



February 18, 2016

Ms. Nicole Criste
Terra Nova Planning and Research, Inc.
42635 Melanie Place
Palm Desert, CA 92211

***SUBJECT: Effect of Minor Modifications to the Downtown Palm Springs Project
on Previously Identified Traffic Impacts and Mitigation***

Dear Ms. Criste;

Endo Engineering prepared the *Downtown Palm Springs Project and Downtown Palm Springs Park Traffic Impact Study* (dated October 8, 2015). The traffic study addressed a 15.5-acre project site located south of Amado Road and north of Tahquitz Canyon Way, between Museum Drive and Indian Canyon Drive in Palm Springs, California. The Downtown Palm Springs Project includes provisions for a 1.3-acre outdoor entertainment venue (the Downtown Palm Springs Park) as well as future development within the existing Town & Country Center (i.e., Block K of the Museum Market Plaza Specific Plan).

Modifications to the Downtown Palm Springs Project

Concurrent with the processing of the environmental documentation, the Downtown Palm Springs Project has evolved, based upon further clarification of the proposed land use. The Town & Country Center has been retained, eliminating any potential for the extension of Main Street between Palm Canyon Drive and Indian Canyon Drive. The maximum potential floor area of the commercial/retail and office development have remained unchanged at 391,300 SF (of which 25 percent was assumed to be office uses). The potential maximum of 650 multi-family attached high-rise residential dwelling units has not changed. However, the maximum number of hotel rooms has decreased from the 620 rooms addressed in the traffic study to a maximum of 450 hotel rooms.

The maximum allowable total development area has decreased from 1,354,500 SF to 897,500 SF. Although this reduction in the total development area may reduce the amount of future development to less than the maximum entitlements, addressing the potential traffic impacts based upon the trip generation associated with the maximum entitlements is recommended for a conservative assessment of the impacts and required mitigation.

Site Access and Circulation Changes

The land uses in Block K were evaluated in the traffic impact study as a separate development with access to Indian Canyon Drive and Palm Canyon Drive. Consequently, no change in the traffic study is required to reflect conditions without Main Street extended to Indian Canyon Drive. The *Downtown Palm Springs Project and Downtown Palm Springs Park Traffic Impact Study* assumed that Main Street would not be extended between Palm Canyon Drive and Indian Canyon Drive. Although this access restriction was uncertain when the traffic study was prepared, the termination of Main Street at Palm Canyon Drive was considered probable and, as the more limited site access configuration, was addressed throughout the impact analysis. A discussion of the effects of extending Main Street from Palm Canyon Drive to Indian Canyon Drive was included within the traffic study in the section addressing the adequacy of the proposed site access and internal circulation plan.

Effect of Recent Land Use Changes on Trip Generation

The unadjusted trip-generation forecast for the most recent Downtown Palm Springs Project land uses is shown in Table 1 for a typical weekday and Saturday. The trip-generation forecast is based on: (1) the type and number of residential dwelling units, (2) the type and number of hotel rooms, (3) the commercial/retail gross floor area; and (4) the office gross floor area.

Table 1
Unadjusted Site Trip Generation Forecast ^a

Development Scenario	Land Use ^b Quantity	Midday Peak Hour			Evening Peak Hour			Daily 2-Way
		In	Out	Total	In	Out	Total	
REVISED DOWNTOWN PALM SPRINGS PROJECT DEVELOPMENT								
Weekday								
- General Office (710)	97.8 TSF	165	23	188	32	156	188	1,290
- Commercial/Retail (820)	293.5 TSF	592	432	1,024	592	641	1,233	13,670
- Hotel (310)	450 Rooms	110	93	203	138	132	270	3,650
- HRMFA Residential (232)	650 DU	37	183	220	147	90	237	2,670
Total		904	731	1,635	909	1,019	1,928	21,280
Saturday								
- General Office (710)	97.8 TSF	23	19	42				240
- Commercial/Retail (820)	293.5 TSF	906	836	1,742				18,210
- Hotel (310)	450 Rooms	181	143	324				3,690
- HRMFA Residential (232)	650 DU	96	128	224				2,760
Total		1,206	1,126	2,332				24,900
Downtown Palm Springs Park								
- Community Event	4,000 Attendees	1,600	32	1,632	32	1,600	1,632	3,520
DOWNTOWN PALM SPRINGS PROJECT IN TRAFFIC STUDY								
Weekday								
- General Office (710)	97.8 TSF	165	23	188	32	156	188	1,290
- Commercial/Retail (820)	293.5 TSF	592	432	1,024	592	641	1,233	13,670
- Hotel (310)	620 Rooms	144	123	267	190	182	372	5,180
- HRMFA Residential (232)	650 DU	37	183	220	147	90	237	2,670
Total		938	761	1,699	961	1,069	2,030	22,810
Saturday								
- General Office (710)	97.8 TSF	23	19	42				240
- Commercial/Retail (820)	293.5 TSF	906	836	1,742				18,210
- Hotel (310)	620 Rooms	250	196	446				5,080
- HRMFA Residential (232)	650 DU	96	128	224				2,760
Total		1,275	1,179	2,454				26,290
Downtown Palm Springs Park								
- Community Event	4,000 Attendees	1,600	32	1,632	32	1,600	1,632	3,520

a. Trip generation rates were taken from the ITE "Trip Generation Manual" (9th Edition, 2010).

b. HRMFA=High-Rise Multi-Family Attached. TSF=Thousand Square Feet of Floor Area. DU=Dwelling Units.

The modified land use assumptions do not differ substantially from the land uses previously addressed in the traffic study. Although the total square footage to be developed has changed, the total development square footage is not used for traffic impact analyses, as it combines the floor areas of the residential units and the hotel units with that of the commercial/retail and office uses. The ITE trip-generation rates for residential development are given in terms of the type and number of dwelling units, not their square footage. Similarly, the ITE trip-generation rates for hotels are given in terms of the type of hotel and the number of hotel rooms, not their square footage.

The Downtown Palm Springs Project and Downtown Palm Springs Park Traffic Impact Study addressed: 650 multiple-family attached high-rise residential dwelling units, 620 hotel rooms, and 391.3 thousand square feet (TSF) of commercial floor area (assuming 75% commercial/retail uses and 25% office uses). The maximum number of residential units and commercial floor area have not changed. However, the modified Downtown Palm Springs Project currently includes a maximum of 450 hotel rooms. This is a reduction of 170 hotel rooms from the 620 hotel rooms previously addressed in the traffic impact study.

The elimination of 170 hotel rooms would reduce the trip-generation forecast associated with buildout of the revised Downtown Palm Springs Project. Since the traffic study evaluated an initial phase with 290 hotel rooms that were entitled or under construction, the elimination of 170 hotel rooms would not affect the previous analysis of the initial phase. The 170 hotel rooms would be subtracted from the project buildout scenario. The traffic impact study previously addressed the construction of a combined total of 330 hotel rooms after the initial phase (150 hotel rooms in Block B and 180 hotel rooms in Block K).

It can be seen from Table 1 that the revised trip-generation forecast for the project buildout scenario would be 6.7 percent lower on a typical weekday (a reduction of 1,530 weekday trip-ends) and 5.3 percent lower on a typical Saturday (a reduction of 1,390 Saturday trip-ends) than addressed in the traffic study. On a peak hour basis, the reduction in trip generation would range from 3.8% to 5.0% (i.e. 64 to 122 vehicles per hour).

Effect on Initial Phase Impacts and Mitigation

The key intersections with potential level of service deficiencies by development scenario were previously identified in Table 5-1 of the traffic impact study. As shown therein, no mitigation was required for the initial phase of the Downtown Palm Springs Project. Since the trip generation associated with the initial phase of the development would remain unchanged with the revised land uses, no mitigation would be required for the initial phase of the Downtown Palm Springs Project with the revised land uses.

Effect on Subsequent Development Impacts and Mitigation

Palm Canyon Drive at Andreas Road

The traffic impact study determined that the intersection of Palm Canyon Drive with Andreas Road should be signalized after the initial phase of development and prior to additional site development. The slight reduction in trip generation associated with the revised land uses would not change this requirement.

Belardo Road and Tahquitz Canyon Way

The mitigation recommended for the intersection of Belardo Road and Tahquitz Canyon Way was the provision of two westbound lanes extending through the intersection with all-way STOP control. This mitigation resulted from the termination of Main Street at Palm Canyon Drive and would not be changed by the minor reduction in trip generation associated with the revised land uses.

Palm Canyon Drive at Tahquitz Canyon Way

At the intersection of Palm Canyon Drive with Tahquitz Canyon Way, a dedicated eastbound right-turn lane was recommended, but not required, as the level of service deficiency would occur infrequently. This mitigation would provide substantial benefits for all scenarios and be more cost effective if implemented in conjunction with the other planned site access improvements. A minor reduction in the ultimate traffic projections at this intersection would not alter this recommendation.

Indian Canyon Drive at Tahquitz Canyon Way and Belardo Road Intersections

The mitigation measures identified in the traffic impact study for the intersections along Belardo Road and the intersection of Indian Canyon Drive with Tahquitz Canyon Way were associated with peak traffic volumes projected to occur during Villagefest or major events. The traffic study recommended a Traffic Management Plan or traffic control officers to address these temporary impacts. A minor reduction in the ultimate traffic volume projections during Villagefest or major events would not alter this recommendation.

Conclusions

The currently proposed site access and internal circulation system is the same as that addressed in the *Downtown Palm Springs Project and Downtown Palm Springs Park Traffic Impact Study*. The most recent revisions to the land use assumptions would not affect the initial phase of development, but could result in a minor reduction (3.8 to 6.7 percent) in the project buildout trip generation forecast for weekdays and Saturdays. The reduction in the project buildout trip generation would not be sufficient to alter the mitigation measures recommended in the traffic study.

We trust that this supplemental information adequately responds to any concerns regarding the revisions to the land use assumptions for the Downtown Palm Springs Project. If additional questions or comments arise, please do not hesitate to contact our offices by telephone at (949) 362-0020, or via electronic mail at endoengr@cox.net.

Sincerely,
ENDO ENGINEERING


Gregory Endo
Principal



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