



March 19, 2015

Mr. Marvin Roos  
MSA Consulting, Inc.  
34200 Bob Hope Drive  
Rancho Mirage, CA 92270

**Subject: Palm Springs Country Club Noise Impact Study – Response to Comments**

Dear Mr. Roos;

Endo Engineering reviewed the comments by Michael Baker of RBF on the *Noise Impact Study for Tentative Tract Map No. 36691* (the former Palm Springs Country Club site). Each comment on the noise study is provided below, followed by our response.

**Comment 1:** General: The report does not include an assessment of vibration impacts. This analysis is required per CEQA checklist item XII(b).

**Response 1:** An analysis of ground-borne vibration is not required because the project site is not located in close proximity to any significant sources of vibration such as railroads, wind turbines, or heavy truck facilities. At its closest point, the project site is 1.2 miles (6,540 feet) south of the Union Pacific Railroad corridor. The Federal Transit Administration (FTA) identifies critical screening distances for ground vibration assessment by land use category in *Transit Noise and Vibration Impact Assessment* (May 2006). Residential land uses located more than 200 feet from a railroad right-of-way typically have little potential for significant adverse ground vibration impact and therefore do not require a detailed vibration analysis.

**Comment 2:** Section 3.5: The Current Noise Exposure section should include noise measurements taken at and around the project site to determine baseline noise levels. Noise measurement levels should be provided in a table and the locations should be clearly depicted on an aerial or site plan.

**Response 2:** Noise measurements are not required to determine the current noise levels at this site, which are typical of a residential area in a suburban community. The project site is surrounded by residential development. There are no major transportation noise sources (other than aircraft overflights) and no industrial noise sources that influence ambient noise levels at the project site. The existing aircraft noise contours identified in the *Palm Springs International Airport Master Plan Study* (May 2003) are shown in Figure 3-4.

**Comment 3:** 4-4 First full paragraph: This discussion should reference the construction noise reducing measures in Section 5.2.

**Response 3:** This paragraph discusses construction noise as an issue of concern to the City of Palm Springs and states that it will be important to incorporate all feasible noise reducing measures in the construction specifications to ensure that the potential for significant adverse noise impacts on the adjacent community is reduced to the maximum extent feasible. General methods and specific recommendations to minimize noise impacts are provided in Section 5 (Noise Mitigation Measures) of the noise study.

**Comment 4:** 4-12 First Paragraph: The analysis should evaluate impacts from the 20-acre soccer park proposed in Alternative 2. An athletic field/soccer park would have different noise impacts than the community park in the Preferred Alternative.

**Response 4:** Provided the soccer park does not include an amplified public address system, the potential noise levels associated with a soccer park should be similar to those of an active community park. In both cases, the noise levels generated by activities at the park would have the potential to annoy adjacent noise-sensitive receptors but would be unlikely to exceed the applicable noise standards. The noise generated by either park would be subject to the provisions of the Palm Springs Noise Ordinance. In either case, there are no existing noise-sensitive receptors adjacent to the proposed park. Future homeowners will be aware of the park when they purchase their residences.

**Comment 5:** 4-14, The On-Site Aircraft Noise analysis describes Riverside County' Airport Land Use Compatibility Plan policies but does not include an analysis of the project's consistency with those policies. As the policies have standards for residential densities, the analysis should identify the project's proposed residential density. Any mitigation measures or other recommendations should also be referenced in the analysis.

**Response 5:** Page 2-2 ("Proposed Development") states that the overall residential density of the proposed project is approximately 3.6 dwelling units per acre. The North Village would be developed with 137 multi-family attached clustered dwelling units on 17.9 net acres for a density of 7.7 dwelling units per acre. The south Village would be developed with up to 305 dwelling units on 45.89 net acres for a density of 6.6 dwelling units per acre. The proposed project is consistent with the residential density requirements in the *Riverside County Airport Land Use Compatibility Plan Policy Document*. Recommendation 9 on page 5-2 states that the project shall comply with all requirements identified in the *Riverside County Airport Land Use Compatibility Plan Policy Document* (adopted March 2005) related to residential development within the Palm Springs International Airport Influence Area.

We trust that this information will adequately respond to your concerns and those of the City of Palm Springs. If you have additional questions, please do not hesitate to contact me by telephone at (949) 362-0020, or by e-mail at [endoengr@cox.net](mailto:endoengr@cox.net).

Sincerely,  
ENDO ENGINEERING

Gregory Endo  
Principal