113
09:00	0	76	21	0	0	0	0	0	0	0	0	0	0	97
10:00	0	124	14	0	0	0	0	0	0	0	0	0	0	138
11:00	1	120	19	0	1	0	0	0	0	0	0	0	0	141
12 PM	0	102	18	0	3	0	0	0	0	0	0	0	0	123
13:00	0	91	14	0	2	0	0	0	0	0	0	0	0	107
14:00	1	82	17	0	0	0	0	0	0	0	0	0	0	100
15:00	0	42	11	0	0	0	0	0	0	0	0	0	0	53
16:00	0	57	11	1	1	0	0	0	0	0	0	0	0	70
17:00	0	54	11	0	0	0	0	0	0	0	0	0	0	65
18:00	0	48	7	0	1	0	0	0	0	0	0	0	0	56
19:00	0	21	8	0	1	0	0	0	0	0	0	0	0	30
20:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	1021	192	1	12	0	0	1	0	0	0	0	0	1230
Percent	0.2%	83.0%	15.6%	0.1%	1.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	10:00	08:00		08:00			08:00						11:00
Vol.	1	124	23		2			1						141
PM Peak	14:00	12:00	12:00	16:00	12:00									12:00
Vol.	1	102	18	1	3									123

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Counts Unlimited, Inc

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Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/28/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	1	7	2	0	0	0	0	0	0	0	0	0	0	10
06:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
07:00	0	52	7	0	3	0	0	0	0	0	0	0	0	62
08:00	0	42	4	0	0	0	0	0	0	0	0	0	0	46
09:00	1	68	7	0	2	0	0	0	0	0	0	0	0	78
10:00	0	87	18	0	2	0	0	0	0	0	0	0	0	107
11:00	0	114	23	0	3	0	0	0	0	0	0	0	0	140
12 PM	0	104	25	0	1	0	0	0	0	0	0	0	0	130
13:00	0	86	20	0	1	0	0	0	0	0	0	0	0	107
14:00	0	78	16	1	1	0	0	0	0	0	0	0	0	96
15:00	0	45	8	0	2	0	0	0	0	0	0	0	0	55
16:00	0	43	8	0	2	0	0	0	0	0	0	0	0	53
17:00	0	42	10	1	1	0	0	0	0	0	0	0	0	54
18:00	0	28	3	1	2	0	0	0	0	0	0	0	0	34
19:00	0	13	3	0	1	0	0	0	0	0	0	0	0	17
20:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	828	157	3	21	0	0	0	0	0	0	0	0	1011
Percent	0.2%	81.9%	15.5%	0.3%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	11:00	11:00		07:00									11:00
Vol.	1	114	23		3									140
PM Peak		12:00	12:00	14:00	15:00									12:00
Vol.		104	25	1	2									130

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Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/29/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	2	13	4	0	0	0	0	1	0	0	0	0	0	20
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
07:00	0	5	1	0	1	0	0	1	0	0	0	0	0	8
08:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
09:00	1	45	12	0	0	0	0	0	0	0	0	0	0	58
10:00	1	68	14	0	1	0	0	0	0	0	0	0	0	84
11:00	0	56	13	0	1	0	0	0	0	0	0	0	0	70
12 PM	0	66	21	0	0	0	0	0	0	0	0	0	0	87
13:00	1	41	6	0	2	0	0	0	0	0	0	0	0	50
14:00	0	44	10	0	1	0	0	0	0	0	0	0	0	55
15:00	0	35	6	0	1	0	0	0	0	0	0	0	0	42
16:00	0	35	4	1	0	0	0	0	0	0	0	0	0	40
17:00	0	31	10	0	0	0	0	0	0	0	0	0	0	41
18:00	0	24	5	0	0	0	0	0	0	0	0	0	0	29
19:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
20:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
21:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	505	114	1	7	0	0	2	0	0	0	0	0	634
Percent	0.8%	79.7%	18.0%	0.2%	1.1%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	10:00	10:00		07:00			05:00						10:00
Vol.	2	68	14		1			1						84
PM Peak	13:00	12:00	12:00	16:00	13:00									12:00
Vol.	1	66	21	1	2									87

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Counts Unlimited, Inc

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Classification Count
 Westbound

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PLSTRWSR111C
 Site Code: 009-15350

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/30/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	2	13	3	0	1	0	0	0	0	0	0	0	0	19
06:00	0	3	2	0	2	0	0	0	0	0	0	0	0	7
07:00	1	6	2	0	1	0	0	0	0	0	0	0	0	10
08:00	1	9	3	0	1	0	0	0	0	0	0	0	0	14
09:00	0	49	13	0	1	0	0	0	0	0	0	0	0	63
10:00	0	55	14	0	0	0	0	0	0	0	0	0	0	69
11:00	0	52	14	1	1	0	0	0	0	0	0	0	0	68
12 PM	1	77	10	0	2	0	0	0	0	0	0	0	0	90
13:00	0	39	13	1	0	0	0	0	0	0	0	0	0	53
14:00	0	36	8	0	1	0	0	1	0	0	0	0	0	46
15:00	0	27	5	0	1	0	0	0	0	0	0	0	0	33
16:00	0	26	6	0	0	0	0	0	0	0	0	0	0	32
17:00	0	15	3	0	2	0	0	0	0	0	0	0	0	20
18:00	0	30	7	0	0	0	0	0	0	0	0	0	0	37
19:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	462	109	2	13	0	0	1	0	0	0	0	0	592
Percent	0.8%	78.0%	18.4%	0.3%	2.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	10:00	10:00	11:00	06:00									10:00
Vol.	2	55	14	1	2									69
PM Peak	12:00	12:00	13:00	13:00	12:00			14:00						12:00
Vol.	1	77	13	1	2			1						90
Grand Total	19	3305	690	8	69	1	0	6	0	0	0	0	0	4098
Percent	0.5%	80.6%	16.8%	0.2%	1.7%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

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Counts Unlimited, Inc

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Clasification Count
 Eastbound, Westbound

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/26/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	8	3	0	2	0	0	0	0	0	0	0	0	14
06:00	0	4	0	0	1	1	0	1	0	0	0	0	0	7
07:00	0	4	3	0	1	1	0	2	0	0	0	0	0	11
08:00	0	16	6	0	0	0	0	1	0	0	0	0	0	23
09:00	0	75	17	0	0	0	0	0	0	0	0	0	0	92
10:00	0	83	19	0	2	0	0	0	0	0	0	0	0	104
11:00	0	75	23	2	5	1	0	0	0	0	0	0	0	106
12 PM	2	89	14	0	4	0	0	0	0	0	0	0	0	109
13:00	0	104	9	0	1	0	0	0	0	0	0	0	0	114
14:00	1	113	16	0	4	0	0	0	0	0	0	0	0	134
15:00	2	105	13	0	3	0	0	0	0	0	0	0	0	123
16:00	0	80	14	0	3	0	0	0	0	0	0	0	0	97
17:00	0	77	9	0	1	0	0	0	0	0	0	0	0	87
18:00	0	55	13	0	1	0	0	0	0	0	0	0	0	69
19:00	0	50	6	0	1	0	0	0	0	0	0	0	0	57
20:00	0	47	4	0	0	0	0	0	0	0	0	0	0	51
21:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
22:00	2	25	2	0	1	0	0	0	0	0	0	0	0	30
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	8	1033	175	2	30	3	0	4	0	0	0	0	0	1255
Percent	0.6%	82.3%	13.9%	0.2%	2.4%	0.2%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	10:00	11:00	11:00	11:00	06:00		07:00						11:00
Vol.	1	83	23	2	5	1		2						106
PM Peak	12:00	14:00	14:00		12:00									14:00
Vol.	2	113	16		4									134

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Counts Unlimited, Inc

City of Palm Springs
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 Eastbound, Westbound

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/27/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	11	1	0	0	0	0	0	0	0	0	0	0	13
06:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
07:00	0	78	12	0	1	0	0	0	0	0	0	0	0	91
08:00	0	91	25	0	2	0	0	1	0	0	0	0	0	119
09:00	0	81	22	0	0	0	0	1	0	0	0	0	0	104
10:00	0	144	17	0	0	0	0	0	0	0	0	0	0	161
11:00	2	148	20	0	2	0	0	0	0	0	0	0	0	172
12 PM	0	176	23	0	3	0	0	0	0	0	0	0	0	202
13:00	0	168	20	0	2	0	0	0	0	0	0	0	0	190
14:00	2	202	29	0	0	0	0	0	0	0	0	0	0	233
15:00	0	157	22	0	2	0	0	0	0	0	0	0	0	181
16:00	0	194	21	1	4	0	0	0	0	0	0	0	0	220
17:00	0	194	25	0	1	0	0	0	0	0	0	0	0	220
18:00	0	175	17	0	1	0	0	0	0	0	0	0	0	193
19:00	0	93	18	1	1	0	0	0	0	0	0	0	0	113
20:00	0	78	7	0	1	0	0	1	0	0	0	0	0	87
21:00	0	57	3	0	1	0	0	0	0	0	0	0	0	61
22:00	1	48	3	0	0	0	0	0	0	0	0	0	0	52
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Total	6	2116	289	2	21	0	0	3	0	0	0	0	0	2437
Percent	0.2%	86.8%	11.9%	0.1%	0.9%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	08:00		08:00			08:00						11:00
Vol.	2	148	25		2			1						172
PM Peak	14:00	14:00	14:00	16:00	16:00			20:00						14:00
Vol.	2	202	29	1	4			1						233

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/28/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	1	7	2	0	0	0	0	0	0	0	0	0	0	10
06:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
07:00	0	59	7	0	3	0	0	0	0	0	0	0	0	69
08:00	0	48	4	0	0	0	0	0	0	0	0	0	0	52
09:00	1	81	9	0	2	0	0	0	0	0	0	0	0	93
10:00	0	115	26	0	3	0	0	0	0	0	0	0	0	144
11:00	0	166	26	0	4	0	0	0	0	0	0	0	0	196
12 PM	0	164	33	0	2	0	0	0	0	0	0	0	0	199
13:00	0	174	30	0	4	0	0	0	0	0	0	0	0	208
14:00	0	184	20	1	3	0	0	0	0	0	0	0	0	208
15:00	1	172	15	0	2	0	0	0	0	0	0	0	0	190
16:00	0	167	21	1	5	0	0	0	0	0	0	0	0	194
17:00	0	141	21	2	1	0	0	0	0	0	0	0	0	165
18:00	0	102	10	2	4	2	0	0	0	0	0	0	0	120
19:00	0	60	9	0	1	0	0	0	0	0	0	0	0	70
20:00	0	57	5	0	0	0	0	0	0	0	0	0	0	62
21:00	0	44	7	0	1	0	0	0	0	0	0	0	0	52
22:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	1762	247	6	35	2	0	0	0	0	0	0	0	2055
Percent	0.1%	85.7%	12.0%	0.3%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	11:00	10:00		11:00									11:00
Vol.	1	166	26		4									196
PM Peak	15:00	14:00	12:00	17:00	16:00	18:00								13:00
Vol.	1	184	33	2	5	2								208

110

Counts Unlimited, Inc

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Classification Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

PLSTRWSR111C
 Site Code: 009-15350

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/29/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	2	14	4	0	0	0	0	1	0	0	0	0	0	21
06:00	0	4	1	0	0	0	0	1	0	0	0	0	0	6
07:00	0	5	3	0	1	0	0	1	0	0	0	0	0	10
08:00	0	19	4	0	1	0	0	1	0	0	0	0	0	25
09:00	2	49	14	0	0	0	0	0	0	0	0	0	0	65
10:00	2	75	16	0	1	0	0	0	0	0	0	0	0	94
11:00	0	67	16	0	2	0	0	0	0	0	0	0	0	85
12 PM	0	107	24	0	1	0	0	0	0	0	0	0	0	132
13:00	1	96	8	0	2	0	0	0	0	0	0	0	0	107
14:00	1	111	13	0	2	0	0	0	0	0	0	0	0	127
15:00	0	103	13	0	1	0	0	0	0	0	0	0	0	117
16:00	1	105	10	2	2	0	0	0	0	0	0	0	0	120
17:00	0	89	15	0	0	0	0	0	0	0	0	0	0	104
18:00	0	79	7	0	1	0	0	0	0	0	0	0	0	87
19:00	0	63	3	0	0	0	0	0	0	0	0	0	0	66
20:00	0	40	6	0	0	0	0	0	0	0	0	0	0	46
21:00	0	43	1	0	0	0	0	0	0	0	0	0	0	44
22:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	1084	159	2	14	0	0	4	0	0	0	0	0	1272
Percent	0.7%	85.2%	12.5%	0.2%	1.1%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	10:00	10:00		11:00			05:00						10:00
Vol.	2	75	16		2			1						94
PM Peak	13:00	14:00	12:00	16:00	13:00									12:00
Vol.	1	111	24	2	2									132

111

Counts Unlimited, Inc

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268

email: counts@countsunlimited.com

PLSTRWSR111C
 Site Code: 009-15350

City of Palm Springs
 Tram Way
 W/ State Route 111
 5 Day Directional Clasification Count

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06/30/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	2	14	3	0	2	0	0	0	0	0	0	0	0	21
06:00	0	3	2	0	3	0	0	0	0	0	0	0	0	8
07:00	2	6	2	0	2	0	0	1	0	0	0	0	0	13
08:00	2	11	3	0	1	0	0	0	0	0	0	0	0	17
09:00	0	52	17	0	2	0	0	0	0	0	0	0	0	71
10:00	0	62	16	0	0	0	0	0	0	0	0	0	0	78
11:00	0	66	15	2	1	0	0	0	0	0	0	0	0	84
12 PM	1	109	13	0	3	0	0	0	0	0	0	0	0	126
13:00	0	84	17	2	0	0	0	0	0	0	0	0	0	103
14:00	1	108	17	0	3	0	0	1	0	0	0	0	0	130
15:00	0	91	9	0	1	0	0	1	0	0	0	0	0	102
16:00	2	92	15	0	1	0	0	0	0	0	0	0	0	110
17:00	0	67	5	0	3	0	0	0	0	0	0	0	0	75
18:00	0	68	9	0	0	0	0	0	0	0	0	0	0	77
19:00	0	50	6	0	1	0	0	0	0	0	0	0	0	57
20:00	0	39	3	0	0	0	0	0	0	0	0	0	0	42
21:00	0	52	5	0	0	0	0	0	0	0	0	0	0	57
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	983	157	4	23	0	0	3	0	0	0	0	0	1180
Percent	0.8%	83.3%	13.3%	0.3%	1.9%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	11:00	09:00	11:00	06:00			07:00						11:00
Vol.	2	66	17	2	3			1						84
PM Peak	16:00	12:00	13:00	13:00	12:00			14:00						14:00
Vol.	2	109	17	2	3			1						130
Grand Total	36	6978	1027	16	123	5	0	14	0	0	0	0	0	8199
Percent	0.4%	85.1%	12.5%	0.2%	1.5%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

112

RECEIVED
CITY OF PALM SPRINGS

2015 JUL 14 PM 5:23

JAMES THOMPSON
CITY CLERK

From: Marcus Fuller
To: Jay Thompson; Kathie Hart
Cc: Jennifer Nelson; Cindy Cairns; Tabitha Richards
Subject: FW: Desert Palisades Comment Letter
Date: Tuesday, July 14, 2015 5:12:31 PM
Attachments: 2015_07_15 Letter to CC Desert Palisades amendment.doc¹
2015_01_07 Letter to CC Desert Palisades extension-Final.doc²
image001.png³

FYI

Marcus L. Fuller, MPA, PE, PLS
Assistant City Manager/City Engineer
City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262
(760) 322-8380
Marcus.Fuller@palmspringsca.gov

From: Dennis Woods [mailto:dennis.l.woods@gmail.com]
Sent: Tuesday, July 14, 2015 4:33 PM
To: Chris Mills; Ginny Foat; Paul Lewin; Rick Hutcheson; Steve Pougnet
Cc: CityClerk; Marcus Fuller; Flinn Fagg; David Ready
Subject: Desert Palisades Comment Letter

Dear Mayor and Council Members,

Attached is the Little Tuscany Neighborhood Organization's letter commenting on item 1.D. AMENDMENT TO THE DESERT PALISADES SPECIFIC PLAN TO ALLOW RESIDENT ACCESS TO TRAM WAY AND TO DESIGNATE A 5-ACRE PARCEL TO THE PLAN AREA AS PERMANENT OPEN SPACE (CASE 5.1154-A SP) that is on your agenda for Wednesday July 15, 2015.

In addition, we are attaching our January 7, 2015 letter to you that outlined problems with construction activities as it supports our July 14, 2015 comment letter.

In short, we are requesting a modification to a mitigation measure, direction to staff to explore a traffic signal as required by the EIR, and develop a plan and implementation schedule for W. Racquet Club Rd. We ask that our letter and the attachment be entered into the public record.

Our July 14, 2015 letter has been vetted with the Little Tuscany Board as well as the Little Tuscany Neighborhood Improvement Committee. We hope you take our comments seriously and into consideration during your discussion.

If you have any questions, please feel free to contact me at:

310.710.7123

or

Dennis.L.Woods@gmail.com

Cordially,
Dennis Woods

7.15.15

Additional materials

Item ID 113

Little Tuscany Neighborhood Organization

Palm Springs City Council
3200 E. Tahquitz Canyon Way
Palm Springs, California 92262
July 14, 2015

Subject: July 15, 2015 City Council Agenda Item AMENDMENT TO THE DESERT PALISADES SPECIFIC PLAN TO ALLOW RESIDENT ACCESS TO TRAM WAY AND TO DESIGNATE ADD A 5 ACRE PARCEL TO THE PLAN AREA AS PERMANENT OPEN SPACE, ZONE ESA-SP (CASE 5.1154-A SP)

Dear Mayor and City Council Members,

We, The Little Tuscany Neighborhood Organization, respectfully request the City Council approve the amendment to the Desert Palisades Specific Plan but ask the following as a condition of our approval:

1. That mitigation measure MM 3.15-11(a) be amended to be more affirmative, more consistent with the existing EIR, and provide leverage for enforcement if necessary.

The record indicates, and the City Council may remember, that the construction impacts from initial construction activities carried out by the master developer were severe, under-regulated, and not adequately mitigated by the EIR. This is documented in our January 7, 2015 letter to you that is attached. We want regulations in place requiring the City to enforce mitigation measures, especially construction mitigation to avoid impacts to the neighboring residents. This would apply to the master developer and to any merchant or private builder that may build within the Specific Plan. If the mitigation measures in the EIR are not effective in mitigating the impacts, it is requested that the City use the purpose and role of the mitigation monitoring program to adjust the construction practices to mitigate impacts.

Currently the EIR provides the City with regulatory control as follows:

Page 329 - Temporary hazards during construction can arrive for conflicts between construction and passenger trafficdeveloper will consult with the City for of a construction strategy

Page 340 - Construction Traffic is proposed to be primarily from Tram Way.

Page 342 - A traffic control plan will be submitted and approved by the City Engineer. At this time schedule and route shall be established

Item I.D.
7/15/15 114

Page 345 SC 3.15-9 (a) - A traffic control plan shall be submitted and approved. Schedules and routes of traffic will be included in the plan

Below is our requested revision to MM 3.15-11

MM 3.15-11(a): The developer and any and all merchant or private builders shall submit a traffic control plan for review and approval by the City that will coordinate with the San Jacinto Winter Park Authority to route construction traffic to Tram Way and avoid use of W. Racquet Club Rd. City staff retains the right to amend and alter the traffic control plan and any construction plan to ensure protection of existing residential areas from negative impacts.

2. We request that Council direct staff to begin discussion with Caltrans to install a traffic signal at North Palm Canyon Drive and Via Escuela as required by MM 3.15-6(a). The master developer has already deposited \$14,610 on 9/24/2014 into a City account as his fair share, however, starting the process to install the signal and identify costs does not appear to be included in any long-range planning work at the City. This stretch of N. Palm Canyon has no pedestrian crossings and has been submitted for consideration into the City's hot spot analysis. Whether or not full funding has been identified or received, there is now seed money to begin the analysis. The following mitigation is already included in the EIR:

MM 3.15-6(a): The project proponent may be required to contribute on a "fair-share" basis to the cost of the future traffic signal and exclusive northbound and southbound left-turn lanes at the intersection of North Palm Canyon Drive and Via Escuela prior to recordation of Tract Map.

3. We request that Council direct staff to explore the design and geometrics of W. Racquet Club Road to identify and schedule improvements. The original EIR put 1,140 vehicles per day onto W. Racquet Club Rd. just from the Desert Palisades Project alone. There are several other projects approved in the area that will put this and more trips onto W. Racquet Club Road. The cumulative impacts of these trips require that the City look at the future build-out of W. Racquet Club Rd. and identify design and funding for its completion. In meeting with City staff it appears that this is not a current work assignment and that the funding is anticipated to come from the other approved projects. This approach is flawed as it does not account for the roadway where the City has not made a nexus to collect money from developers to fund all the necessary improvements. It is possible that the following mitigation measures in the EIR might address W. Racquet Club Rd. but at the writing of this letter it could not be verified. Nonetheless starting work on the ultimate design and identifying all the funding sources is a proactive approach before the anticipated traffic arrives.

MM 3.15-7(a): 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 in the traffic study prior to prior to Building Permits.

4. We want the record to reflect our objection to the traffic analysis for the amendment for the following reasons:
 - The original traffic study is over 5 years old and neither does it nor the traffic study for this amendment include new regulations and implementation tools available in the complete streets act, SB 375, AB 32, bicycle best practices, etc.
 - The traffic study for the amendment does not address or incorporate the cumulative impacts of the vast development that has happened or been approved within the City. The traffic analysis for the amendment relies on traffic counts and numbers that are over 5 years old without a calibration or verification that the projected numbers are accurate.
 - The amended traffic study does not address trails, pedestrian or bicycle issues or safety along W. Racquet Club Rd. relying on the original EIR after which conditions, laws, and attitudes related to multi-modal use of roadways have substantially changed.
 - The amended traffic study neither incorporates the fact that Tram Way is available for construction traffic nor that the short term impacts would be greatly reduced by using Tram Way over W. Racquet Club Rd. In fact the traffic study for the amendment does not address short-term construction traffic impacts in a qualitative or quantitative defensible manner even though the record is clear that there have been significant impacts with using W. Racquet Club Road for construction traffic.
 - The traffic analysis for the amendment does not acknowledge that there are substantial changes in the general conditions in the past 5 years and that attitude towards the use and function of roadways has changed.
 - The traffic analysis for the amendment assumes all traffic assigned to the north will use Tram Way. This assumption is not supported by verifiable evidence and does not take into account that residents are unlikely to take a longer route into and out of their homes. While some may well take Tram Way when their destination is I-10 West, all other trips are more likely to take the most direct route, which will be Racquet Club.

Cordially,

Dennis Woods, Co-Chair: Dennis.L.Woods@gmail.com
Tim O'Bayley, Co-Chair: tim@obayley.net
Michael Birnberg, Co-Chair: mdbirnberg@gmail.com

Enc: January 7, 2015 to City Council

CC: Marcus Fuller, Assistant City Manager
James Thompson, City Clerk
Flinn Fagg, Director of Planning Services
Little Tuscany Neighborhood via NextDoor.com

Little Tuscany Neighborhood Organization

Palm Springs City Council
3200 E. Tahquitz Canyon Way
Palm Springs, California 92262

Subject: January 7, 2015 City Council Agenda Item 2.K. THE DESERT PALISADES SPECIFIC PLAN ADOPTING AN ADDENDUM TO A PREVIOUSLY CERTIFIED ENVIRONMENTAL IMPACT REPORT (EIR) RELATED TO DEVELOPMENT OF A 117-ACRE SITE IN PLANNING AREA 4 OF THE ENVIRONMENTALLY SENSITIVE AREA – SPECIFIC PLAN ZONE (ESA-SP) (CHINO CONE) AT THE WESTERN TERMINUS OF WEST RACQUET CLUB ROAD:

Dear Mayor and City Council Members,

We, The Little Tuscany Neighborhood Organization, respectfully request the City Council defer action on item 2K on the agenda until several issues are addressed. First and foremost, the current grading operations are not abiding by the certified EIR and mechanisms to ensure compliance are absent as are protections for the neighborhood. The construction impacts to the neighborhood are significant and not being addressed or mitigated. Neither the neighborhood association nor the adjacent neighbors were notified of this agenda item and the matter gravely impacts us. Add to this that item 2K is a consent item on the agenda even though the matter of the item is well beyond routine business. As you are aware, putting it on the consent calendar does not permit for a thorough discussion or robust public comment.

ABBREVIATED HISTORY

The City issued an over the counter staff approved grading permit on 10/9/2014 with a start date of 10/13/2014. This approval did not include any conditions or reference any aspect of the EIR. It was simply approved by staff with no process to ensure compliance with the EIR or thought of ways to protect the neighborhood. Construction at the site actually started well before the issuance of the grading permit and is continuing while this letter is being drafted on January 7, 2015 in defiance of the EIR. It was not until we asked questions did the City staff even address issues and mitigations in the EIR. To this day the issues and impacts have been not fully addressed and we as the residents are severely impacted by the construction activities and lack of regulatory control by the City.

ISSUES

As mentioned, first and foremost the City is not proactively and fully monitoring or regulating all aspects of the construction activities per the EIR. Some activities are being monitored but on a spotty basis and the results have been ineffective.

Traffic Control Plan

One egregious example of disregard for the EIR is the lack of a required a traffic control plan, a plan that should be looking at haul routes that have the least impact, the number of trucks, the speed of the trucks, the duration of the haul, the amount or tonnage of haul, etc. We asked the City staff for the document by telephone, by email, and in personal visits to City Hall. The document was never produced. We copied the City Manager and the City Engineer on the issues two months ago to give them a heads up on the problems and on January 7, 2015, we telephoned the Assistant City Manager regarding the traffic control plan and other issues. We are now putting our concerns into the public record with the intent to get resolution. We also put in a formal public records request. The result of the public records request was that the City has no Traffic Control Plan. This in itself is a serious violation of CEQA as it is an EIR requirement.

Right to Use our Homes

A private nuisance is a civil wrong; it is the unreasonable, unwarranted, or unlawful use of one's property in a manner that substantially interferes with the enjoyment or use of another individuals property, without an actual trespass or physical invasion of the land. In the case of the Desert Palisades development we have been severely impacted and the enjoyment of our land has been diminished. The law recognizes that as land owners or those in rightful possession of the land, have the right to the unimpaired condition of the property and the reasonable comfort and convenience in its occupation.

Dust

Although there is a street sweeper, the sweeper kicks up more dust than imaginable. Large semi-tractor trailer trucks rumble up and down Racquet Club Road uncovered and the resulting dust cloud and debris all along Racquet Club Road is beyond a nuisance. We are not able to enjoy our property in a normal manner. More stringent and regulated dust control needs to be put into place.

Noise

The noise of hundreds of semi-tractor trailer trucks all day long starting sometimes before 7am makes using our property in a normal and customary manner out of the question. It is a nuisance that can be mitigated by looking at the problem and seeking solutions such as using another haul route, slowing the trucks down, reducing the number of trucks daily, using different trucks, etc.

Pollution

Besides dust, the daily stream of trucks and the resulting exhaust increases the particulate matter and toxins in the air.

Speed

The speed at which the trucks roll exceeds the speed limit and several complaints have been submitted to the City but to date there has not been a speed check put into place. Speed on a heavily used walking route is a safety issue. In addition speed causes more dust and noise.

ADT

The EIR looked at the average daily trips yet there is no monitoring of those trips to ensure the EIR was accurate. The City has not been overseeing the process and quite frankly is absent in regulating this in many cases just referring to the developer and actually saying they are too busy to know the details each project. Since the time the grading permit was issued the non-stop stream of trucks from 7 am to 5 pm must equate to more hauling than anticipated in the EIR. If this is the case the EIR is in error and instead of lengthening the construction period we ask that controls be put into place before construction activities are resumed and that the residents are involved and informed.

Pedestrian Safety

Racquet Club is a walking route and the trucks are severely impacting this form of active outdoor activity

Animal Migration

Several bobcats, coyotes, snakes and other animals are being displaced and moving into the neighborhoods as their habitat is being disturbed. The area is also a lambing area for the endangered bighorn sheep.

Blocking of streets

Trucks are blocking streets, driveways, and intersections

Communication

That has been minimal communication from the City or the developer on this project. As stated earlier, we were forced to put in a formal public records request for simple matters. We have asked for even more information and that information has not been produced. Instead of processing formal public record requests, we suggest a joint meeting with City staff that does not include the developer. City staff has repeatedly not been capable of answering questions deferring them to the developer and we would like to see the City be in more control and protect the neighborhood.

Defiance of the Law

The developer continues to defy the law. First by operating before the actual issuance of the permit, then repeatedly starting operations prior to 7 am, and now he is operating after January 1, 2015 in complete defiance of the certified EIR.

SOLUTIONS

Above are just a just a few of the issues that are unresolved. We respectfully request at a minimum the City do the following:

1. Stop all construction until all issues can be evaluated and protections are put into place for the neighborhood allowing us to enjoy our property in a customary manner.

2. Identify a point person who will actually be the go-to person from a regulatory standpoint to monitor the project. This person should be completely independent of the developer and work in a non-biased manner. If City staff is too busy or overwhelmed to effectively do the job, the City has the option to charge the developer for costs or fees to hire a such a person on a short term basis.
3. Initiate joint meetings with the Neighborhood Organization and City staff to address a myriad of issues with the intent to put protections into place.
4. Review the EIR and ensure all mitigations are in place and effective. In areas where the EIR failed to properly identify impacts or the conditions have changed since the EIR was certified (such as the number of trucks) supplement the EIR and develop mitigations and a mitigation monitoring program.
5. Host a bigger meeting to discuss the cumulative impacts of all the large scale projects that have been approved for the neighborhood and outline how the issues will be addressed in the future.

Cordially,

Dennis Woods, Co-Chair: Dennis.L.Woods@gmail.com

Tim O'Bayley, Co-Chair: tim@obayley.net

Michael Birnberg, Co-Chair: mdbirnberg@gmail.com

CC: michael.flores@wildlife.ca.gov
heather.pert@wildlife.ca.gov
eddy.konno@wildlife.ca.gov
chris_gregory@fws.gov
Jfriedland@NRDC.org

Cindy Berardi

From: Jennifer Nelson
Sent: Tuesday, July 14, 2015 3:24 PM
To: Kathie Hart; Cindy Berardi
Cc: Jay Thompson; Marcus Fuller; Tabitha Richards
Subject: FW: In Support of City Council Meeting Item 1.D

From: Bradley Kain [mailto:tinyhopep@yahoo.com]
Sent: Tuesday, July 14, 2015 2:34 PM
To: Jay Thompson; Marcus Fuller; Jennifer Nelson
Cc: Dennis Woods; Scott Bridgeman; Bradley Kain
Subject: In Support of City Council Meeting Item 1.D

1.D. AMENDMENT TO THE DESERT PALISADES SPECIFIC PLAN TO ALLOW RESIDENT ACCESS TO TRAM WAY AND TO DESIGNATE A 5-ACRE PARCEL TO THE PLAN AREA AS PERMANENT OPEN SPACE (CASE 5.1154-A SP): Additional Staff Report Material

RECOMMENDATION: 1) Open the public hearing and receive public testimony; and 2) Adopt Resolution No. _____, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA, APPROVING AN ADDENDUM TO THE PREVIOUSLY CERTIFIED ENVIRONMENTAL IMPACT REPORT FOR, AND AMENDING THE DESERT PALISADES SPECIFIC PLAN TO ALLOW RESIDENT ACCESS TO TRAM WAY AND TO INCORPORATE INTO THE PLAN AREA AN APPROXIMATELY 5 ACRE PARCEL OF LAND LOCATED ON THE NORTHERLY SIDE OF TRAM WAY FOR BOULDER PLACEMENT AND LANDSCAPE ENHANCEMENT TO BE DESIGNATED AS PERMANENT OPEN SPACE."

Dear Mayor and City Council Members,

We live at 1011 West Racquet Club Rd which is at the corner of West Racquet Club and Milo Dr. We are out of town and will not be able to attend the City Council Meeting on 7/15/15. We would like to add our support for the proposed amendment to the Desert Palisades Plan to change the Tramway Road driveway from an emergency entrance to the main entrance/exit for the residence of Desert Palisades. We also would like to add our support for Dennis Woods, Little Tuscany Neighborhood Organization Co-Chair, 7/14/15 letter. I hope something can be done to deal with our current construction traffic problem on Racquet Club Road. Please include my email in the record for the meeting.

I read in the attached materials to the City Council 7/15/15 Agenda that Vicki Lee Endo, P.E., T.E. Registered Professional Traffic Engineer TR 1161 did a report on the Tramway entrance that was sent to Mr. Ed Freeman, Pinnacle View, LLC, on July 13,15. Have any traffic studies been done on all the construction traffic speeding up and down Racquet Club Road? It has been dangerous for anyone walking up or down Racquet Club Road when the construction trucks have taken over. The construction traffic has been noisy, dirty and it's beating up the road.

Please see the attached email from Marcus Fuller from Feb 18, 2015.

Thanks for your consideration,

Sincerely,

Bradley Kain and Scott Bridgeman
1011 W Racquet Club Rd
Palm Springs, CA 92262

email: TinyHopeP@yahoo.com
305-807-1510

From: Bradley Kain <tinyhopep@yahoo.com>
To: Jay Thompson <jay.thompson@palmsprings-ca.gov>; Marcus Fuller <marcus.fuller@palmsprings-ca.gov>
Cc: Dennis Woods <dennis.l.woods@gmail.com>; Scott Bridgeman <tinyhopep@aol.com>; Bradley Kain <tinyhopep@yahoo.com>
Sent: Monday, June 22, 2015 10:45 AM
Subject: Planning Commission Meeting 6/24/15 Supporting item 2B

To: Jay Thompson, Office of City Clerk
To: Marcus Fuller, Office of Assistant City Manager/City Engineer

Planning Commission Meeting 6/24/15
Regarding item 2B

2B. CITY OF PALM SPRINGS TO AMEND THE DESERT PALISADES SPECIFIC PLAN TO ALLOW RESIDENT ACCESS TO TRAMWAY ROAD AND TO DESIGNATE A +/- 5 ACRE PORTION OF THE PLAN AREA FOR PERMANENT OPEN SPACE, ZONE ESA-SP, PLANNING AREA 4 (CASE 5.1154 SP). (FF)

RECOMMENDATION: Recommend approval to City Council.

We live at 1011 West Racquet Club Rd which is at the corner of West Racquet Club and Milo Dr. We are out of town and will not be able to attend the Planning Commission Meeting on 6/24/15. We would like to add our support for the proposed amendment to the Desert Palisades Plan to change the Tramway Road driveway from an emergency entrance to the main entrance/exit for the residence of Desert Palisades.

This change would maintain the current traffic on West Racquet Club to the existing traffic plus the additional 12 new houses currently approved for Tuscan Heights. Adding traffic from the additional 110 planned Desert Palisades houses would be disruptive to our neighborhood. It would change West Racquet Club from street where it's safe to walk along the side of the road to a traffic thoroughfare.

The construction traffic to and from Desert Palisades last fall was a safety concern for the our neighborhood. It was unsafe to walk up or down West Racquet Club with all the speeding construction trucks.

Thanks for your consideration,
Sincerely

Bradley Kain and Scott Bridgeman
1011 W Racquet Club Rd
Palm Springs, CA 92262

email: TinyHopeP@yahoo.com
305-807-1510

Re: Pacific Palisades Update
People

- Bradley Kain

-

- Feb 24

To

- Marcus Fuller

CC

- Tabitha Richards

- Dennis Woods

- Robert Rotman

Hi Marcus,
I've attached photo taken at 6:40am this morning. Thanks for your help



All the best,
Brad

Bradley Kain
TinyHopeP@yahoo.com
305-807-1510

From: Marcus Fuller <Marcus.Fuller@palmsprings-ca.gov>
To: Bradley Kain <TinyHopeP@yahoo.com>
Cc: Tabitha Richards <Tabitha.Richards@palmsprings-ca.gov>
Sent: Tuesday, February 24, 2015 7:48 AM
Subject: RE: Pacific Palisades Update

Brad – the photo wasn't attached.
I'll follow up with the contractor to emphasize the need to wait until 7am.



Like no place else.™

Marcus L. Fuller, MPA, PE, PLS
Assistant City Manager/City Engineer
City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262
(760) 322-8380
Marcus.Fuller@palmsspringsca.gov

From: Bradley Kain [<mailto:TinyHopeP@yahoo.com>]
Sent: Tuesday, February 24, 2015 6:55 AM
To: Marcus Fuller
Cc: Dennis Woods; Robert Rotman
Subject: Pacific Palisades Update

Hi Marcus,

I was woken up at 6:35am by a truck going up the hill in front of me house at 1011 W Racquet Club. I go out to get the paper since I'm now up to find a line up of trucks and men standing in the street waiting for the gate to open at Desert Palisades. The attached photo was taken at 6:40am this morning.

All the best,
Brad

Bradley Kain
TinyHopeP@yahoo.com
305-807-1510

All the best,
Brad

Bradley Kain
TinyHopeP@yahoo.com
305-807-1510

On Feb 18, 2015, at 7:59 AM, Marcus Fuller <Marcus.Fuller@palmssprings-ca.gov> wrote:

Brad,

We will expect construction access to continue using Tram Way rather than Racquet Club Road, and have asked Desert Palisades to honor his verbal agreement made to the City Council at their January 7, 2015, meeting.

Although the EIR did analyze impacts associated with construction access from Racquet Club Road – I have urged Desert Palisades to do whatever he can to route as much construction traffic via Tram Way rather than Racquet Club Road.

The City's Municipal Code (8.04.220) provides permitted construction hours of 7am to 7pm weekdays, and 8am to 5pm Saturday, with no work on Sundays or certain holidays.

I have reminded Desert Palisades of the allowed construction hours, and to not start or service any equipment prior to 7am.

<image001.png>

Marcus L. Fuller, MPA, PE, PLS
Assistant City Manager/City Engineer
City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262
(760) 322-8380
Marcus.Fuller@palmspringsca.gov

From: Bradley Kain [mailto:TinyHopeP@yahoo.com]

Sent: Thursday, February 12, 2015 2:34 PM

To: Marcus Fuller

Cc: Dennis Woods; Tim O'Bayley; Nickie McLaughlin; Andy Hirsch; Bill Erickson; Christina Mineruini; Julia Ricci; Maureen & James Lenny; Maurice Wilson; Michael Birnberg; Robert Rotman; Joel Starkman; David Ready; Douglas C. Holland; Jay Thompson; Flinn Fagg; Cindy Cairns; Tabitha Richards; Jennifer Nelson

Subject: Re: Desert Palisades Update

Hi Marcus,

Will the construction access to the Desert Palisades site be from Tramway Road or from West Racquet Club Road for the work being done the next 6 months?

We had a lot of trucks going up and down West Racquet Club Road this past fall. We had trucks lined up at the top and bottom of the hill. We had trucks backing up beeping into Milo Drive. This is a residential street. All the construction trucks made our neighborhood unsafe to walk and very noisy. Please have them access the site from Tramway Road.

What hours and days of the week is construction work permitted for? Any chance having them not start until 8:00am? The work so far has had a 7:00am start on weekdays. Which means we start hearing trucks from 6:30am on.

All the best,
Brad

Bradley Kain
TinyHopeP@yahoo.com
305-807-1510

On Feb 12, 2015, at 4:50 PM, Marcus Fuller <Marcus.Fuller@palmsprings-ca.gov> wrote:

Dennis,

In reply to your questions:

1. The grading permit that has been issued was limited to the grading required to clear and excavate and/or fill the on-site streets to the subgrade elevations identified on the approved street plans. All other work (i.e. underground utilities,

street construction, etc.) will be constructed pursuant to construction permits issued for that work.

2. Yes, underground utility installations require trenching and backfill, but that operation is a necessary element of the utility work that occurs after the grading operations are complete, in that the streets have been cleared, excavated and/or filled to the approved subgrade elevation which then dictate the depth to which the underground utilities are to be installed. We do not consider utility excavations/trenching an element of “grading”.

3. The Municipal Code itself does not define “grading”, but adopts the Uniform Building Code as you noted. Generally, “grading” is defined as the excavation and/or fill identified on a grading plan, necessary to establish the rough grading elevations shown thereon. For Desert Palisades, there is no grading plan other than the grading limits (cut/fill) shown on the street plans, which identified the required grading to clear, excavate and/or fill the on-site streets to the subgrade elevations identified on the approved street plans.

<image001.png>

Marcus L. Fuller, MPA, PE, PLS
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City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262
(760) 322-8380
Marcus.Fuller@palm Springsca.gov

From: Dennis Woods [mailto:dennis.l.woods@gmail.com]

Sent: Wednesday, February 11, 2015 12:29 PM

To: Tim O'Bayley

Cc: Marcus Fuller; Nickie McLaughlin; Andy Hirsch; Bill Erickson; Brad Kain; Christina Mineruini; Julia Ricci; Maureen & James Lenny; Maurice Wilson; Michael Birnberg; Robert Rotman; Joel Starkman; David Ready; Douglas C. Holland; Jay Thompson; Flinn Fagg; Cindy Cairns; Tabitha Richards; Jennifer Nelson

Subject: Re: Desert Palisades Update

Dear Mr. Fuller,

Indeed keeping communication open has many advantages as does understanding the process, the rules, and the regulations. To this end I think it helpful to secure clarification on your email:

In your February 10, 2015 email you wrote:

“The City has ordered Desert Palisades to cease all grading operations.”

Later in the same email you wrote:

“However, it is important for you to understand that this biological mitigation measure did not impose a restriction on all activities during the Bighorn Sheep lambing period – the restriction was limited to grading operations.

Desert Palisades is allowed, under the adopted final EIR, to proceed with other activities throughout the year, including construction of on-site utilities and infrastructure (water, sewer, storm drainage, etc.), and construction of the on-site private streets (curbs, gutters, pavers, etc.).

Additionally, Desert Palisades is required to ensure that all disturbed areas are adequately addressed to prevent dust nuisance, requiring the use of water trucks and other equipment.”

Here are a few clarifying questions:

- 1. Will the water, sewer, storm drain construction be permitted by the City under the grading permit already issued by the City or are the activities being permitted under another permit. If another permit, please identify the type of permit and date of issuance.**
- 2. Will the installation of water, storm drain, streets, etc, require any cutting, trenching, filling, or movement of earth?**
- 3. What is the City’s official definition of grading per the municipal code?**

I was not able to find a definition of grading in the City’s code but did find the following:

Palm Springs Municipal Code:

101.2.1 Building Code. Any reference to the International Building Code or California Building Code shall mean the Palm Springs Building Code as with amendments (Sections 8.04.010 and 8.04.015). The provisions of the Building Code shall apply to every building or structure or any appurtenances connected or attached to such buildings or structures except as provided for in the Residential Code.

International Building Code:

Definition: GRADING: An excavation or fill or combination thereof.

2013 California Building Code (Section J101 and Section J102):

Definition : GRADING: An excavation or fill or combination thereof.

**Cordially,
Dennis Woods**

On Tue, Feb 10, 2015 at 9:15 AM, Tim O'Bayley <tim@obayley.net> wrote:
Dear Marcus,

Thanks so much for all of your help throughout this process. Helping everyone understand what is and isn't allowed helps to set expectations appropriately for everyone - neighbors, developer, and city staff.

I appreciate your help.

Cheers,

Tim O'Bayley
Publicist & Creative Director
O'Bayley Communications

tim@obayley.net
www.obayley.net

Office: [760-778-3525](tel:760-778-3525)
Fax: [760-778-3529](tel:760-778-3529)
Mobile: [760-799-3845](tel:760-799-3845)

On Feb 10, 2015, at 9:09 AM, Marcus Fuller <Marcus.Fuller@palmsprings-ca.gov> wrote:

Neighbors and Colleagues,

I would like to update you on the status of Desert Palisades. As you know, on January 7, 2015, the City Council approved an amendment of a biological mitigation measure from the EIR. Specifically, the measure was modified to read:

MM 3.4-1: The developer shall ensure that the following mitigation measures be required to reduce potential impacts to bighorn sheep:

- Deeding all hillside acreage within the project boundaries to the City of Palm Springs as part of their hillside conservation area.
- ~~Ensuring that grading operations shall not take place from January 1 to June 30, the Peninsular Bighorn Sheep lambing period. Grading operations shall be confined to between July 1 and December 31, when disturbance to sheep is less likely.~~

—Ensuring that grading operations (earth moving) shall not take place from February 1 to June 30, the Peninsular Bighorn Sheep lambing period. Grading operations shall be

confined to between July 1 and January 31, when disturbance to sheep is less likely. A qualified biologist shall be designated as a biological monitor and shall be present onsite during any grading operations that take place in the month of January. All grading activities shall cease and desist when the biological monitor determines that Bighorn sheep are present on or in the vicinity of the project site.

- Providing a research grant to the Bighorn Institute for further research on the causes underlying the long-term decline in bighorn sheep numbers. The amount to be paid to the Bighorn Institute shall be determined by the institute in consultation with the applicant. The applicant shall furnish the City with a receipt of payment prepared by the institute.
- No rock crushing or blasting operations shall occur on-site during any phase of project development. Rock crushing operations shall be limited to off-site locations for materials resulting from the development of the Desert Water Agency reservoir site, common area improvements, and the on-site infrastructure. Proposals for rock splitting on individual lots will be evaluated at the time such development applications are received for review and approval by the City.

The City has ordered Desert Palisades to cease all grading operations. Therefore, the continued import of material for the on-site private streets, which we considered a grading operation, will not occur until July 1. However, it is important for you to understand that this biological mitigation measure did not impose a restriction on all activities during the Bighorn Sheep lambing period – the restriction was limited to grading operations. Desert Palisades is allowed, under the adopted final EIR, to proceed with other activities throughout the year, including construction of on-site utilities and infrastructure (water, sewer, storm drainage, etc.), and construction of the on-site private streets (curbs, gutters, pavers, etc.). Additionally, Desert Palisades is required to ensure that all disturbed areas are adequately addressed to prevent dust nuisance, requiring the use of water trucks and other equipment.

We will continue to monitor construction of this project for compliance with all of the mitigation measures identified in the EIR.

If you have any questions, please do not hesitate to contact me.

<image002.png>

Marcus L. Fuller, MPA, PE, PLS
Assistant City Manager/City Engineer
City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262
(760) 322-8380
Marcus.Fuller@palmspringsca.gov

From: Dennis Woods [mailto:dennis.l.woods@gmail.com]

Sent: Tuesday, February 03, 2015 7:43 AM

To: Marcus Fuller

Cc: Nickie McLaughlin; Tabitha Richards; David Ready; Andy Hirsch; Bill Erickson; Brad Kain; Christina Mineruini; Julia Ricci; Maureen & James Lenny; Maurice Wilson; Michael Birnberg; Tim O'Bayley; Robert Rotman; Joel Starkman

Subject: Re: Item 2K on the December 7, 2015 Agenda

Gentlemen,

Neighbors reported and I verified that as of 7:22 am this morning, February 3, 2015, streams of large large semi-tractor trailer trucks carrying earth were entering and exiting the Desert Palisades site. Can you let us know if the City is sanctioning this activity so that the neighbors are aware of the rules and regulations being applied. I believe what neighbors though was suppose to happen (all activity ending the end of January) as spelled out in the EIR and in the City Council approved EIR addendum versus what is actually happening is creating confusion.

Cordially,
Dennis Woods

On Mon, Feb 2, 2015 at 10:18 AM, Marcus Fuller <Marcus.Fuller@palmsprings-ca.gov> wrote:

Thank you for your email, and I hope to address the concerns and information regarding the project.

The restriction on grading operations (earth moving) was related to the clearing, grubbing, boulder loading/relocation, excavations and similar raw earthwork "grading operations" that have occurred and were limited to July 1 – January 31 (as recently modified by the City Council).

The intent of this environmental mitigation measure is to limit the noise and vibration caused by the equipment and operations associated with earth moving and loading of boulders, and how that might affect the lambing sheep.

The grading operations thus far were related to clearing and excavating the on-site roadways for subsequent construction of the on-site utilities (water, sewer, electric, gas, cable, etc).

It is my understanding that the continuing work beyond January 31 is associated with the import of clean sand into the previously excavated roadways.

Excavations into the on-site roadways within the clean imported sand for installation of utilities is also anticipated.

The equipment and operations associated with import/delivery of sand and installation of utilities is not expected to generate the noise and vibration associated with the grading operations; however, we will continue close coordination with the project biologist to ensure that none of the activities are occurring with noise levels or vibrations that would otherwise affect the lambing sheep.

<image001.png> **Marcus L. Fuller, MPA, PE, PLS**
Assistant City Manager/City Engineer
City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262
(760) 322-8380
Marcus.Fuller@palmspringsca.gov

From: Nickie McLaughlin [mailto:nixmac1@icloud.com]
Sent: Monday, February 02, 2015 8:58 AM
To: Dennis Woods
Cc: Marcus Fuller; Tabitha Richards; David Ready; Andy Hirsch; Bill Erickson; Brad Kain; Christina Mineruini; Julia Ricci; Maureen & James Lenny; Maurice Wilson; Michael Birnberg; Tim O'Bayley; Robert Rotman; Joel Starkman
Subject: Re: Item 2K on the December 7, 2015 Agenda

God Morning Neighbors and City Staff,
I awoke this morning to the continuing Desert Palisades project which came as a surprise as it was my understanding that the grading permit was to cease on January 31st for the Bighorn Sheep lambing season. I spoke to two of the onsite workers who suggested I call the number on the board by the project which I did and spoke with a gentleman called Tim. Tim informed me he was only the manager for dust control so I should call MSA who were the project managers. I spoke with someone named Paul regarding the expiration date of the grading permit and he said I would have to speak with the developer, Ed Freeman. When asked for Mr. Freeman's contact number he was unable to find his number for me. As I have obviously misunderstood the extension, I would be very grateful if either Mr. Fuller or Mr. Ready could provide us with the details of the extension of the grading permit.
Sincerely,
Nickie McLaughlin
[760.835.5628](tel:760.835.5628)

All the best,
Brad

Bradley Kain
TinyHopeP@yahoo.com
305-807-1510

Jay Thompson

From: Ginny Foat <gfinla@msn.com>
Sent: Tuesday, July 14, 2015 8:02 AM
To: Jay Thompson
Subject: FW: Palisades development nuisance

Please duplicate for council.

Thanks,
Ginny

From: John Piro <reelblu@aol.com>
Subject: Palisades development nuisance
Date: July 10, 2015 at 11:21:18 AM PDT
To: ginny.foat@palmspringsca.gov

Ginny, As a follow-up to our brief conversation on Friday July 3, I am putting my complaint regarding the unbearable rattling and shaking of my house from the above development's removal of/ and or movement of boulders while the developer is grading the site. On Thursday July 2, my entire house was shaking, windows, glasses and dishes were rattling, as if we were having some sort of earthquake! My residence is on the corner of Racquet Club Rd. and Milo Dr. a distance away from the site, yet I still was being subjected to this disturbance for the good part of the day. I can't imagine how difficult it was for any of the residents whose homes are situated on the West side of Milo Drive abutting the site. If there is anything you can do to insure that this disturbance does not continue thru out the entire build out process, I would greatly appreciate it. My right to peace and tranquility has been sorely abused. Thank you, John Piro & Richard Barbaro. 2498 No. Milo Dr. Palm Springs, ca. 92262.

ATTACHMENT 2

Marcus Fuller

From: Robert Hargreaves <Robert.Hargreaves@bbklaw.com>
Sent: Friday, August 21, 2015 10:45 AM
To: Flinn Fagg; Marcus Fuller
Cc: EPHEMPHILL@aol.com; Rob Parkins (rparkins@pstramway.com); Jim Whitmore (jwhitmore@pstramway.com); 'Nancy Nichols'
Subject: Desert Palisades/ Tram Way

Flinn, Marcus.

As you likely noted in the *Desert Sun*, the Mt. San Jacinto Winter Park Authority Board of Directors considered the Desert Palisades' request for an access easement onto Tram Way at its meeting on August 18, 2015. After careful consideration, the Board denied the request.

The Authority appreciates the cooperation of the City of Palm Springs in addressing this request.

Regards

Robert W. Hargreaves | **Best Best & Krieger** LLP

74-760 Highway 111, Suite 200 | Indian Wells, CA 92210 | Tel: (760) 568-2611 | Fax: (760) 340-6698

This email and any files or attachments transmitted with it may contain privileged or otherwise confidential information. If you are not the intended recipient, or believe that you may have received this communication in error, please advise the sender via reply email and immediately delete the email you received.

ATTACHMENT 3

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA, APPROVING AN ADDENDUM TO THE PREVIOUSLY CERTIFIED ENVIRONMENTAL IMPACT REPORT FOR, AND AMENDING THE DESERT PALISADES SPECIFIC PLAN TO ALLOW RESIDENT ACCESS TO TRAM WAY AND TO INCORPORATE INTO THE PLAN AREA AN APPROXIMATE 5 ACRE PARCEL OF LAND LOCATED ON THE NORTHERLY SIDE OF TRAM WAY FOR BOULDER PLACEMENT AND LANDSCAPE ENHANCEMENT TO BE DESIGNATED AS PERMANENT OPEN SPACE.

THE CITY COUNCIL OF THE CITY OF PALM SPRINGS FINDS:

- A. On April 30, 2007, Ed Freeman on behalf of Pinnacle View, LLC submitted an application for review pursuant to PSZC Sections 92.21.1.00 through 07 (*Environmentally Sensitive Area – Specific Plan*) and a Tentative Tract Map (TTM 35540) for the development of a 110-lot subdivision on a site of approximately 117 acres at the western terminus of Racquet Club Road.
- B. On December 7, 2007, the City issued a Notice of Preparation (NOP) and Initial Study on the project, indicating that a draft Environmental Impact Report (DEIR) would be prepared on the proposed Specific Plan and Tentative Tract Map, and 30-day period was provided for responses.
- C. On January 19, 2010, a Notice of Preparation (NOP) was issued to public agencies and interested parties noting a revised EIR would be prepared and a 45-day period was provided for responses.
- D. On January 21, 2010, the DEIR was prepared and circulated for a 45-day public review period.
- E. All public comments received on the DEIR were reviewed and written responses were provided in a Final EIR (FEIR).
- F. After a series of noticed public hearings, the Planning Commission approved Resolution No. 6161 recommending that the City Council certify the FEIR as complete and approve Case 5.1154 SP Desert Palisades Specific Plan, including Tentative Tract Map 35540, subject to conditions of approval.
- G. On January 5, 2011, a public hearing on the application for the project was held by the City Council in accordance with applicable law, wherein the City Council certified the FEIR and approved Cases 5.1154 SP and TTM 35540, after considering all written and public testimony in conjunction with the cases.

H. On January 7, 2015, the City Council approved an addendum to the FEIR pursuant to Section 15164 of the CEQA Guidelines, allowing an extension of the time period in which to conduct grading operations subject to additional mitigation measures.

I. On June 11, 2015, the City of Palm Springs prepared an amendment to the Desert Palisades Specific Plan, proposing the use of the Tramway Road emergency access point for permanent resident access and designating a portion of the site for boulder placement and permanent open space.

J. On June 24, 2015, the Planning Commission conducted a noticed public hearing on the amendment to the Desert Palisades Specific Plan, and recommended approval to the City Council of the proposal to allow permanent resident access to Tramway Road and to designate an approximately five-acre parcel within the plan area as permanent open space.

K. On July 15, 2015, the City Council conducted a noticed public hearing on the amendment to the Desert Palisades Specific Plan, and continued consideration of the item to September 16, 2015.

L. On September 16, 2015, the City Council considered the proposed amendments to the specific plan and the associated addendum to the FEIR evaluating the environmental impacts of the changes to the plan, and determined that the proposed changes do not represent a new significant environmental effect or an increase in the severity of previously identified significant effects, and that the amendment and associated addendum may be approved.

M. The City Council hereby finds that adoption of the proposed Specific Plan Amendment would:

1. Reduce the traffic impact to Racquet Club Road while maintaining the current level of service on Tramway Road.
2. Reduce construction and environmental impacts by allowing boulder placement on a remnant development parcel.
3. Remove the development potential from a portion of the Chino Cone by designating the parcel as permanent open space within the Specific Plan area.

N. The adoption of the proposed Specific Plan Amendment is consistent with the Zoning Code for the Chino Cone Special Policy Area and the ESA-SP zone, and is consistent with the goals and policies identified in the General Plan relative to the Chino Cone/Snow Canyon Special Policy Area.

O. An addendum to the previously certified Final Environmental Impact Report (FEIR) for the subject project is an adequate environmental assessment of the potential adverse impacts of the proposed amendments to the specific plan under the California Environmental Quality Act (CEQA) Guidelines.

THE CITY COUNCIL OF THE CITY OF PALM SPRINGS RESOLVES:

SECTION 1. The Desert Palisades Specific Plan shall be amended to include the exhibit identified as "Desert Palisades Specific Plan Amendment No. 1 – ESA-SP Planning Area #4," attached hereto.

SECTION 2. The Desert Palisades Specific Plan shall be amended to incorporate the plans identified as "Tram Way Entry" and "Tram Way Corridor Design Areas," detailing the changes to the Palms Peak Road entrance and identifying the boulder placement north of Tramway Road, attached hereto.

SECTION 3. The final access and configuration of the Tramway Road entry to the development shall be subject to review and approval by the Mt. San Jacinto Winter Park Authority.

SECTION 4. An addendum to the previously certified Final Environmental Impact Report for the subject project is an adequate environmental assessment of the potential adverse impacts of the proposed request for an amendment to the Desert Palisades Specific Plan, under the California Environmental Quality Act (CEQA) guidelines.

SECTION 5. Mitigation Measure 3.4-1 of the Mitigation Monitoring Plan shall be modified as follows, which shall be sufficient and adequate to reduce any potentially significant impacts to less than significant levels:

MM 3.4-1: The developer shall ensure that the following mitigation measures be required to reduce potential impacts to bighorn sheep:

- Deeding all hillside acreage within the project boundaries to the City of Palm Springs as part of their hillside conservation area.
- Ensuring that grading operations (earth moving) shall not take place from ~~February 1~~ January 1 to June 30, the Peninsular Bighorn Sheep lambing period. Grading operations shall be confined to between July 1 and ~~January 31~~ December 31, when disturbance to sheep is less likely. ~~A qualified biologist shall be designated as biological monitor and shall be present onsite during any grading operations that take place in the month of January. All grading activities shall cease and desist when the biological monitor determines that Bighorn sheep are present on or in the vicinity of the project site.~~
- Providing a research grant to the Bighorn Institute for further research

on the causes underlying the long-term decline in bighorn sheep numbers. The amount to be paid to the Bighorn Institute shall be determined by the institute in consultation with the applicant. The applicant shall furnish the City with a receipt of payment prepared by the institute.

- ~~Placing a bighorn and pet-proof fence around the area to be developed that is adjacent to the habitat.~~
- No rock crushing or blasting operations shall occur on-site during any phase of project development. Rock crushing operations shall be limited to off-site locations for materials resulting from the development of the Desert Water Agency reservoir site, common area improvements, and the on-site infrastructure. Proposals for rock splitting on individual lots will be evaluated at the time such development applications are received for review and approval by the City.

SECTION 6. The following Mitigation Measure 3.15-11(a) of the Mitigation Monitoring Plan shall be added which shall be sufficient and adequate to support previously identified measures to reduce any potentially significant impacts to less than significant levels:

MM 3.15-11(a): The developer shall coordinate with the San Jacinto Winter Park Authority to route as much construction traffic from Racquet Club Road to Tram Way as is reasonably possible and acceptable to the San Jacinto Winter Park Authority.

SECTION 7. The following Mitigation Measure 3.9-1(a) of the Mitigation Monitoring Plan shall be added which shall be sufficient and adequate to support previously identified measures to reduce any potentially significant impacts to less than significant levels:

MM 3.9-1(a): The additional approximate 5 acre remnant parcel added to and included within the Specific Plan, located northerly of Tram Way, shall be designated as Open Space, and permanently preserved by dedication to the City of Palm Springs in a form acceptable to the City Attorney.

PASSED, APPROVED, AND ADOPTED this 16th day of September, 2015.

DAVID H. READY, CITY MANAGER

ATTEST:

JAMES THOMPSON, CITY CLERK

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF PALM SPRINGS)

I, JAMES THOMPSON, City Clerk of the City of Palm Springs, hereby certify that Resolution No. _____ is a full, true and correct copy, and was duly adopted at a regular meeting of the City Council of the City of Palm Springs on September 16, 2015, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

JAMES THOMPSON, CITY CLERK
City of Palm Springs, California