

**SECTION IV SITE CIRCULATION****VEHICULAR**

As discussed in the project description, 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 (Exhibit 15).

The proposed vehicular circulation plan will utilize the adjacent street system in a manner consistent with the City of Palm Springs' General Plan Circulation Plan. In terms of public circulation, the property is bounded by the extension of Racquet Club Road to the north, and Tram Way transverses the property in the northwest corner.

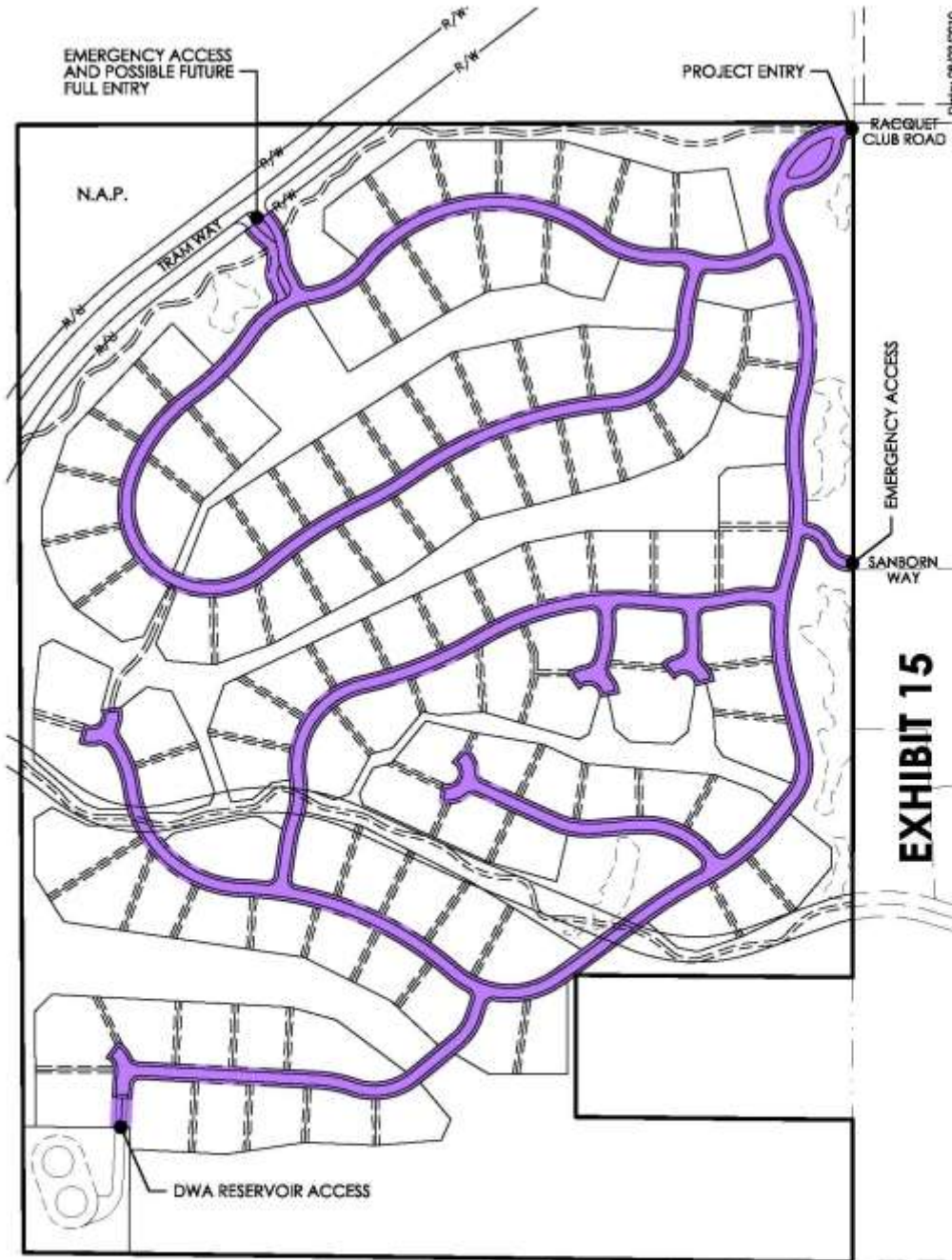
The 2007 General Plan Update shows Racquet Club Rd. as a collector (60-66 foot r/w). As recommended by the 2007 General Plan Update, Racquet Club Road will not connect to Tram Way, but will terminate at the project's proposed entry with adequate turn-around space provided. Within the 2007 General Plan Update, Tram Way is designated as a local street (50-60 foot r/w with a 24 foot paved section and 8 foot trails on both sides) northeast of the project site, near the intersection of N. Palm Canyon Drive. This roadway is private and under jurisdiction of the Mt. San Jacinto Winter Park Authority. Internal streets are proposed to be constructed at a 40 foot ultimate right-of-way. This right-of-way includes a 24 foot inverted pavement section as the driving surface with a colored concrete valley gutter at the centerline.

With the exception of the center gutters, these roadways will be constructed of decorative interlocking concrete pavers (with an edge band) to blend into the existing landscape. An 8 foot gravel or decomposed gravel shoulder is proposed for both sides of these private streets. Parking for the project will be on-site within garages, driveways, and on the decomposed gravel shoulders. These shoulder areas will also contain occasional outcroppings of boulders to break up the uniformity. A traffic control plan for adjacent roads will be provided for all phases of construction.

## **PEDESTRIAN**

The Desert Palisades pedestrian circulation plan is illustrated in Exhibit 16. In designing the overall site plan for Desert Palisades, every effort was made to provide unobstructed public access to pedestrian oriented pathways and open space. An internal trail system is proposed to link the residential units to Tram Way, the old Chino Canyon Road (the alignment to be preserved as a trail into Chino Canyon, and Little Tuscany neighborhood to the east). Access for pedestrians will also be provided to the external trail system within the Chino Cone, via these internal pathways. The pedestrian trails proposed within the project can be used for recreational hiking along with basic access to different areas of the project. Landscaping will use primarily native species, and will be minimal, to allow for the blending of these pathways with the natural desert landscape which will not be disturbed. Conceptual landscape designs for the project's internal trail system are illustrated in Exhibit 18, under Section V of this document (Landscaping and Architectural Guidelines).

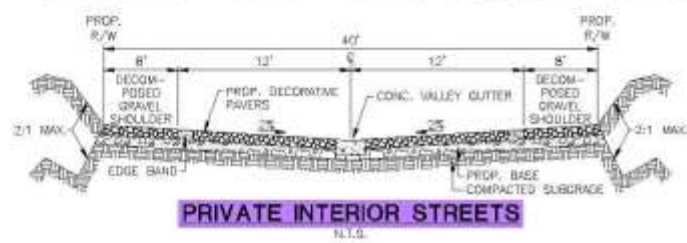
The Conceptual Master Plan of Trails for the Chino Cone (displayed in Exhibit 12) was developed through feedback from neighboring property owners, as well as the City, and is also incorporated into the EIR prepared for the Desert Palisades. This exhibit outlines the pedestrian connectivity between the project and the surrounding recreational opportunities within Chino Canyon.



Date: 08/23/2010

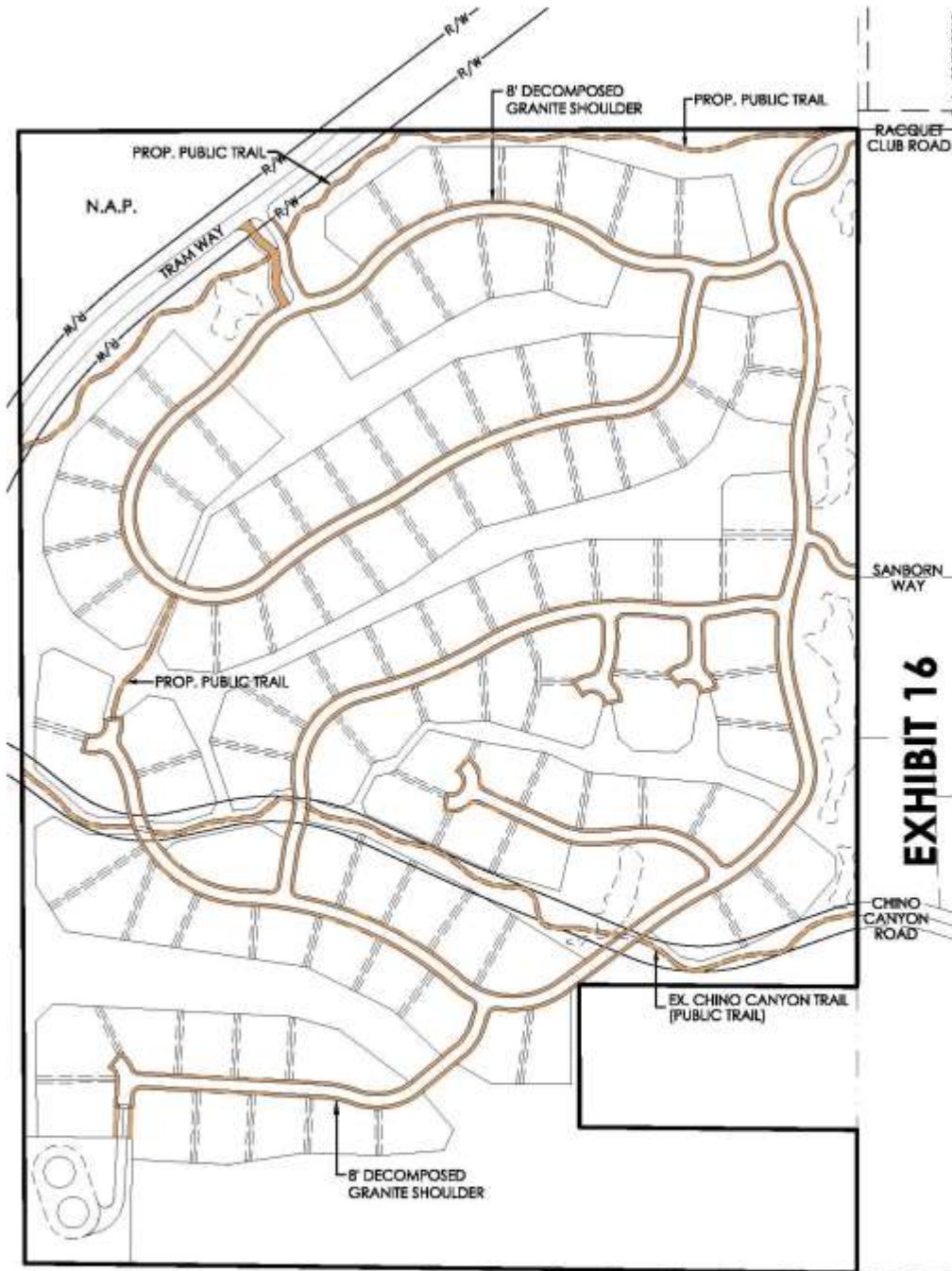
**EXHIBIT 15**

**Vehicular Circulation Plan**  
DESERT PALISADES - ESA-SP PLANNING AREA #4  
**SPECIFIC PLAN**



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# EXHIBIT 16

## Pedestrian Circulation Plan

### DESERT PALISADES - ESA-SP PLANNING AREA #4

### SPECIFIC PLAN

#### LEGEND

PEDESTRIAN CIRCULATION



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