

## Vann, Nicole

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**From:** Mary Lynne Petrilli <marpetrilli@hotmail.com>  
**Sent:** Thursday, January 01, 2015 8:28 PM  
**To:** David Newell  
**Subject:** SERENA PARK

Sent from Windows Mail

I am resident of Palm Springs CC Phase I. I was in attendance at the Architects Committee where they made several recommendations to the developers to improve the structures ( especially to vary roof styles), change road placements in several locations and several other issues. Due to these concerns this committee approved this stage of the process to the Planning Commission with RESERVATIONS. My question is: 1. Were these changes made by the developer and how? 2. If not why not? Please include this inquiry into the public record for the Serena Park Development project. Additionally I would like to review the current Serena Park proposal that will be discussed on Jan. 8. Could you please email that to me as soon as possible so that I may review it before the meeting. Thank you.

illi  
Unit A  
CA. 92262  
0333

Palm Springs  
760 548

Mary Petr  
2527 N. Whitewater Club Dr.

## Vann, Nicole

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**From:** Dean Weber <delta3home@comcast.net>  
**Sent:** Saturday, January 03, 2015 2:58 PM  
**To:** David Newell  
**Subject:** FW: Palm springs CC phase 1 letter  
**Attachments:** Signed letter phase 1.jpg; Newell letter 12.30.14.pdf

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**From:** Dean Weber [<mailto:delta3home@comcast.net>]  
**Sent:** Saturday, January 3, 2015 2:42 PM  
**To:** David Newell ([David.Newell@palmssprings-ca.gov](mailto:David.Newell@palmssprings-ca.gov))  
**Cc:** Matthew Haverin ([pscountryclub@gmail.com](mailto:pscountryclub@gmail.com)); Art Carroll; 'Joe Corbett'  
**Subject:** Palm springs CC phase 1 letter

Dear Mr. Newell

Please find attached two letters. One is a scanned copy of the original signed by a number of home owners. The other is a typed copy with names and home numbers.

On behalf of these home owners I would to present this to you showing our support for the Serena Park project.

Thank you

A Dean Weber

Palm Springs CC Phase 1 HOA

December 30, 2014

Mr. David Newell  
Assoc. Planner  
City of Palm Springs  
3200 E. Tahquitz Canyon Way  
Palm Springs, CA 92262

Dear Mr. Newell,

Last May before most of us returned to our summer homes, the majority of owners of Phase I Palm Springs Country Club HOA met with Eric Taylor and Matthew Haverin to discuss their further plans and property lines for the new project, which has now been named Serena Park. As a whole, we were very pleased with their plans, and especially that they agreed to reestablishing the property lines to our existing use for over 30 some years.

The first part of December of this year, we met with them again to see their recent plans for Serena Park, and we are very pleased with their projections.

Although a very few of our homeowners have some issues such as density, the majority are in favor of their plans, and would like to see Serena Park move forward as soon as possible.

We feel they are in our best interest and will be very good neighbors.

Thank you for allowing us to relay to you our feelings.

PHASE I PALM SPRINGS CC HOA

Art Carroll, President

Art Carroll

Joe Corbett, Board Member

Joe Corbett

Dean Weber, Phase 1 Project Coordinator

Dean Weber

Homeowner	Unit #	Homeowner	Unit #
<u>Eric Norton</u>	<u>2511A</u>	<u>Suzanne Carroll</u>	<u>2501B</u>
<u>Jeanene Sloane</u>	<u>2515B</u>	<u>Robert Atkins</u>	<u>2511D</u>
<u>Paul Miller</u>	<u>2515A</u>		
<u>Bjorge/Paine</u>	<u>2521D</u>		
<u>Vernice Shull</u>	<u>2521B</u>		
<u>Mary Petrilli</u>	<u>2527A</u>		
<u>Gregory Browne</u>	<u>2527C</u>		
<u>Steve Peyton</u>	<u>2527B</u>		
<u>David Stachura</u>	<u>2537D</u>		
<u>Janet Kirwan</u>	<u>2543C</u>		
<u>Fred Maldonado</u>	<u>2538D</u>		
<u>Joan Quirk</u>	<u>2530D</u>		
<u>Charlie Cohoe</u>	<u>2531B</u>		

December 30, 2014

Mr. David Newell  
Assoc. Planner  
City of Palm Springs  
3200 E. Tahquitz Canyon Way  
Palm Springs, CA 92262

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Thank you for allowing us to relay to you our feelings.

PHASE I PALM SPRINGS CC HOA

Art Carroll, President

Joe Corbett, Board Member

Dean Weber, Phase 1 Project Coordinator

*Art Carroll*  
\_\_\_\_\_  
*Joe Corbett*  
\_\_\_\_\_  
*Dean Weber*  
\_\_\_\_\_

Homeowner	Unit #	Homeowner	Unit #
<i>Eric Norton</i>	2511-A	<i>Suzanne R Carroll</i>	2501 B
<i>Jeanne Aloane</i>	2515-B	<i>Robert Ann</i>	2511 D
<i>Paul Miller</i>	2515-A		
<i>W. June B. Paine</i>	2521-D		
<i>Gene Sheel</i>	2531 B		
<i>Mary J. Petulli</i>	2537 A		
	2537 C		
<i>Pat</i>	2522 B		
<i>David Stachura</i>	2537-D		
<i>Janet Kusan</i>	2543 C		
<i>Fred Maldonado</i>	2538 D		
<i>Jim Quind</i>	2530 D		
<i>Charlie Colver</i>	2531-B		

**Vann, Nicole**

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**From:** thomashcorley@aol.com  
**Sent:** Wednesday, January 07, 2015 12:08 PM  
**To:** David Newell  
**Cc:** djbucken@gmail.com  
**Subject:** EIR Scoping Meeting Serena Park (Palm Springs Country Club)

Mr. Newell,  
I have the following questions and concerns regarding the EIR Scoping Meeting.

Why are the adjacent homes called "constraints"?

Who concluded the site cannot satisfy current golf course design practices?  
An 18 hole golf course existed for 60 years. The first developer in recent times proposed a smaller golf course. We could at least have a 9 hole executive course around the Palm Springs Country Club Homes. This should be analyzed by a golf course development company. I can recommend some.

Five thousand square foot lots do not constitute low density residential.

43.4 Acres of private common area at the expense of the new residents is wasted water and open space.

The five acre public park is in a hidden location for the public. It is useless. The existing Victoria park on Raquet Club is only used by a handful of people around the tot lot. This needs further analysis.

Environmental factors to be analyzed:  
Land Use/Planning  
Public Services  
Recreation

Sincerely,

Thomas H. Corley  
Resident

Re: Palm Springs Country Club Development

January 17<sup>th</sup>, 2015

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JAN 20 2015

PLANNING SERVICES  
DEPARTMENT

To whom it may concern,

My name is Gary Garver and I have owned a townhouse at 2504 Whitewater Club Drive, Unit A, Palm Springs, California since 1997. I originally bought the property based on the fact that the property was on a golf course. I always dreamed of having a home on a golf course and that I would retire there one day.

It was a major disappointment when the golf course shut down a few years ago. I was always hoping that someone would buy it and re-open it. In fact, we did have a developer come in and have a plan for homes and a golf course around ten years ago, which I was completely for, but the deal fell through.

It is now my understanding that the city does not want a golf course there and in fact, there is a developer that would like to build 400 plus homes on the property, with no golf course. They also want to build a wall a few yards from my patio and basically surround us with homes and congestion that will not only ruin the peace and quiet that is one of the best things about my property, but will cause the property value to decrease, a loss of my tenant and a possible foreclosure of my property.

How would you feel if you had planned all your life to retire at a home of your dreams and then a developer decided to come in and bulldoze your dream, all in the name of big business and money? I'm sure you would be as upset as I am.

I understand that something has to be done with the property and I am willing to compromise where all of us, the developer, the homeowners of Palm Springs Country Club and the city of Palm Springs can all benefit and feel good about a development plan. But to just have 400 plus homes built with no golf course, losing the peace and tranquility of the property, plus all the noise, congestion and pollution that will come with such a huge endeavor, without the rights and thoughts of the homeowners of PSCC is no compromise.

Take seriously into the account our thoughts as homeowners that have lived or owned there for years and please do not let our dreams disappear into abyss of big business.

Sent is the environmental report I received at a recent council meeting. I have checked my concerns on how the development of 400 plus homes would disrupt our tranquility at Palm Springs Country Club.

Feel free to contact me at 818-439-3651

Gary Garver  
2504 Whitewater Club Drive, Unit A  
Palm Springs, Ca. 92262

**Vann, Nicole**

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**From:** thomashcorley@aol.com  
**Sent:** Tuesday, January 20, 2015 11:59 AM  
**To:** David Newell  
**Cc:** djbuckinger@gmail.com  
**Subject:** EIR Scoping Meeting "Serena Park"

Please confirm that The City of Palm Springs scope of review will include land use/planning (including the potential for a 9 hole executive around the country club condos), population/housing, public services (the negative effect), and recreation (including active recreational amenities).

It was my understanding that the city's consultant was expanding his review. Was the EIR consultant hired by the developer instructed to expand the study?

- Tom Corley



# AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION



03-004-2014-050

December 23, 2014

[VIA EMAIL TO:david.newell@palmsprings-ca.gov]  
Palm Springs  
Mr. David A. Newell  
3200 E Tahquitz Canyon Way  
Palm Springs, CA 92262

**Re: Serena Park**

Dear Mr. David A. Newell,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the Case No. 5.1327 project. We have reviewed the documents and have the following requests:

\*Before ground disturbing activities begin please contact the Tribal Historic Preservation Office at 760-699-6907 to arrange cultural monitoring.

\*A copy of the records search with associated survey reports and site records from the information center.

\* Thank you for incorporating our previous comments in the Draft EIR.

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760)699-6907. You may also email me at [acbc-thpo@aguacaliente.net](mailto:acbc-thpo@aguacaliente.net).

Cordially,

Pattie Garcia  
Director  
Tribal Historic Preservation Office  
AGUA CALIENTE BAND  
OF CAHUILLA INDIANS



South Coast  
Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • www.aqmd.gov

January 2, 2015

David A Newell, Associate Planner  
City of Palm Springs  
3200 E. Tahquitz Canyon Way  
Palm Springs, CA 92262

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JAN 03 2014

PLANNING SERVICES  
DEPARTMENT

**Notice of Preparation of a CEQA Document for the  
Serena Park Project**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

**Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is

recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

### **Mitigation Measures**

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>.
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4>.

### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at [jbaker@aqmd.gov](mailto:jbaker@aqmd.gov) or call me at (909) 396-3176.

Sincerely,

*Jillian Baker*

Jillian Baker, Ph.D.  
Program Supervisor  
Planning, Rule Development & Area Sources

RVC141223-16  
Control Number

## NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., ROOM 100  
West SACRAMENTO, CA 95691  
(916) 373-3710  
Fax (916) 373-5471



January 8, 2015

RECEIVED

JAN 15 2015

PLANNING SERVICES  
DEPARTMENT

David A. Newell  
City of Palm Springs  
3200 E. Tahquit Canyon Way  
Palm Springs, CA 92262

RE: SCH # 2014121075 Serena Park, Riverside County.

Dear Mr. Newell,

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. **USGS 7.5-minute quadrangle name, township, range, and section required**
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) Guidelines §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered cultural items that are not burial associated, which are addressed in Public Resources Code (PRC) §5097.98, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, PRC §5097.98, and CEQA Guidelines §15064.5(e), address the process to be followed in the event of an accidental discovery of any human remains and associated grave goods in a location other than a dedicated cemetery.

Sincerely,

A handwritten signature in black ink that reads "Katy Sanchez".

Katy Sanchez  
Associate Government Program Analyst

CC: State Clearinghouse

**Native American Contacts  
Riverside County  
January 7, 2015**

**Cabazon Band of Mission Indians**  
Doug Welmas, Chairperson  
84-245 Indio Springs           Cahuilla  
Indio           , CA 92203  
(760) 342-2593  
(760) 347-7880 Fax

**Santa Rosa Band of Mission Indians**  
John Marcus, Chairman  
P.O. Box 391820           Cahuilla  
Anza           , CA 92539  
(951) 659-2700  
(951) 659-2228 Fax

**Los Coyotes Band of Mission Indians**  
Ray Chapparosa, Chairman  
P.O. Box 189           Cahuilla  
Warner Springs CA 92086  
(760) 782-0711  
(760) 782-2701 Fax

**Augustine Band of Cahuilla Mission Indians**  
Mary Ann Green, Chairperson  
P.O. Box 846           Cahuilla  
Coachella           , CA 92236  
(760) 398-4722  
(760) 369-7161 Fax

**Ramona Band of Cahuilla Mission Indians**  
Joseph Hamilton, Chairman  
P.O. Box 391670           Cahuilla  
Anza           , CA 92539  
admin@ramonatribe.com  
(951) 763-4105  
(951) 763-4325 Fax

**Morongu Band of Mission Indians**  
Denisa Torres, Cultural Resources Manager  
12700 Pumarra Road           Cahuilla  
Banning           , CA 92220   Serrano  
dtorres@morongo-nsn.gov  
(951) 572-6004 Fax

**Torres-Martinez Desert Cahuilla Indians**  
Mary Resvaloso, Chairperson  
P.O. Box 1160           Cahuilla  
Thermal           , CA 92274  
mresvaloso@torresmartinez.  
(760) 397-0300  
(760) 397-8146 Fax

**Torres-Martinez Desert Cahuilla Indians**  
Matthew Krystal, Cultural Resources Manager  
P.O. Box 1160           Cahuilla  
Thermal           , CA 92274  
mkrystal@tmdci-nsn.gov  
(760) 397-0300  
(760) 409-2987 Cell  
(760) 397-8146 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH #2014121075 Serena Park, Riverside County.

**Native American Contacts  
Riverside County  
January 7, 2015**

**Cabazon Band of Mission Indians**  
Judy Stapp, Director of Cultural Affairs  
84-245 Indio Springs      Cahuilla  
Indio      , CA 92203  
jstapp@cabazonindians-nsn.gov  
(760) 342-2593  
(760) 347-7880 Fax

**Ramona Band of Mission Indians**  
John Gomez, Environmental Coordinator  
P.O. Box 391670      Cahuilla  
Anza      , CA 92539  
Jgomez@ramonatribe.com  
(951) 763-4105  
(951) 763-4325 Fax

**Los Coyotes Band of Cahuilla and Cupeno Indians**  
Tribal Administrator  
P.O. Box 189      Cahuilla  
Warner Springs CA 92086  
(760) 782-0711  
(760) 782-2701 Fax

**Santa Rosa Band of Mission Indians**  
Terry Hughes, Tribal Administrator  
P.O. Box 609      Cahuilla  
Hemet      , CA 92546  
tkentucky@aol.com  
(951) 658-5311  
(951) 658-6733 Fax

**Los Coyotes Band of Cahuilla and Cupeno Indians**  
Environmental Director  
P.O. Box 189      Cahuilla  
Warner Springs CA 92086  
(760) 782-0712  
(760) 782-2730 Fax

**Agua Caliente Band of Cahuilla Indians**  
Jeff Grubbe, Chairperson  
5401 Dinah Shore Drive      Cahuilla  
Palm Springs, CA 92262  
lfreogoz@aguacaliente-nsn.gov  
(760) 325-3400  
(760) 325-0593 Fax

**Ramona Band of Cahuilla Indians**  
Manuel Hamilton, Vice Chairperson  
P.O. Box 391670      Cahuilla  
Anza      , CA 92539  
admin@ramonatribe.com  
(951) 763-4105  
(951) 763-4325 Fax

**Morongo Band of Mission Indians**  
Robert Martin, Chairperson  
12700 Pumarra Road      Cahuilla  
Banning      , CA 92220      Serrano  
(951) 849-8807  
(951) 755-5200  
(951) 922-8146 Fax

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**Native American Contacts  
Riverside County  
January 7, 2015**

**Agua Caliente Band of Cahuilla Indians THPO**  
Patricia Garcia, Tribal Historic Perservation Officer  
5401 Dinah Shore Drive Cahuilla  
Palm Springs, CA 92264  
ptuck@augacaliente-nsn.gov  
(760) 699-6907  
(760) 699-6924 Fax

**Augustine Band of Cahuilla Mission Indians**  
Karen Kupcha  
P.O. Box 849 Cahuilla  
Coachella, CA 92236  
(760) 398-4722  
(916) 369-7161 Fax

**Cahuilla Band of Indians**  
Luther Saigado, Chairperson  
P.O. Box 391760 Cahuilla  
Anza, CA 92539  
Chairman@cahuilla.net  
(760) 763-5549  
(760) 763-2631 Tribal EPA

**Ernest H. Siva**  
Morongo Band of Mission Indians Tribal Elder  
9570 Mias Canyon Road Serrano  
Banning, CA 92220 Cahuilla  
siva@dishmail.net  
(951) 849-4676

This list is current only as of the date of this document.

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This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH #2014121075 Serena Park, Riverside County.



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

January 12, 2015

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Glen Holmes  
Hemet

Greg Pettis  
Cathedral City

Steve Manos  
Lake Elsinore

**STAFF**

Director  
Ed Cooper

John Guerin  
Russell Brady  
Barbara Santos

County Administrative Center  
4080 Lemon St., 14<sup>th</sup> Floor.  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

Mr. David Newell, Associate Planner  
City of Palm Springs Department of Planning Services  
3200 East Tahquitz Canyon Way  
Palm Springs CA 92262

RE: Serena Park Project; City Planning Case Nos. 5.1327 PD-366 and TTM 36691

Dear Mr. Newell:

Thank you for providing the Riverside County Airport Land Use Commission (ALUC) with a copy of the Notice of Preparation of an Environmental Impact Report and CD copy of the Environmental Initial Study for this project, which includes proposed changes to the site's General Plan designation and zoning classification. Project entitlements being requested, as listed on page 4 of the Environmental Initial Study, include a general plan amendment, establishment of a Planned Development District "in lieu of Change of Zone," a development agreement, and a tentative tract map.

ALUC's statutory responsibilities include review of proposals for general plan amendments and ordinance amendments (including zone changes) proposed within Airport Influence Areas. This project is located within Airport Compatibility Zones C and D of the Palm Springs International Airport Influence Area.

In accordance with Section 21676(b) of the California Public Utilities Code, please advise the applicant for this project to submit these projects to ALUC for a determination as to consistency with the Palm Springs International Airport Land Use Compatibility Plan. Application forms are available at [www.rcaluc.org](http://www.rcaluc.org), click Forms. Complete application packets received by January 28, 2015 would be eligible for consideration at ALUC's March 12, 2015 public hearing.

Airport Compatibility Zone C requires that 20 percent of gross land area within projects of ten acres or more be open area, and Airport Compatibility Zone D requires that 10 percent of gross land area within projects of ten acres or more be open area. While the Conceptual Land Use Plan indicates that 47.78 acres (36 percent of the gross area of the site) would be either public or private open space, it is not clear how much of that open space would qualify as open area meeting ALUC requirements. ALUC-qualifying open areas must be at least 70 feet wide and 300 feet in length, and must be free of overhead wires, structures, and obstacles (except those less than four feet above ground level or less than four inches in diameter). The Environmental Impact Report should address whether the proposed project complies with this requirement.

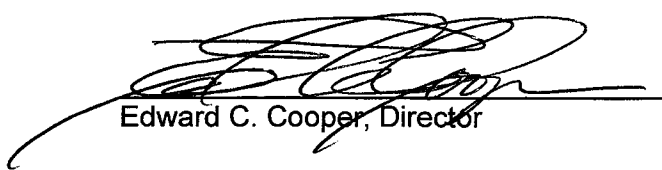
Thank you for the opportunity to provide comments. If you have any questions, please contact John Guerin of ALUC staff at (951) 955-0982.



**AIRPORT LAND USE COMMISSION**

**January 12, 2015**

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



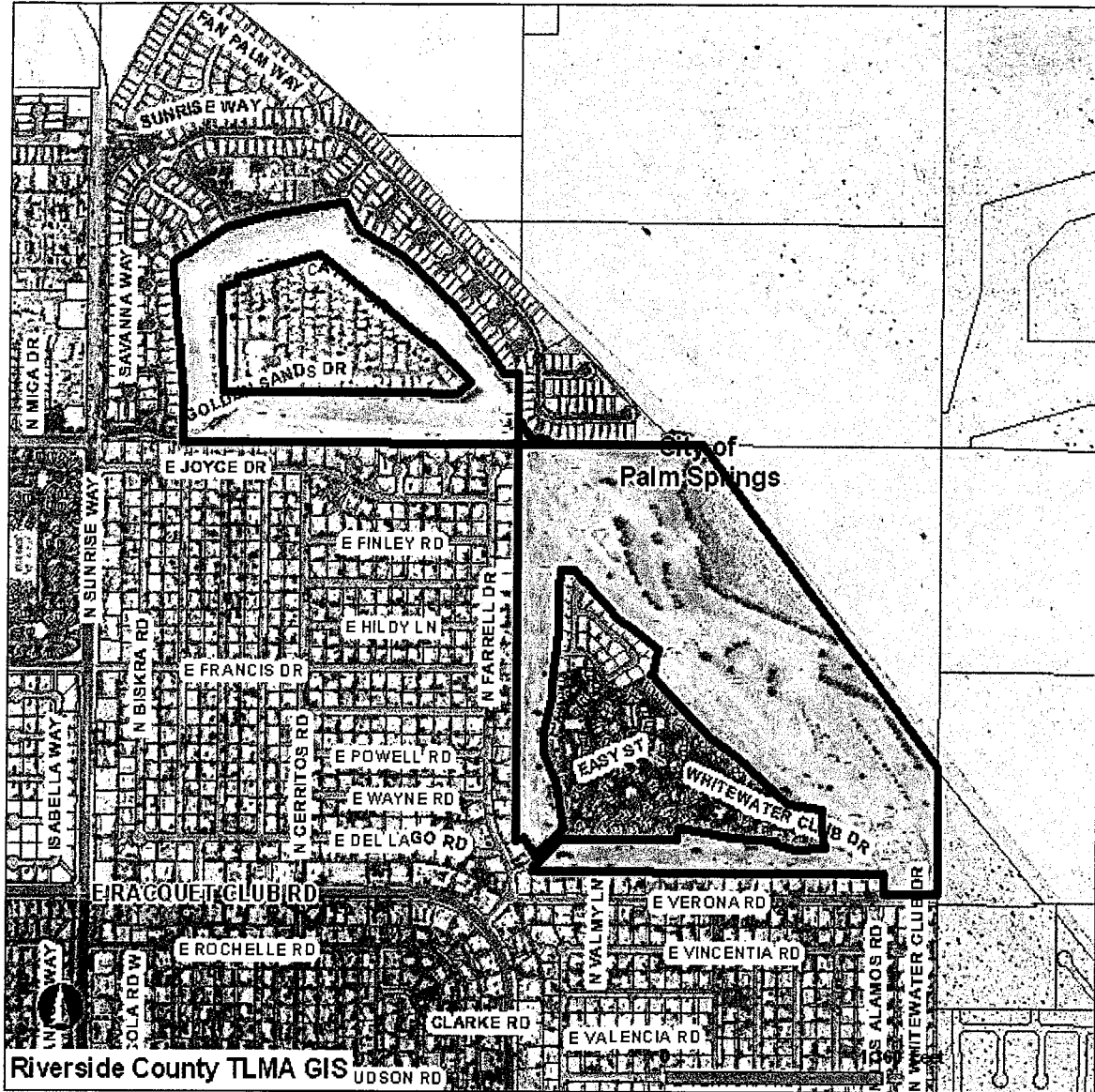
Edward C. Cooper, Director

JJGJG

cc: Eric Taylor, Palm Springs Country Club, LLC  
Michelle Witherspoon, MSA Consulting, Inc.  
Ken Toblesky, Toblesky Green Architects  
Thomas Nolan, Airport Manager, Palm Springs International Airport  
Simon Housman, ALUC Chairman  
ALUC Staff

Y:\Airport Case Files\Palm Springs\NOP Response Case No. 5.1327-PD-366, TTM 36691 – ltr to Palm Spgs.doc

RIVERSIDE COUNTY GIS



Selected parcel(s):  
 501-190-011 669-480-027 669-590-066

**AIRPORTS**

- SELECTED PARCEL
- AIRPORT INFLUENCE AREAS
- INTERSTATES
- HIGHWAYS
- PARCELS
- COMPATIBILTY ZONE B1
- COMPATIBILTY ZONE C
- COMPATIBILTY ZONE D

**\*IMPORTANT\***

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Fri Jan 09 12:39:51 2015

Version 131127

## PS. PALM SPRINGS INTERNATIONAL AIRPORT

### PS.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The *Airport Master Plan* adopted by the Palm Springs City Council in 2002 is the basis for the *Compatibility Plan*.
- 1.2 *Airfield Configuration:* Establishment of a precision instrument approach procedure on Runway 31L is proposed, but no other runway system changes are indicated in the *Master Plan*.
- 1.3 *Airport Activity:* Despite a projected increase from 109,500 aircraft operations in 2002 to 170,260 in 2020, the *Master Plan* anticipates Palm Springs International Airport noise contours to slightly shrink in most locations. This impact reduction reflects the reduced single-event noise levels produced by the aircraft that will make up the future fleet mix at the airport compared to those operating there today. For the purposes of the *Compatibility Plan*, a composite of the 2002 and 2020 noise contours is used.
- 1.4 *Airport Influence Area:* The locations of the standard flight paths flown by aircraft approaching and departing the airport are the primary factors defining the influence area for Palm Springs International Airport. Close-in areas west of the airport are affected by sideline noise, but the more distant areas are seldom overflowed and thus are excluded from the airport influence area.

### PS.2 Additional Compatibility Policies

- 2.1 *Noise Exposure in Residential Areas:* The limit of 60 dB CNEL set by Countywide Policy 4.1.4 as the maximum noise exposure considered normally acceptable for new residential land uses shall not be applied to the environs of Palm Springs International Airport. For this airport, the criterion shall instead be 62 dB CNEL. This higher threshold takes into account the ambient noise conditions in the area and also the community's long-standing exposure to the noise of airline aircraft operations. Dwellings may require incorporation of special noise level reduction measures into their design to ensure that the interior noise limit of 45 dB CNEL (Countywide Policy 4.1.6) is not exceeded.
- 2.2 *Zone C Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities in Zone C northwest of the airport shall either be kept to a very low density of no more than 0.2 dwelling units per acre as indicated in the table or be in the range of 3.0 to 15.0 dwelling units per acre. The choice between these two options is at the discretion of the City of Palm Springs, the only affected land use jurisdictions. (Criteria for Zone C southeast of the airport remain as indicated in Table 2A.)
- 2.3 *Zone D Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(b) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the high-density option for *Compatibility Zone D* at Palm Springs International Airport shall

allow residential densities as low as 3.0 dwelling units per gross acre to the extent that such densities are typical of existing (as of the adoption date of this plan) residential development in nearby areas of the community.

- 2.4 *Southeast Industrial/Commercial Area:* Within the areas designated by a (1) and a (2) on the Palm Springs International Airport Compatibility Map, the following usage intensity criteria shall apply:
- (a) In *Compatibility Zone B1:*
    - (1) An average of up to 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of the site.
    - (2) If the percentage of qualifying open land on the site (see Countywide Policy 4.2.4) is increased from 30% to at least 35%, the site shall be allowed to have an average of up to 45 people per acre and any single acre shall be allowed to have up to 90 people per acre.
    - (3) If the percentage of qualifying open land on the site is increased to 40% or more, the site shall be allowed to have an average of up to 50 people per acre and any single acre shall be allowed to have up to 100 people per acre.
  - (b) In *Compatibility Zone C:*
    - (1) An average of up to 80 people per acre shall be allowed on a site and up to 160 people shall be allowed to occupy any single acre of the site.
    - (2) If the percentage of qualifying open land on the site is increased from 20% to at least 25%, the site shall be allowed to have an average of up to 90 people per acre and any single acre shall be allowed to have up to 180 people per acre.
    - (3) If the percentage of qualifying open land on the site is increased to 30% or more, the site shall be allowed to have an average of up to 100 people per acre and any single acre shall be allowed to have up to 200 people per acre.
  - (c) To the extent feasible, open land should be situated along the extended runway centerlines or other primary flight tracks.
  - (d) The above bonuses for extra open land on a site are in addition to the intensity bonuses for risk-reduction building design indicated in Table 2A. In both cases, incorporation of the features necessary to warrant the intensity bonuses is at the option of the City of Palm Springs and the project proponents and is not required by ALUC policy.
  - (e) The intensity bonuses for extra open land provided here are judged to represent a balance between the ALUC objective of enhancing safety in the airport environs and needs of the community for more intensive development of the area involved. The resulting intensities remain consistent with the guidelines set in the *California Airport Land Use Planning Handbook* given the character of the airport activity and the surrounding community.
- 2.5 *Expanded Buyer Awareness Measures:* In addition to the requirements for aviation easement dedication or deed notification as indicated in Table 2A, any new single-

family or multi-family residential development proposed for construction anywhere within the Palm Springs International Airport influence area, except for *Compatibility Zone E*, shall include the following measures intended to ensure that prospective buyers or renters are informed about the presence of aircraft overflights of the property.

- (a) During initial sales of properties within newly created subdivisions, large airport-related informational signs shall be installed and maintained by the developer. These signs shall be installed in conspicuous locations and shall clearly depict the proximity of the property to the airport and aircraft traffic patterns.
- (b) An informational brochure shall be provided to prospective buyers or renters showing the locations of aircraft flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described.

- › On-airport storage of aviation fuel and other aviation-related flammable materials.
  - › Aboveground storage of less than 6,000 gallons of nonaviation flammable materials (this limit coincides with a break-point used in the Uniform Fire Code to distinguish between different classes of tanks).
- (3) Within *Compatibility Zone C*, manufacture or storage of hazardous materials other than the types listed in Sub-policy (2) above is prohibited unless no other feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.
- (d) Critical Community Infrastructure: Construction of power plants, electrical substations, public communications facilities, and other critical community infrastructure shall be restricted as follows:
- (1) Within *Compatibility Zone A*, all such uses are prohibited.
  - (2) Within *Compatibility Zones B1* and *B2*, such uses are prohibited unless no other feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.
- 4.2.4. *Open Land*: In the event that a light aircraft is forced to land away from an airport, the risks to the people on board can best be minimized by providing as much open land area as possible within the airport vicinity. This concept is based upon the fact that the majority of light aircraft accidents and incidents occurring away from an airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site.
- (a) To qualify as open land, an area should be:
    - (1) Free of most structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.
    - (2) Have minimum dimensions of approximately 75 feet by 300 feet.
  - (b) Roads and automobile parking lots are acceptable as open land areas if they meet the above criteria.
  - (c) Open land requirements for each compatibility zone are to be applied with respect to the entire zone. Individual parcels may be too small to accommodate the minimum-size open area requirement. Consequently, the identification of open land areas must initially be accomplished at the general plan or specific plan level or as part of large (10 acres or more) development projects.
  - (d) Clustering of development, subject to the limitations noted below, and providing contiguous landscaped and parking areas is encouraged as a means of increasing the size of open land areas.
  - (e) Building envelopes and the airport compatibility zones should be indicated on all development plans and tentative maps for projects located within the influence area of airports covered by this *Compatibility Plan*. Portraying this information is intended to assure that individual development projects provide the open land areas identified in the applicable general plan, specific plan, or other large-scale plan.



Airport Land Use Commission  
Received  
DEC 29 2014

**NOTICE OF PREPARATION  
DRAFT ENVIRONMENTAL IMPACT REPORT**

**DATE:** December 17, 2014

**LEAD AGENCY:** City of Palm Springs  
3200 E. Tahquitz Canyon Way  
Palm Springs, CA 92262

**CONTACT:** David A. Newell, Associate Planner  
(760) 323-8245 or [David.newell@palmsprings-ca.gov](mailto:David.newell@palmsprings-ca.gov)

**PROJECT TITLE:** Serena Park

**PROJECT APPLICANT:** Palm Springs Country Club, LLC

**PROJECT LOCATION:** West of Gene Autry Trail & South of Whitewater River Channel

In accordance with the California Environmental Quality Act (CEQA), the City of Palm Springs as the Lead Agency will prepare a Draft Environmental Impact Report (EIR) for the project identified above. The purpose of this Notice of Preparation (NOP) is a request for responsible agencies, trustee agencies, other interested agencies, organizations, and members of the general public to provide input on the proposed Draft Environmental Impact Report (EIR) for the Serena Park project. Your response to the NOP will inform the City of Palm Springs (Lead Agency) of your environmental concerns, your ideas about the effects of the project, and ways the project may be revised or mitigated to reduce or avoid the significant effects and to solicit comments on the environmental analysis to be contained in the EIR.

The project's description, location, and potential environmental impacts are contained in the attached Initial Study. Due to the time limits mandated by State Law, your responses must be sent at the earliest possible date but not later than 30 days after receipt of this notice. If the proposed project has no bearing on you or your organization no action on your part is necessary.

Please send your responses to David A. Newell, Associate Planner at the City of Palm Springs to the address shown above.

**RECEIVED**

DEC 16 2014

**PLANNING SERVICES  
DEPARTMENT**

**PUBLIC SCOPING:** Public Scoping meetings are being conducted to provide an opportunity to learn more about the proposed project and to express comments about the content of the Draft EIR. A scoping meeting will be held at the following date and time:

Date: January 8, 2014

Time: 5:00 p.m.

Location: City Council Chamber  
Palm Springs City Hall  
3200 E. Tahquitz Canyon Way  
Palm Springs, CA 92262



### Environmental Initial Study

**Project Title:** Serena Park

**Case No:** 5.1327 PD-366 /TTM 36691

**Lead Agency  
Name and Address:** City of Palm Springs  
Department of Planning Services  
3200 E Tahquitz Canyon Way  
Palm Springs, CA 92262

**Property Owner/  
Developer:** Palm Springs Country Club, LLC  
Attn: Eric Taylor  
1601 Carmen Drive, Suite 211  
Camarillo, CA 93010  
(805) 469-9510 [etaylor@somisinvestments.com](mailto:etaylor@somisinvestments.com)

**Applicant:** Same as Owner/Developer

**Engineer:** MSA Consulting, Inc.  
Attn: Michelle Witherspoon  
34200 Bob Hope Drive,  
Rancho Mirage, CA 92270  
(760) 320-9811 [mwitherspoon@msaconsultinginc.com](mailto:mwitherspoon@msaconsultinginc.com)

**Architect:** Toblesky Green Architects  
Attn: Ken Toblesky  
P.O. Box 1261  
Chino Hills, CA 91709  
(909) 393-2754 [kentoby@verizon.net](mailto:kentoby@verizon.net)

**Contact Person** David A. Newell, Associate Planner  
City of Palm Springs (760) 323-8295  
[David.Newell@palmsprings-ca.gov](mailto:David.Newell@palmsprings-ca.gov)

**Project Location:** West of Gene Autry Trail and South of Whitewater River Channel

**Existing Zoning and  
General Plan  
Designations:** Zoning: Existing – O/OS (Open Land Zone)  
Proposed – PDD (Planned Development District)

General Plan: Existing – Open Space Parks and Recreation (OS – PR)  
Proposed – Very Low Density Residential and OS – PR

**Location and Description of the Project:**

*Location.* The Serena Park Project (Project) is located on 131.25 acres of land in north Palm Springs east of Sunrise Way, north of Racquet Club Drive and west of the Whitewater River Floodplain. The property is within Section 1, T.4SR.4E and Section 36, T3S, R4S. See attached Vicinity Map, USGS Quad and Aerial Photo.

*Property Configuration.* The property configuration is based largely on the fairway alignment of an abandoned golf course and has two distinct subareas: a northern portion (APN 669-480-027, 669-590-066) and a southern portion (APN 501-190-011). These subareas surround two existing residential enclaves including a mobile home park on the north and a condominium/single family development on the south. Contiguous property to the east that contains the Whitewater River Floodplain is also owned by the applicant but is a “remainder parcel” and not part of the project. The overall acreage of 131.25 includes 5.39 acres of public open space; the remaining net acreage of 125.8 will be privately developed (see Exhibit 4 “Conceptual Land Plan” for reference).

*Site History.* The site was formerly known as the Palm Springs Country Club, which dates back to the 1950’s and was originally an extension of the Ranch Club Guest Ranch located on Sunrise Way south of Vista Chino. The property was for a time also known as the Whitewater Country Club and consisted of an 18-hole golf course, a driving range, a golf clubhouse, tennis courts and associated parking. Irrigation was provided by three on-site private wells. The golf course was privately owned and relied on income from daily fee players to sustain the development and eventually was shut down for economic reasons. Today, the site remains vacant, with minimal vegetation and palm trees and has been stabilized with a soil polymer. The landowner currently has an agreement with the City of Palm Springs to mitigate any fugitive dust impacts and continue maintenance activities of the property to preserve the stabilized condition using a mixture of soil polymer and mulch. Gates were recently installed to prevent further disturbance and destabilization by unauthorized access.

*Surrounding Uses.* Uses surrounding the project are characterized in the following table.

**TABLE 1. SURROUNDING USES**

	Jurisdiction	General Plan	Zoning	Existing Use
<b>NORTHERN SUBAREA</b>				
North	Palm Springs	VLDR	PD	SF Residential
South	Palm Springs	VLDR	R1C	SF Residential
East	Palm Springs	VLDR	PD	SF Residential
West	Palm Springs	VLDR	PD	SF Residential
Interior	Palm Springs	MDR	RMHP	Mobile Home Park
<b>SOUTHERN SUBAREA</b>				
North	Palm Springs	VLDR	PD	SF Residential
South	Palm Springs	VLDR	R1C	SF Residential
East	Palm Springs	OS-W, LDR	W, O5	Vacant
West	Palm Springs	VLDR	R1C	SF Residential
Interior	Palm Springs	MDR	RGAS	Condominium/SF Residential
Notes:	VLDR = Very Low Density Residential, up to 300 sq ft		R1C = Single Family Residential, up to 600 sq ft	
	MDR = Medium Density Residential, up to 1500 sq ft		W = Watercourse	
	OS-W = Open Space-Water		OAS = Open Apartment Residential	
	PD = Planned Development District		SF Residential = Single Family Residential	

The Project is screened from surrounding residential uses by a combination of existing walls, fences, and vegetation. It is also separated by a flood control levee and associated 200-foot wide Riverside County Flood Control District (RCFCD) easement from the Whitewater River floodplain, designated as a "Conservation Area" by the Coachella Valley Multi Species Habitat Conservation Plan (CVMSHCP) in 2008.

*Site Constraints.* The project site is constrained by existing single family residential lots and two inholdings of medium density residential development, including a 1950's era mobile home park on the north and a condominium community on the south. The property is further constrained by a flood control levee that protects developable land from the Whitewater River Flood Plain. A review of the property configuration reveals that the nominal dimensions needed to satisfy current golf course design practices cannot be achieved on the available land and the concept of reviving a golf centered operation on the property has been dismissed as infeasible.

*Project Proposal.* The Project proposes to redevelop the former golf course with approximately 429 residential units and a five-acre public park. These will consist of 137 single story, attached residences in the northern portion (Attached Residential Subarea) and 292 detached single-family residences on the southern portion (Single Family Subarea). Housing will include a mix of market rate and senior housing. The three on-site wells historically utilized for golf course irrigation will be retained to irrigate project and public park landscaping via a mutual water company.

*Attached Residential Subarea.* The northern subarea will be developed with 137 attached, age-restricted, residential units surrounding the Golden Sands Mobile Home Park (Golden Sands) and a vacant parcel under separate ownership. Residential units will include single story buildings in an 8-pack configuration around a central hammerhead courtyard. The site design creates a buffer between the new attached units and the existing mobile home park ranging from approximately 60 to 100 feet wide. A new 6' slumpstone block wall will be constructed on the property line of the southern edge of the subarea, however, leaving individual private walls on adjacent lots intact. The circulation system is designed to take primary access from Sunrise Way (a Major Thoroughfare) via East San Rafael Drive while also retaining the existing Golden Sands East San Rafael entry. A second access point extends from the subarea's southeast corner to connect internally with the project's Single Family subarea to the south.

*Single Family Subarea.* The southern subarea will be developed with 292 detached, single family lots ranging from 5,000 to 18,500 square feet surrounding the Alexander Estates condominiums/single family homes (Alexander Estates). Larger lots, averaging about 11,900 square feet, will be located adjacent to similar detached homes along the southern and western subarea boundaries. This subarea also includes a looped access road and open space buffer that separates the new residential lots from the existing Alexander Estates project. Smaller lots averaging about 5,050 square feet will be located on a series of cul-de-sacs separated by intervening landscape paseos. These take access from the loop road and terminate at the RCFCD easement. All lots in this area back onto either a landscaped paseo or park area.

This subarea contains various open space components, including approximately 43.4 acres of private common areas/paseos for use by residents and an approximately 5.4-acre public park. Land for the public park will be dedicated to the City and could serve as a trailhead for the future "CV Link" multi-purpose regional trail planned along the adjacent levee. Portions of these open space areas will be used for drainage, storm water retention and water quality management purposes.

The primary vehicular entry to this subarea is located at Whitewater Club Drive in the southeast corner of the site. Whitewater Club Drive is a fully improved collector street that connects to East Vista Chino Drive (State Highway 111) approximately half a mile to the south. A secondary access point extends from the subarea's northwest corner to connect internally with the subarea to the north. The design limits access on Country Club Drive to gated Emergency Vehicle Access (EVA) only, which is used rarely and is unavailable to residents of the community.

This portion of the project also creates a 200' wide lot that is coterminous with the existing RCFCFCD easement. This lot contains the flood control levee and provides a 200' separation between the proposed residential development and adjacent CVMSHCP Conservation Area. The project proposes no construction on this parcel.

Public utilities exist in the vicinity and have the capacity to service the property with some minor upgrades to the water system.

*Project Entitlements:* The project proposal includes the following entitlements and agreements:

- General Plan Amendment: From “Open Space – Parks/Recreation” (OS-P/R) to Very Low Density Residential (VLDR) for the residential portions of the project.
- Planned Development District in lieu of Change of Zone: From “Open Space” (O, O-5) to Planned Development District (PD)
- Tentative Tract Map: To subdivide the property into residential lots, privately owned common areas and a public park.
- Development Agreement: Between the City and the project proponent. Public benefits offered by the project include dedication of a public park, access to the future CV Link Trail along the Whitewater River levee and installation of an innovative public art piece.
- Major Architectural Approval: Conceptual architectural and landscape plans will be part of the preliminary PDD.

*Construction schedule:* The proposed construction schedule is as follows:

<i>Construction</i>	<i>Start</i>	<i>Duration (Approximate)</i>
Rough Grading	September, 2015	15-20 days
Phase 1 Infrastructure	November, 2015	40 days
Building Construction	April, 2016	3yrs 6 months
Start of Homes Sales	September, 2016	N/A
Construction Complete – October 2019		

**Other public agencies whose approval is required:**

- Regional Water Quality Control Board (RWQCB)
- Riverside County Flood Control (RCFC)
- Colorado River Basin Regional Water Control Board
- Desert Water Agency (DWA)
- Riverside County Airport Land Use Commission (RCALUC)

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

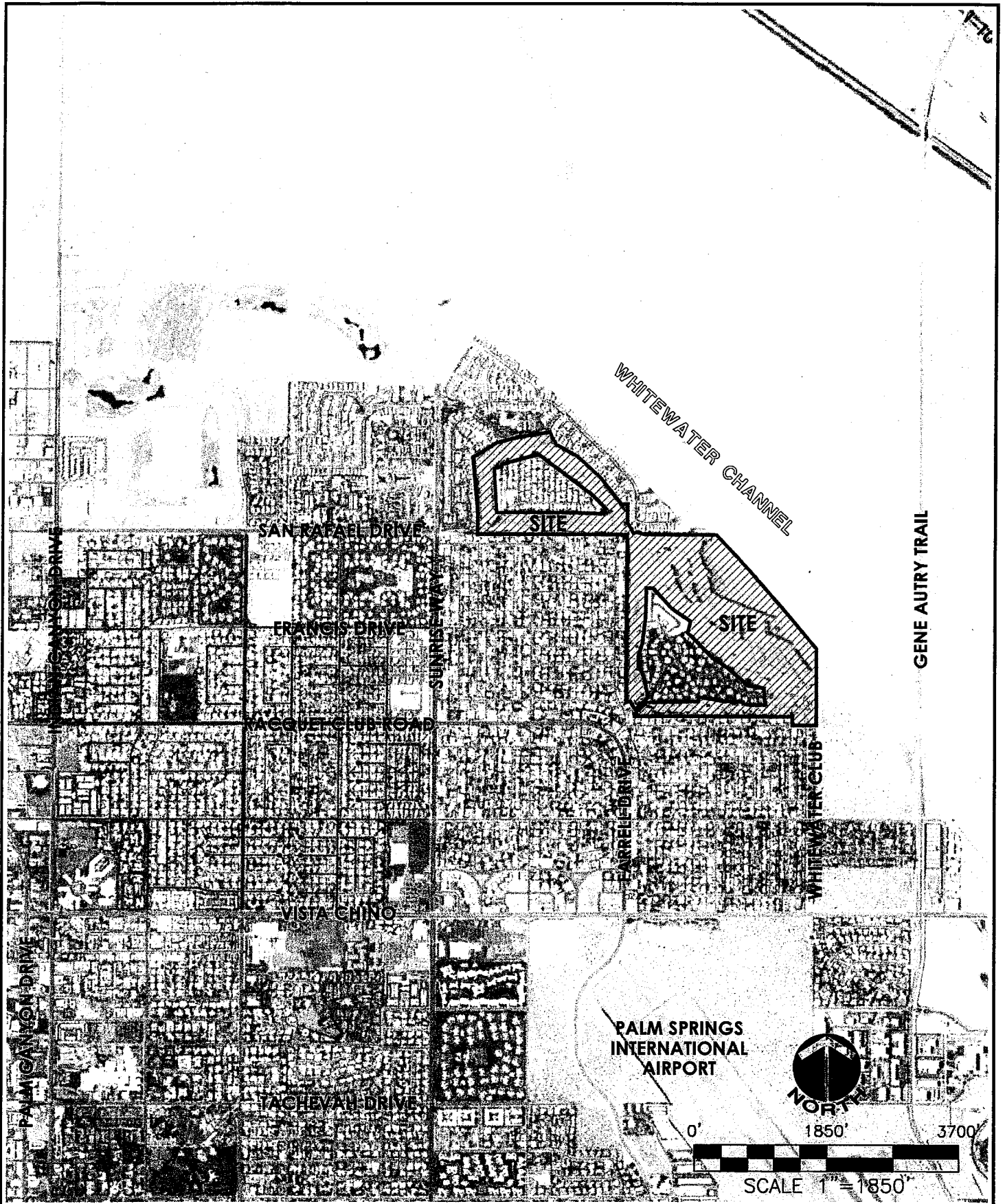
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture Resources	<input checked="" type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology /Soils
<input type="checkbox"/> Greenhouse Gases	<input type="checkbox"/> Hazards & Hazardous Materials	<input checked="" type="checkbox"/> Hydrology / Water Quality
<input type="checkbox"/> Land Use / Planning	<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Noise
<input type="checkbox"/> Population / Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Transportation/Traffic	<input checked="" type="checkbox"/> Utilities / Service Systems	<input type="checkbox"/> Mandatory Findings of Significance

**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature 	Date 12-16-2014
--	--------------------



**MSA CONSULTING, INC.**  
 PLANNING ■ CIVIL ENGINEERING ■ LAND SURVEYING

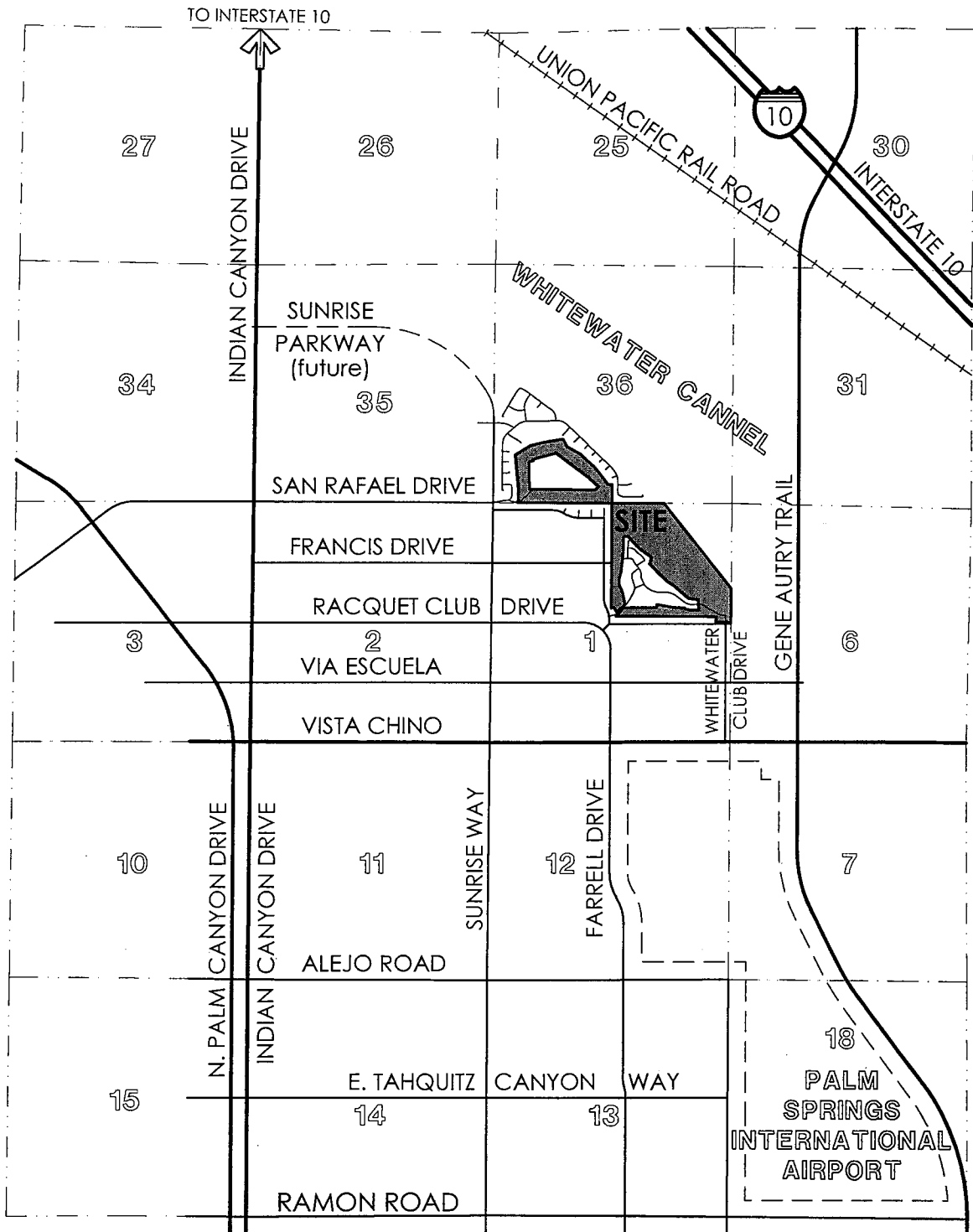
34200 BOB HOPE DRIVE ■ RANCHO MIRAGE ■ CA 92270  
 TELEPHONE (760) 320-9811 ■ FAX (760) 323-7893

**Aerial Photograph**

Environmental Initial Study for  
 Case No. 5.1327-PD-366, TTM 36691

Exhibit 1

Page 7



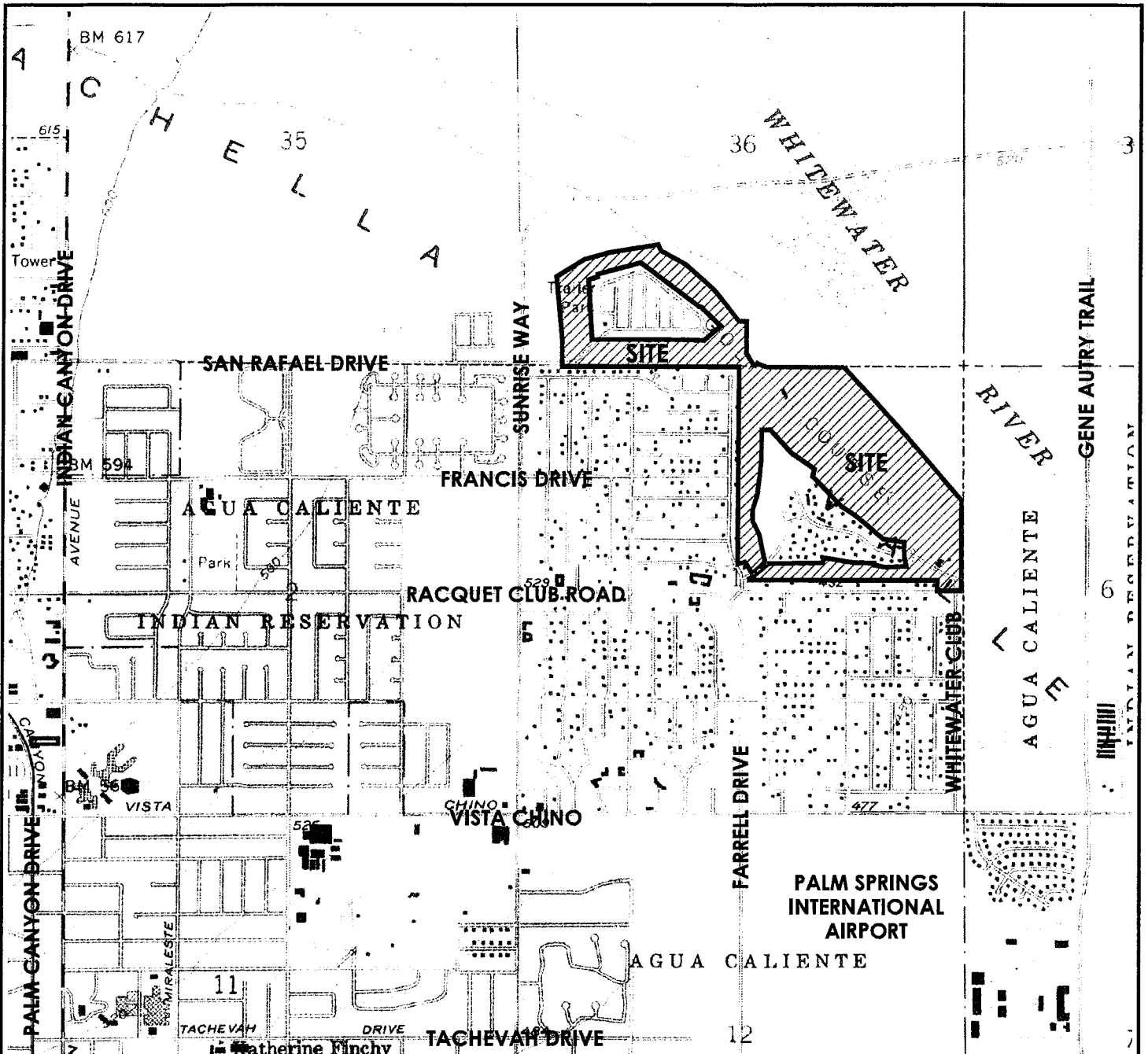
**MSA CONSULTING, INC.**  
 PLANNING ■ CIVIL ENGINEERING ■ LAND SURVEYING

34200 BOB HOPE DRIVE ■ RANCHO MIRAGE ■ CA 92270  
 TELEPHONE (760) 320-9811 ■ FAX (760) 323-7893

**Vicinity Map**

Environmental Initial Study for  
 Case No. 5.1327-PD-366, TTM 36691

Exhibit 2  
 Page 8



Mapped, edited, and published by the Geological Survey

Control by USGS and NOS/NOAA

Topography from aerial photographs by photogrammetric methods  
Aerial photographs taken 1955. Advance field check 1957

Polyconic projection  
10,000-foot grid based on California coordinate system, zone 6  
1000-meter Universal Transverse Mercator grid ticks,  
zone 11, shown in blue 1927 North American Datum  
To place on the predicted North American Datum 1983 move  
the projection lines 80 meters east as shown by dashed  
corner ticks

Red tint indicates areas in which on y landmark buildings are shown  
There may be private inholdings within the boundaries  
of the National or State reservations shown on this map

CONTOUR INTERVAL 40 FEET  
DOTTED LINES REPRESENT 20-FOOT CONTOURS  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

Revisions shown in purple and woodland  
compiled from aerial photographs taken 1984  
and other source data. Partial field check  
by U.S. Forest Service. Map edited 1988

ROAD CLASSIFICATION

Heavy-duty ————— Light-duty —————  
Medium-duty ————— Unimproved dirt - - - - -

○ State Route

PALM SPRINGS, CALIF.  
SE/4 PALM SPRINGS 15 QUADRANGLE  
33116-G5-TF-024

1957  
PHOTOREVISED 1988  
DMA 2651 1 SE-SERIES V895



0' 1800' 3600'



SCALE 1"=1800'



**MSA CONSULTING, INC.**  
PLANNING ■ CIVIL ENGINEERING ■ LAND SURVEYING

34200 BOB HOPE DRIVE ■ RANCHO MIRAGE ■ CA 92270  
TELEPHONE (760) 320-9811 ■ FAX (760) 323-7893

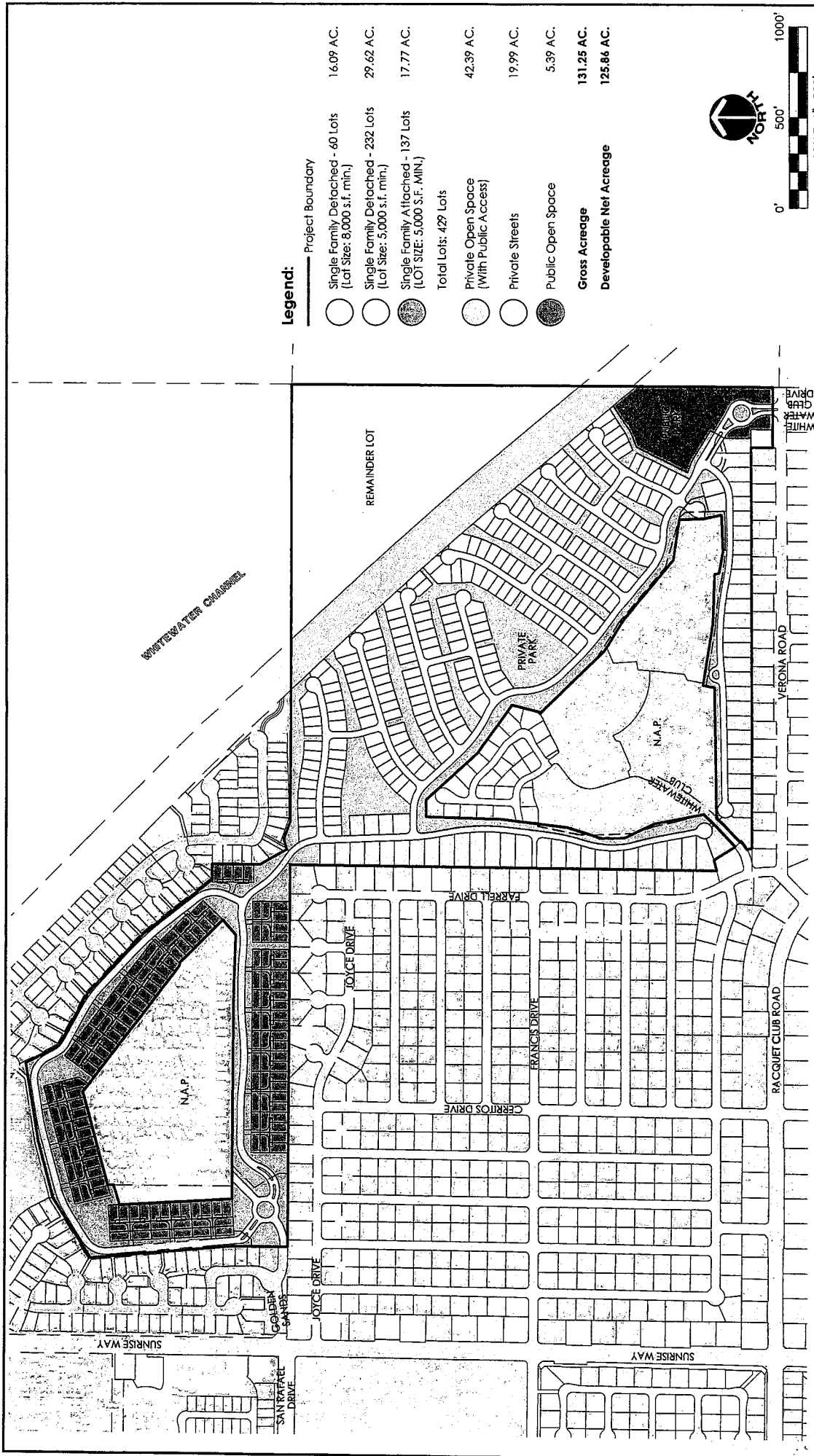
**U.S. Geological Survey**

Environmental Initial Study for  
Case No. 5.1327-PD-366, TTM 36691

Exhibit 3

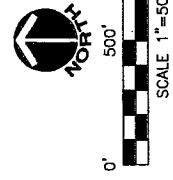
Page 9





**Legend:**

- Project Boundary
- Single Family Detached - 60 Lots (Lot Size: 8,000 s.f. min.) 16.09 AC.
- Single Family Detached - 232 Lots (Lot Size: 5,000 s.f. min.) 29.62 AC.
- Single Family Attached - 137 Lots (LOT SIZE: 5,000 S.F. MIN.) 17.77 AC.
- Total Lots: 429 Lots
- Private Open Space (With Public Access) 42.39 AC.
- Private Streets 19.99 AC.
- Public Open Space 5.39 AC.
- Gross Acreage 131.25 AC.**
- Developable Net Acreage 125.86 AC.**




**Conceptual Land Plan**

Environmental Initial Study for  
Case No. 5.1327-PD-366, TTM 36691

Exhibit Date: November 12, 2014

**MSA CONSULTING, INC.**  
 PLANNING ■ CIVIL ENGINEERING ■ LAND SURVEYING  
 34200 Bob Hope Drive ■ RANCHO MIRAGE ■ CA 92270  
 TELEPHONE (760) 320-9811 ■ FAX (760) 323-7893



Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Cumulative Impacts:** To be determined in the EIR.

**Mitigation Measures:** To be determined in the EIR.

- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

**Discussion:**

The existing project site is uniformly flat and surrounded by residential neighborhoods and the Whitewater River Floodplain. Residential homes and street lights are the primary light sources in the surrounding area. Because residential development does not involve large reflective surfaces, there is no evidence of glare. On vacant desert land to the east, there are no existing sources of either light or glare.

Environmental impacts would be considered significant if a project involved reflective surfaces that cause substantial glare or if project lighting levels were to exceed City standards or those typical in the project vicinity.

The project will likely include low intensity, energy-efficient residential lighting in conformance with City standards and consistent with other development in the area. Private and public parks established by the project will include security lighting which will be low intensity or shielded from spilling into residential areas, adjacent vacant desert land to the east, or the night sky. Any additional sources of lighting would be minor and not adversely affect nighttime views. Furthermore, the project will not involve building materials with highly reflective properties that would cause glare.

Accordingly, the Project is not expected to result in excessive light or glare and impacts related to this topic would be considered less than significant. Further analysis will be provided in the Project EIR.

**Cumulative Impacts:** To be determined in the EIR.

**Mitigation Measures:** To be determined in the EIR.

**II. AGRICULTURE RESOURCES -- Would the project:**

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

**Discussion:**

The proposed residential project will not involve the disturbance or conversion of any designated farmland or other form of agricultural resource. According to the 2008 California Farmland Mapping

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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No impacts are expected and no further analysis of this topic will be included in the EIR.

**Cumulative Impacts:** None

**Mitigation Measures:** None

- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

**Discussion:**

Based on information from the EnviroStor database (November 2014), maintained by the Department of Toxic Substance Control (DTSC), the project site or surrounding properties are not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Results from the Phase I and II Environmental Assessment prepared by Earth Systems Southwest will be analyzed in the DEIR. However, no impacts to this topic are anticipated.

**Cumulative Impacts:** None

**Mitigation Measures:** None

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

**Discussion:**

The project is located approximately one half mile from the Palm Springs International Airport. The Palm Springs International Airport is located in the southeastern portion of the city surrounded by mostly industrial, commercial, and limited residential development. The Riverside County Airport Land Use Compatibility Plan designates the property as occupying two different compatibility zones. The northern portion of the property is designated as Zone C, and the southern portion is designated as Zone D. The maximum density allowable in Zone C is 3.0 to 15.0 d/u per acre and will be determined at the discretion of the City of Palm Springs. Densities allowable within Zone D have two options, to either limit densities to no more than 0.2 du/ac or a high density option is available at 5.0 du/ac if the average parcel size is greater than 0.2 acres. This option is also dependent upon densities of existing residential developments within the vicinity. The project is proposing Very Low Density Residential (VLDR) and Medium Density Residential (MDR) land uses, VLDR density per the Palm Springs General Plan is up to 4.0 du/ace and the MDR density is up to 15.0 du/ac. These densities comply with the allowable densities in the designated C and D Zones of the Riverside County Airport Land Use Comission Plan. .

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Less than significant impacts are expected, further analysis will be provided in the project specific EIR.

**Cumulative Impacts:** To be determined in the EIR.

**Mitigation Measures:** To be determined in the EIR.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- |                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:**

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

No impacts are expected, no further analysis will be provided in the project specific EIR.

**Cumulative Impacts:** None

**Mitigation Measures:** None

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- |                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

The proposed Project is not expected to impair implementation of or physically interfere with the City's adopted emergency response plan or evacuation plan. The project will be conditioned to adhere to the provisions of the local emergency plan and the California Emergency Services Act. Project design will be reviewed by the City Fire Department.

Less than significant impacts are expected, further analysis will be provided in the project specific EIR.

**Cumulative Impacts:** To be determined in the EIR.

**Mitigation Measures:** To be determined in the EIR.

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?
- |                          |                          |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

The Riverside County RCIP and Palm Springs Fire Department indicate that the proposed project is not within the Very High Fire Hazard Severity Zone. The project is in an urban developed area that is not adjacent to or intermixed with areas susceptible to wildland fires. Few wildland fires have occurred in

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Mitigation Measures:** To be determined in the EIR.

- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Discussion:**

The existing City General Plan Land Use is “Open Space/Parks & Recreation” (OS-P/R) established for the golf course that formerly occupied the site. The proposed Project includes a General Plan Amendment (GPA) to “Very Low Density Residential” (VLDR) over the proposed residential areas that would remove any land use inconsistency. The proposed public park would remain OS-P/R. With approval of the proposed GPA, the project will be in compliance with the City’s General Plan Land Use.

According to the City of Palm Springs Zoning Map, the property is zoned “Open Land”, including “O” over the northern subarea and “O5” over the southern subarea. The project proposes to replace these Open Land Zones with a Planned Development District (PD) to allow low density residential development.

City review of the project will result in conditions of approval ensuring that the project is compatible with the area and complies with all applicable City and agency design standards. Therefore, for the reasons stated above, the project would be consistent with applicable City plans, policies and regulations.

Accordingly, the Project is not expected to conflict with any applicable land use plan, policy or regulation and impacts related to this topic would be considered less than significant. Further analysis will be provided in the project specific EIR.

**Cumulative Impacts:** To be determined in the EIR.

**Mitigation Measures:** To be determined in the EIR.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Discussion:**

The project is subject to the Coachella Valley Multi Species Habitat Conservation Plan (CVMSHCP), a regional plan which outlines policies for conservation of habitats and natural communities throughout the Coachella Valley. However, the project lies outside any designated Conservation Area and creates a 200’ wide lot (containing the flood control levee) that buffers the Project from the adjacent CVMSHCP

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Cumulative Impacts:** None

**Mitigation Measures:** None

**XII. NOISE --** Would the project result in:

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

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Discussion:**

The project site was previously used as a golf course. No structures or dwellings are currently present on the project site. Surrounding land uses include residential uses and conservation land. The nearest freeway is Interstate 10 located approximately 1.5 miles to the northeast and the nearest Highway is State Highway 111 (Vista Chino Drive) located .5 miles to the south.

The City of Palm Springs General Plan Environmental Impact Report addresses noise impacts within city limits. The project is not located within a CNEL Noise Contour Level established by the City of Palm Springs General Plan EIR. The City of Palm Springs General Plan Environmental Impact Report conducted noise level studies along major roads within the city. Distances to measured noise levels are listed below:

Measurements apply to Gene Autry Trail between Highway 111 and Interstate 10. Measurements denote the distance from street centerline to noise threshold level.

CNEL @ 50 Feet	Distance to 70 dBA CNEL	Distance to 65 dBA CNEL	Distance to 60 dBA CNEL
76.4 dBA	134 Feet	288 Feet	621 Feet

The project is located approximately 1,500 feet west of Gene Autry Trail, the project Noise Study included in the project specific EIR will provide further analysis.

The project is located approximately one half mile from the Palm Springs Airport. The Palm Springs International Airport is located in the eastern portion of the city surrounded by mostly industrial, commercial, and limited residential development. The City of Palm Springs considers residential development acceptable within the Airport vicinity if residential areas do not extend into the 62 CNEL Noise Contour. The project site is not located within any noise contour attributed to the Palm Springs Airport. Furthermore, the Palm Springs Airport Land Use Plan does not identify the project as being within its planning area.

Construction noise could be significant, however it will not present significant long-term impacts on the project site or the surrounding area.

Furthermore, construction activities on-site shall take place only during the permitted hours established

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
|  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:**

The project is located approximately one half mile from the Palm Springs Airport. The Palm Springs International Airport is located in the eastern portion of the city surrounded by mostly industrial, commercial, and limited residential development. The City of Palm Springs considers residential development acceptable within the Airport vicinity if residential areas do not extend into the 62 CNEL Noise Contour. The project site is not located within any noise contour attributed to the Palm Springs Airport. Furthermore, the Palm Springs Airport Land Use Plan does not identify the project as being within its planning area.

Less than significant impacts are expected, further analysis will be provided in the project specific EIR in reference to a project specific Noise Study.

**Cumulative Impacts:** To be determined in the EIR.

**Mitigation Measures:** To be determined in the EIR.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?
- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
|  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:**

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

No impacts are expected, no further analysis will be provided in the project specific EIR in reference to a project specific Noise Study.

**Cumulative Impacts:** None

**Mitigation Measures:** None

**XIII. POPULATION AND HOUSING – Would the project:**

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
|  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Discussion:**

The Riverside County Transportation Commission (RCTC) is the appointed county congestion management agency for the County of Riverside. The 2011 Congestion Management Program (CMP) is set forth to directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality.

In coordination with the Congestion Management Program (CMP), the Coachella Valley Association of Governments (CVAG) has implemented a valley-wide traffic monitoring program. Traffic count information obtained in CVAG's 2011 Traffic Census Report in conjunction with the CMP data indicates that there are no deficiencies near the project. Project implementation is not anticipated to conflict with the implementation or performance of the regional CMP.

Less than significant impacts are anticipated. Potential project impacts will be further analyzed in the EIR in reference to a project-specific Traffic Study.

**Cumulative Impacts:** To be determined in the EIR.

**Mitigation Measures:** To be determined in the EIR.

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





**Discussion:**

The proposed project is not of such a size or nature to cause noticeable changes in air traffic levels, patterns or a change in traffic location. The project is not located within the Palm Springs International Airport Planning Area. The Riverside County Airport Land Use Compatibility Plan designates the property as occupying two different compatibility zones. The northern portion of the property and surrounding development is designated as Zone C, and the southern portion is designated as Zone D. The maximum density allowable in Zone C is 3.0 to 15.0 d/u per acre and will be determined at the discretion of the City of Palm Springs. Densities allowable within Zone D are dependent upon densities of existing residential developments within the vicinity. The project is expected to comply with the standards set forth within the Riverside County Airport Land Use Compatibility Plan.

Less than significant impacts are expected, no further analysis will be provided in the project specific EIR.

**Cumulative Impacts:** None

**Mitigation Measures:** None





RIVERSIDE COUNTY FLOOD CONTROL  
AND WATER CONSERVATION DISTRICT

City of Palm Springs  
Department of Planning and Building  
Post Office Box 2743  
Palm Springs, CA 92263-2743

Attention: David A. Newell

Ladies and Gentlemen:

Re: TTM 36691

The District does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check city land use cases, or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District has not reviewed the proposed project in detail and the following checked comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety or any other such issue:

- No comment.
- This project involves District Master Plan facilities. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection and administrative fees will be required. Palm Springs MDP Line "3"
- Whitewater River west bank Levee is not a currently certified levee through FEMA. The District is in the process of gathering the necessary levee certification documentation to provide to FEMA. However, due to potential levee deficiencies, it may take several years to receive levee certification approval. The District currently has a consultant performing a Geotechnical evaluation of the levee. By August 2015, we should have a report compiled with any levee deficiencies (including structural, geotechnical and freeboard deficiencies) that need to be fixed prior to levee certification. Once certified, this area will be designated on the FEMA Flood Insurance Rate Map (FIRM) as being protected from the 1 percent annual chance or greater flood hazard by a levee system. Overtopping or failure of any levee system is possible. To mitigate flood risk in residual risk areas, property owners and residents are encouraged to consider flood insurance and floodproofing or other protective measures.
- An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities. For further information, contact the District's encroachment permit section at 951.955.1266. Whitewater Right Bank Levee
- The Districts previous comments are still valid.

GENERAL INFORMATION

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped flood plain, then the City should require the applicant to provide all studies, calculations, plans and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation or other final approval of the project, and a Letter of Map Revision (LOMR) prior to occupancy.

If a natural watercourse or mapped flood plain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Game and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

Very truly yours,

Handwritten signature of Deborah De Chambeau in blue ink.

DEBORAH DE CHAMBEAU  
Senior Civil Engineer

c: Riverside County Planning Department  
Attn: Kristi Lovelady

Date: January 16, 2015