



## CITY COUNCIL STAFF REPORT

DATE: October 5, 2011

PUBLIC HEARING

SUBJECT: CASE 5.1258, GENERAL PLAN AMENDMENT TO INCORPORATE THE COACHELLA VALLEY NON-MOTORIZED TRANSPORTATION MASTER PLAN INTO THE 2007 CITY OF PALM SPRINGS GENERAL PLAN, WHICH WAS ADOPTED BY RESOLUTION 22077.

FROM: David H. Ready, City Manager

BY: Department of Planning Services

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### SUMMARY

The City Council will consider an amendment to incorporate the Coachella Valley Non-motorized Transportation Master Plan (NMTMP) into the 2007 Palm Springs General Plan. An Amendment to the General Plan requires a public hearing before the Planning Commission (which occurred on June 22, 2011) for its recommendation to City Council

### RECOMMENDATION:

1. Open the public hearing and receive public testimony.
2. Adopt Resolution No. \_\_\_\_ "A RESOLUTION OF THE CITY OF PALM SPRINGS, CALIFORNIA, APPROVING CASE 5.1258 GPA, AN AMENDMENT TO THE 2007 PALM SPRINGS GENERAL PLAN ADOPTED BY RESOLUTION 22077, TO INCORPORATE THE COACHELLA VALLEY NON-MOTORIZED TRANSPORTATION MASTER PLAN."

### PRIOR ACTIONS:

On September 27, 2010, the CVAG Executive Committee approved the 2010 update to the NMTMP.

On November 30, 2010, the City's Sustainability Commission voted unanimously to recommend that the City Council incorporate the NMTMP into the 2007 Palm Springs General Plan.

On December 1, 2010, the Palm Springs City Council initiated a General Plan Amendment

to incorporate the NMTMP into the City's 2007 General Plan.

On June 22, 2011, the Planning Commission voted 6-0-1 (Hudson absent) to recommend approval of Case 5.1258 GPA by the City Council.

### BACKGROUND AND SETTING:

In October, 2001, the Coachella Valley Association of Governments (CVAG) commissioned Alta Transportation Consulting to prepare the Coachella Valley Non-motorized Transportation Master Plan ("NMTMP"). The purpose of this document was to establish a valley-wide master plan of bikeways, trails, associated facilities and programs. This master plan can be a planning tool to assure that Palm Springs' bikeways and trails foster interconnectivity between other valley cities, and to educate and promote safe bicycle usage. Fostering this interconnectivity is envisioned as a way to enhance alternative modes of valley-wide transportation; reduce dependence on the automobile; and reduce traffic congestion, vehicle emissions and greenhouse gas emissions (GHG). It can also increase recreational opportunities for tourists and residents.

The NMTMP includes educational programs on bicycle safety, as well as information on infrastructure maintenance and funding. Promoting physical activity through biking and walking is seen as a means of improving the health and wellness of the community. Finally, by adopting a non-motorized master plan, Palm Springs is eligible for numerous grants and funding opportunities from CalTrans and other sources for the construction and implementation of non-motorized transportation initiatives.

In 2008, CVAG commissioned Ryan Snyder Associates to produce an update of the NMTMP. The result of this work included revised maps, prioritization of Plan initiatives for each jurisdiction, updated community input and budgeting information to make it compliant with most grant application requirements. This update was completed in 2010. Through 2011, City staff in both Planning and Public Works collaborated with members of the City's Sustainability Commission and the Coachella Valley Community Trails Alliance (CVCTA) in reviewing and finalizing the Palm Springs maps and list of existing and proposed bikeways and trails in the NMTMP.

The procedure for amending the City's General Plan is outlined in State of California Governmental Code Section 65350. A public hearing for review and recommendation by the Planning Commission and approval by the City Council (the legislative body) is required.

### ANALYSIS:

Transportation master planning is an integral part of the City's General Plan. In 2007, the City adopted a comprehensive update of its General Plan, including Chapter 4, the Circulation Element. The General Plan Circulation Element addresses not only vehicular circulation, but also various other forms of "circulation" including mass transit, vehicular parking, aviation and utility circulation through the community as well as bikeways, trails and other non-motorized means of circulation.

Non-motorized transportation planning in Palm Springs encompasses everything from dedicated bicycle lanes on public streets to hiking and equestrian trails in the surrounding mountains and canyons. A well developed non-motorized transportation system not only provides residents and visitors with alternative choices of “how to get from Point A to Point B”, but also provides an important tourist amenity and recreational resource within the City and to attractions and amenities throughout the valley.

The 2007 General Plan acknowledged the 2001 Coachella Valley Non-Motorized Transportation Master Plan as an important policy document to aid in the development of the complete circulation system for the City. Integration of the 2010 NMTMP into the City's General Plan, fulfills certain policies and action items from the General Plan as follows:

*Policy CR6.1 Adopt a program of non-motorized transportation facilities including those for bicycles and pedestrians.*

*Policy CR6.15 Coordinate with CVAG, adjacent cities, and affected agencies while planning for new trails, especially in areas adjacent to the Whitewater Wash and Cathedral City.*

*Action Item CR6.2: Resolve any inconsistencies between the City's Master Plan of Bikeways and the CVAG Non-motorized Transportation Plan and adopt the CVAG Non-Motorized Transportation Master Plan.*

In 2007, the California Legislature adopted AB 1351 “Complete Streets”. This bill, which went into effect January 1, 2011 directs cities that “...Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.”

Although the integration of the NMTMP into the City's General Plan contributes to the multi-modal nature of our General Plan, it does not constitute a full revision of the Circulation Element. Since our General Plan is only four years old, the Circulation Element remains current and does not need a wholesale revision at this time. The NMTMP is proposed to be incorporated as an appendix in the General Plan. In a few years when City growth necessitates a full scale revision of the Circulation Element, this appendix can be easily folded into such revision of the Circulation Element that would satisfy AB 1351 compliance requirements<sup>1</sup>.

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<sup>1</sup> There is no time constraint dictated by AB 1351 that necessitates when this major revision must be completed.

## Funding/Grants

Tight budgetary conditions and competing demands on limited general fund resources requires Palm Springs to look to grants and other external sources to fund non-motorized facilities construction, maintenance, and educational and safety programs. Most competitive grants require that the City have an adopted non-motorized transportation master plan in place. The CVAG Plan which was initiated in 2001 and updated in 2010 provides Palm Springs with a comprehensive non-motorized master plan that meets most grant application requirements and thereby broadens the City's opportunities and eligibility to pursue external funding sources to improve its non-motorized transportation facilities and programming. Integration of the NMTMP provides the city the opportunity to update the bicycle routes map in the General Plan and resolve inconsistencies in that map, which is instrumental in the grant application process.

## Organization of the Non-Motorized Transportation Master Plan

The CVNMTMP is comprised of six basic parts:

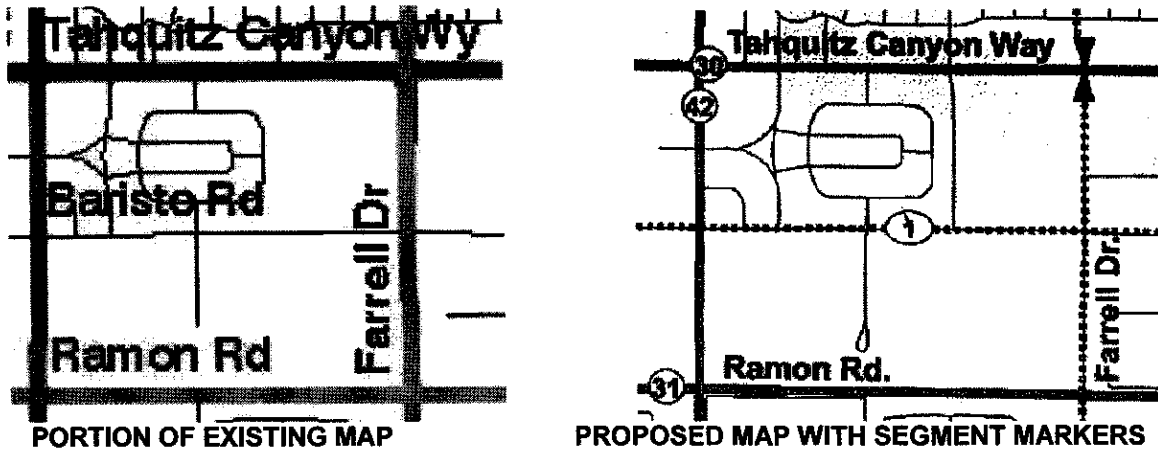
- Chapter 2 – Goals and Objectives – These are reiterated from the 2001 Non-motorized Transportation Plan.
- Chapter 3 – Valley-wide bikeway, hiking and equestrian trails and an outline of safety, education and promotional programming.
- Chapter 4 – Non-motorized master plans for each Coachella Valley City.
- Chapter 5 – Identification of external funding sources and opportunities
- Chapter 6 – Strategy for phasing and implementation
- Chapter 7 – Design and maintenance guidelines.

## Relationship of the Non-Motorized Transportation Master Plan to the General Plan Circulation Element.

The goals and objectives of the MNTMP complement and add to the goals, policies and actions of the 2007 General Plan. As noted above, incorporation of the CVNMTMP fulfills several policies and action items listed in the 2007 General Plan. The non-motorized transportation master plan does not supersede, or cause the deletion or replacement of the current Circulation Element. The only changes to the existing Circulation Element are corrections and improvements to Figure 4-5 the Bikeways Map which has been updated and enhanced to provide more concise detail on various bikeway segments. Specifically the following information has been added to Figure 4-5, the bikeways map:

- Bikeways have been given segment numbers to better identify them for maintenance and future funding and improvement initiatives.
- Existing bikeways that were incorrectly shown on the 2007 map have been corrected.
- Future bikeways are grouped into three "priority lists" that aid in grant-writing efforts.
- Certain designated bikeways have been relocated to less busy streets to provide safer alternative routes for bicyclists. (For example; the segment previously shown on Ramon Road from El Cielo to Crossley was moved to Sunny Dunes. Similarly the route previously shown on Vista Chino / Highway 111 was moved to Via Escuela).

Portions of the old bikeway map and the proposed map are shown below which provide an example of the enhancements made by the addition of segment markings and delineation of existing bikeways (solid line) and future bikeways (dotted lines). These segment markings provide much greater clarity for the City to make future grant applications, as well as to reference segments for ongoing maintenance and upkeep.



These same changes are reflected correctly on Figure 4-4, the Recreational Trails Map. (Bikeways shown on Figure 4-5 are also shown on Figure 4-4) Otherwise there are no other changes or updates proposed to the Circulation Element or other elements of the 2007 General Plan. The Non-motorized Transportation Master Plan is proposed to be integrated into the 2007 General Plan as “Appendix F”.

It is particularly notable that the NMTMP takes a comprehensive approach to planning of non-motorized transportation facilities and programming. Not only does it outline existing and proposed bikeways, it also addresses inter-connections with other trails and between Palm Springs and other desert cities. There are also sections that discuss trail heads, maintenance and design standards, signage and pavement markings, and programs to promote increased bicycle use and bicycle safety.

**CONCLUSION:**

Amending the 2007 Palm Springs General Plan to incorporate the Non-motorized Transportation Master Plan provides a comprehensive set of tools that augment and enhance the basic information in the Circulation Element relating to bikeways, hiking, and equestrian trails. The goals, policies and maps in the Non-motorized Transportation Master Plan provide greater detail and refinement for planning and maintaining bikeways and trails in Palm Springs, as well as for developing programs related to bicycle safety. It also serves to foster integration with adjacent municipalities in the future development of non-motorized circulation throughout the Coachella Valley that contributes to cleaner air, less vehicular congestion, and greater recreational opportunities for residents and visitors.

**ENVIRONMENTAL:**

This proposed amendment of the Palm Springs General Plan has been determined to be a "Project" as defined by Section 21065 of the Guidelines of the California Environmental Quality Act (CEQA). An initial study was conducted in which the project was evaluated to determine whether it may cause any potentially significant impacts to the environment. The environmental analysis and notice of intent to adopt a negative declaration was made available for public comment for a 30-day period commencing on May 10, 2011 and ending on June 9, 2011. No comments were received and there was no new information or facts presented that would require recirculation of the documents or change any of the conclusions made within the analysis. A Negative Declaration is recommended to the City Council.

**NOTICE:**

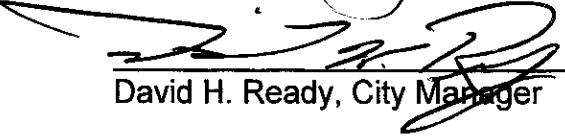
In accordance with applicable law, public notice was provided citywide by posting in the Desert Sun. Pursuant to State Governmental Code Section 65352(a), written notification of the proposed General Plan Amendment was also provided to the following entities: Adjacent cities and agencies, LAFCO, The Federal Bureau of Land Management (BLM), The Coachella Valley Association of Governments, (CVAG), and Native American tribes pursuant to SB 18.

The Agua Caliente Band of Cahuilla Indians responded to the SB 18 noticing and City Staff communicated the scope of the proposed GPA to Tribal Staff. To date, no other comments have been received on the proposed General Plan Amendment.

**FISCAL IMPACT:** None. The Non-Motorized Transportation Master Plan provides proposed priorities for capital improvement projects related to non-motorized transportation facilities and programs, but makes no fiscal commitment or obligation of any kind to such programs or projects.

  
\_\_\_\_\_  
Craig A. Ewing, AICP  
Director of Planning Services

  
\_\_\_\_\_  
Thomas Wilson, Assistant City Manager

  
\_\_\_\_\_  
David H. Ready, City Manager

**Attachments:**

1. Draft Resolution
2. Initial Study and Proposed Negative Declaration
3. Planning Commission Staff Report and Resolution 6207, dated June 22, 2011
4. Planning Commission Minutes (excerpt) June 22, 2011
5. 2010 Coachella Valley Non-Motorized Transportation Master Plan with updated Palm Springs Inserts (copy on file at the City Clerk's office)

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA, APPROVING CASE 5.1258 GPA, A GENERAL PLAN AMENDMENT INCORPORATING THE COACHELLA VALLEY NON-MOTORIZED TRANSPORTATION MASTER PLAN INTO THE 2007 PALM SPRINGS GENERAL PLAN ADOPTED BY RESOLUTION 22077.

WHEREAS, the City of Palm Springs adopted its General Plan on October 17, 2008 by resolution 22077; and

WHEREAS, on December 1, 2010, the City Council initiated a General Plan Amendment to incorporate the Coachella Valley Non-Motorized Transportation Master Plan ("CVNMTMP") into the 2007 General Plan; and

WHEREAS, a notice of public hearing of the Planning Commission of the City of Palm Springs to consider Case 5.1258, consisting of a General Plan Amendment to incorporate the Coachella Valley Non-Motorized Transportation Master Plan was given in accordance with applicable law; and

WHEREAS, on June 22, 2011, a public hearing on the application was held by the Planning Commission in accordance with applicable law; and

WHEREAS, at that hearing, the Planning Commission carefully reviewed and considered all of the evidence presented, including but not limited to the staff report and all written and oral testimony, and voted 6-0-1 (Hudson absent) to recommend approval of Case 5.1258 GPA by the City Council; and

WHEREAS, a notice of public hearing of the City Council of the City of Palm Springs to consider Case 5.1258, consisting of a General Plan Amendment to incorporate the Coachella Valley Non-Motorized Transportation Master Plan was given in accordance with applicable law; and

WHEREAS on October 5, 2011, a public hearing on the application was held by the City Council in accordance with applicable law; and

WHEREAS, the City Council has carefully reviewed and considered all of the evidence presented, including but not limited to the staff report, and all written and oral testimony presented.

THE CITY COUNCIL HEREBY FINDS AS FOLLOWS:

Section 1: A Negative Declaration (ND) has been completed in compliance with CEQA, the State CEQA Guidelines, and the City's CEQA Guidelines. The

Planning Commission found that the incorporation of the Coachella Valley Non-Motorized Transportation Master Plan into the General Plan will have no impact on the environment. The City Council independently reviewed and considered the information contained in the ND prior to its review of this Project and the ND reflects the City Council's independent judgment and analysis.

Section 2: The City Council makes the following findings:

- A. Integration of the CVNMTMP fulfills certain policies and action items from the General Plan as follows:
- Policy CR6.1 *Adopt a program of non-motorized transportation facilities including those for bicycles and pedestrians.*
  - Policy CR6.15 *Coordinate with CVAG, adjacent cities, and affected agencies while planning for new trails, especially in areas adjacent to the Whitewater Wash and Cathedral City.*
  - Action Item CR6.2: *Resolve any inconsistencies between the City's Master Plan of Bikeways and the CVAG Non-motorized Transportation Plan and adopt the CVAG Non-Motorized Transportation Master Plan.*
- B. The CVNMTMP, which was initiated in 2001 and updated in 2010, provides Palm Springs with a comprehensive plan that meets most grant application requirements and thereby broadens the City's opportunities and eligibility to pursue external funding sources to improve its non-motorized transportation facilities and programming.
- C. Integration of the CVNMTMP provides the city the opportunity to update the bicycle routes map and resolve inconsistencies in that map which is instrumental in the grant application process.
- D. Incorporation of the CVNMTMP into the General Plan provides a planning tool that has the following benefits:
- i. Assures that their bikeways and trails can be constructed to yield good interconnectivity between cities
  - ii. Fosters interconnectivity as a way to create a viable alternative means of valley-wide transportation; thereby requiring less dependence on the automobile.

- iii. Helps reduce traffic congestion and vehicle emissions that contribute to poor air quality and greenhouse gas emissions (GHG).
- iv. Increases recreational opportunities for tourists and residents.
- v. Includes educational programs on bicycle safety, as well as information on infrastructure maintenance and funding.
- vi. Promoting physical activity through biking and walking was seen as a means of improving the health and wellness of the community.

NOW, THEREFORE, BE IT RESOLVED that, based upon the foregoing, the City Council hereby:

- A. Adopts a Negative Declaration for the proposed General Plan Amendment (Case No. 5.1258), in accordance with the provisions of the California Environmental Quality Act (CEQA).
- B. Approves Case 5.1258 GPA, incorporation of the Coachella Valley Non-Motorized Transportation Master Plan into the 2007 Palm Springs General Plan as follows:
  - 1. Incorporate revised maps into Chapter 4 "Circulation Element" of the 2007 General Plan as follows: Figure 4-4 "Recreational Trails", and Figure 4-5 "Bikeways" and deleting Page 99 of the Coachella Valley Non-Motorized Transportation Master Plan: "Map of Existing and Proposed Bicycle Facilities; City of Palm Springs".
  - 2. Incorporate the Coachella Valley Non Motorized Transportation Master Plan as Appendix F of the 2007 Palm Springs General Plan including revised Schedules on pages 93, 94, and 95, listing Existing Bikeways and Priority 1, 2, and 3 Proposed Bikeways for the City of Palm Springs.

ADOPTED this 5<sup>th</sup> day of October 2011.

\_\_\_\_\_  
David H. Ready, City Manager

ATTEST:

\_\_\_\_\_  
James Thompson, City Clerk

CERTIFICATION

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

I, JAMES THOMPSON, City Clerk of the City of Palm Springs, hereby certify that Resolution No. \_\_\_\_\_ is a full, true and correct copy, and was duly adopted at a regular meeting of the City Council of the City of Palm Springs on October 5, 2011, by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

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James Thompson, City Clerk  
City of Palm Springs, California



**Initial Study  
for a Proposed General Plan Amendment  
Incorporating the Non-motorized Transportation Master Plan  
into the 2007 Palm Springs General Plan**

City of Palm Springs Case 5.1258 GPA

Lead Agency:  
City of Palm Springs  
3200 East Tahquitz Canyon Way  
Palm Springs, CA 92262



Applicant:  
The City of Palm Springs, California

Prepared by:  
The City of Palm Springs  
Department of Planning Services

May 2011

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## 1 Introduction

**Project Title:** Case 5.1258 GPA; A proposed General Plan Amendment incorporating the Coachella Valley Non-motorized Transportation Master Plan into the 2007 Palm Springs General Plan

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

**Contact person and phone number:** Ken Lyon; Associate Planner (760) 323-8245  
 Edward O. Robertson, Principal Planner (760) 323 8245

**Project Location:** The project is located in the City of Palm Springs, Riverside County, California. The project encompasses the entire planning area of the City of Palm Springs. A vicinity map is

shown in Figure 1

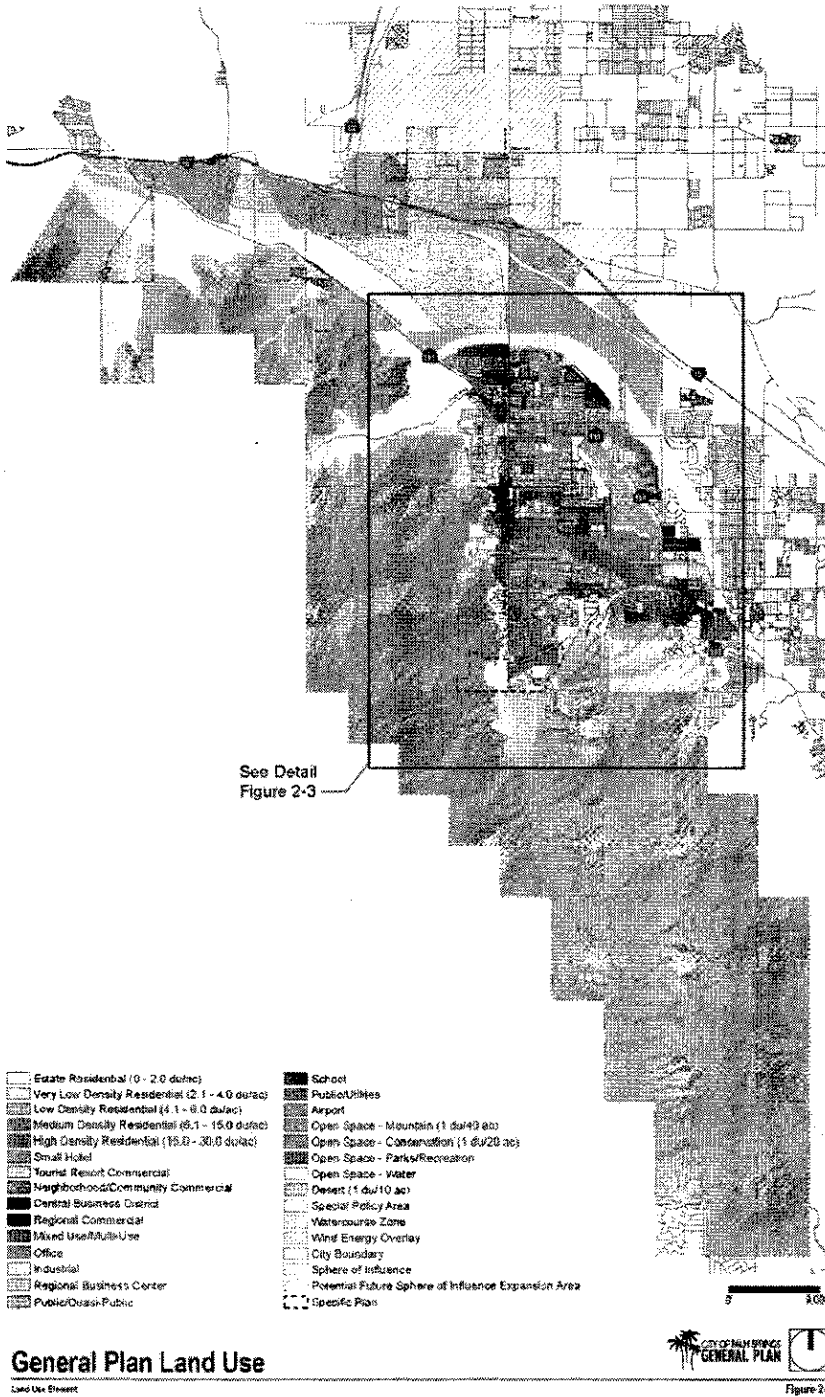
**Project sponsor's name and address:** The City of Palm Springs, Department of Planning Services  
3200 Tahquitz Canyon Way  
Palm Springs, CA 92262

**Description of the project:** The project is a proposed General Plan Amendment to incorporate the Coachella Valley Non-motorized Transportation Master Plan into the 2007 Palm Springs General Plan.

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

Agency	Permit/Approval Required
STATE - None	
LOCAL - None	

Figure 1, Vicinity Map



**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 and Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology/Soils                      |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials    | <input type="checkbox"/> Hydrology/Water Quality            |
| <input type="checkbox"/> Land Use/Planning        | <input type="checkbox"/> Mineral Resources                  | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing       | <input type="checkbox"/> Public Services                    | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities and Service Systems      | <input type="checkbox"/> Mandatory Findings of Significance |

**DETERMINATION:**

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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 describe on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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      Ken Lyon, Associate Planner      Date

\_\_\_\_\_  
 Signature      Edward O. Robertson, Principal Planner      Date

## 2 Environmental Checklist

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

## 2.1 Aesthetics

### 2.1.1 Sources

The following sources were utilized to support the conclusions made in this section:

- City of Palm Springs General Plan, approved in 2007, <http://ci.palm-springs.ca.us/index.aspx?page=558>

### 2.1.2 Environmental Setting

The project encompasses the entire planning area of the City of Palm Springs. The San Jacinto and Santa Rosa mountain ranges are visible to the south and southeast, and the Little San Bernardino Mountains and the Indio Hills are visible to the north and northeast.

### 2.1.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No impact would occur. Any future construction/development project outlined in the Non-motorized Transportation Master Plan will be conditioned to conform to the Palm Springs outdoor lighting ordinance which controls glare, uplight, and nighttime light pollution as well as sets limits on outdoor illumination levels.

## 2.2 Agriculture and Forestry Resources

### 2.2.1 Sources

The following sources were utilized to support the conclusions made in this section:

- City of Palm Springs Zoning Map, <http://ci.palm-springs.ca.us/index.aspx?page=715>
- City of Palm Springs General Plan, approved in 2007, <http://ci.palm-springs.ca.us/index.aspx?page=558>
- California Department of Conservation, Important Farmland and Williamson Act Maps,

<http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>

### 2.2.2 Environmental Setting

The project is a general plan amendment that would apply to the entire City of Palm Springs.

There are no agricultural preserves within the City or in the vicinity. There are no Williamson Act contracts, Prime Farmlands, Unique Farmlands, or Farmlands of Statewide Importance shown within the project area or in the general region of the project as shown on the latest Important Farmland and Williamson Act Maps prepared by the California Department of Conservation.

### 2.2.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>AGRICULTURAL AND FORESTRY RESOURCES:</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Because there are no Prime Farmlands, Unique Farmlands or Farmlands of Local Importance located onsite, the project would not impact these farmlands.

There is no part of the project area that is zoned for agricultural use, and is not under a Williamson Act contract; therefore, the project would not conflict with existing zoning for agricultural use or any Williamson Act contracts. The project would also not conflict with existing zoning for, or cause rezoning of, forestry lands. The project would not convert forest lands to non-forest use.

### 2.2.4 Level of Significance

The project would have no impact on agricultural and forestry resources.

## **2.3 Air Quality**

### **2.3.1 Sources**

The following sources were utilized to support the conclusions made in this section:

- South Coast Air Quality Management District website; <http://www.aqmd.gov>
- Federal Environmental Protection Agency website; <http://www.epa.gov>

### **2.3.2 Environmental Setting**

#### **2.3.2.1 Regional Air Quality**

The project site is comprised of the entire planning area of the City of Palm Springs, California in the Coachella Valley region of Riverside County. Specifically, the project is located in the Western Coachella Valley. This area is also part of the Salton Sea Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The site is exposed to nearly constant winds blowing out of the Banning Pass, including seasonally strong winds in the spring.

The air quality analysis for the proposed project includes estimating emissions associated with both short-term construction and long-term operation of the proposed project. There are a number of air quality modeling tools that are available to assess the air quality impacts of a project. In this case, due to the relative simplicity of both the construction and operation phases, the URBEMIS model was utilized. This model incorporates the SCAQMD's current guidelines for assessing air quality impacts found in the CEQA Handbook.

#### **2.3.2.2 Regional and Federal Standards**

The state of California and the federal government have established ambient air quality standards (AAQS) for seven air pollutants based on health impacts. The seven air pollutants are ground-level ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), particulate matter with a diameter of 10 microns or less (PM<sub>10</sub>), particulate matter less than 2.5 microns (PM<sub>2.5</sub>), and lead (Pb). The state of California has also set limits for 4 additional pollutants: sulfates, hydrogen sulfide (H<sub>2</sub>S), vinyl chloride, and visibility-reducing particles. All of the state and federal standards are designed to protect the health and welfare of the general population with a reasonable margin of safety. A table containing the current standards can be seen in the air quality technical analysis (Appendix C).

#### **2.3.2.3 Regional Meteorology**

Air quality in the Coachella Valley is not only affected by the emissions sources themselves, but also by the atmospheric conditions, such as wind speed, wind direction, temperature, and rainfall.

The climate in the Coachella Valley is largely caused by its terrain and geographical location. The Coachella Valley is characterized by hot summer days and mild winters with low average precipitation. It is bordered by the San Jacinto, Santa Rosa, and San Bernardino Mountains and

is part of the Whitewater River watershed that drains into the Salton Sea. The highest peaks in the surrounding mountains are Mt. San Jacinto at 10,804 feet and Mt. San Gorgonio at 11,499 feet. Elevations on the valley floor range from 1,600 feet above sea level at the west end of the valley near Palm Springs down to 250 feet below sea level at the Salton Sink.

Annual temperature variation in the Coachella Valley is extreme, with occasional winter lows in the mid-20's (in degrees Fahrenheit), and occasional summer highs in the mid 120s. The mean annual temperature is 74°F. The valley has 300 days without frost on average, making the area attractive for growing crops, some year-round. The closest climatological station is at the Palm Springs International Airport. The monthly average maximum temperature recorded at this station ranges from 69.6°F in January to 108.3°F in July, with an annual average maximum of 88.7°F. The monthly average minimum temperature recorded at this station ranges from 42.1°F in January to 74.8°F in July with an annual average minimum of 57.0°F. January is typically the coldest month, and July is typically the warmest month in this area.

Rainfall is extremely limited, with average annual precipitation rates of 2 – 4". Most rainfall occurs during the winter months, although there is a monsoonal season during the mid-summer that can result in high-intensity rains, producing flash floods and severe erosion. The Palm Springs International Airport station also monitors precipitation. Average monthly rainfall at the monitoring station varied from 1.14 inches in January to 0.20 inches in July and September, with an average annual total of only 5.53 inches. Patterns in monthly and yearly rainfall totals are unpredictable due to fluctuations in the weather.

Seasonal winds can be a problem in some regions of the Valley. Windstorms most frequently occur in the late spring and can cause extensive damage to unprotected soils, plants, structures, and vehicles. Airborne dust carried by these winds can compromise air quality and respiratory health. The SCAQMD has implemented a special rule for dust control in the Coachella Valley that protects the public health from the effects of airborne dust while still considering the natural windstorms that occur frequently.

#### **2.3.2.4 Regional Air Quality Management Plan**

SCAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the Basin. Every 3 years, SCAQMD prepares a new AQMP, updating the previous plan and having a 20-year horizon. SCAQMD adopted the 2007 AQMP on June 1, 2007, and describes it as a regional and multiagency effort (i.e., involving the SCAQMD Governing Board, CARB, SCAG, and EPA). State and federal planning requirements will include developing control strategies, attainment demonstration, reasonable further progress, and maintenance plans. The 2007 AQMP also incorporates significant new scientific data, primarily in the form of updated emissions inventories and ambient measurements, new meteorological episodes, and new air quality modeling tools. CARB approved the AQMP and incorporated it into its 2007 SIP on September 27, 2007. CARB has forwarded the 2007 SIP that included the South Coast 2007 AQMP to EPA for its review and approval.

The City of Palm Springs also has included policies related to air quality in their General Plan. The following statements from the General Plan are applicable to the project:

- Policy AQ1.8 Support and implement the provisions of the Coachella Valley Dust Control Ordinance, Handbook, and Memorandum of Understanding.
- Policy AQ2.1 Require those projects meeting specialized criteria as identified in the Zoning Ordinance to submit a Fugitive Dust Control Plan prior to the issuance of grading or building permits.

**2.3.2.5 Methodology and Analysis**

The following table shows the emissions thresholds for each of the criteria pollutants that SCAQMD has established for the basin:

**Table 1, SCAQMD Emissions Thresholds**

Air Pollutant	Construction Phase	Operational Phase
ROCs	75 lbs/day	55 lbs/day
CO	550 lbs/day	550 lbs/day
NOx	100 lbs/day	55 lbs/day
Sox	150 lbs/day	150 lbs/day
PM <sub>10</sub>	150 lbs/day	150 lbs/day
PM <sub>2.5</sub>	55 lbs/day	55 lbs/day

Source: SCAQMD website, June 2010

**2.3.3 Impacts**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project will not obstruct the implementation of the Air Quality Management Plan. The project does not anticipate any long-term emissions due to manufacturing or industrial operations, and the project will not cause any significant increase in traffic..

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project is an amendment to the City of Palm Springs General Plan; as such, no specific construction impacts are created. There is no impact.

d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project is an amendment to the City of Palm Springs General Plan; as such, no specific construction impacts are created. There is no impact.

## 2.4 Biological Resources

### 2.4.1 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project is an amendment to the City of Palm Springs General Plan; as such, no specific construction impacts are created. There is no impact.

If future development is proposed related to any of the non-motorized transportation plan, it will need to be evaluated for any potential impacts as a separate project.

## 2.5 Cultural Resources

### 2.5.1 Environmental Setting

#### 2.5.1.1 Prehistory

The human occupation of southern California is widely acknowledged to have originated from 8,000 - 12,000 years ago. Chronological frameworks have been developed to correlate the observable technological and cultural changes in the archaeological record to distinct periods. However, these frameworks have not been widely accepted and none has been developed for the Inland Empire region of Southern California.

In general, archaeologists follow a chronology adapted from a scheme that was developed in 1955 and has since been modified by others. It can be represented as follows:

- Early Hunting Stage (ca. 10000-6000 B.C.), which was characterized by human reliance on big game animals, as evidenced by large, archaic-style projectile points and the relative lack of plant-processing artifacts;
- Millingstone Horizon (ca. 6000 B.C – A.D. 1000), when plant foods and small game animals came to the forefront of subsistence strategies, and from which a large number of millingstones, especially heavily used, deep-basin metates, were left;
- Late Prehistoric Period (ca. A.D. 1000-1500), during which a more complex social organization, a more diversified subsistence base – as evidenced by smaller projectile points, expedient milling stones and, later, pottery – and regional cultures and tribal territories began to develop;
- Protohistoric Period (ca. A.D. 1500-1700s), which ushered in long-distance contact with Europeans and led to the historic period.

#### 2.5.1.2 Ethnohistory

The Coachella Valley is a center of Native American settlement, where U.S. surveyors noted large numbers of Indian villages and Rancherias, occupied by the Cahuilla people, in the mid-19<sup>th</sup> century. The Cahuilla, a Takiic-speaking people whose society was based on hunting and gathering, are generally divided by anthropologists into three groups, according to their geographic setting: the Pass Cahuilla of the San Geronio Pass-Palm Springs area, the Mountain Cahuilla of the San Jacinto and Santa Rosa Mountains and the Cahuilla Valley, and the Desert Cahuilla of the eastern Coachella Valley.

The Cahuilla did not have a single name that referred to an all-inclusive tribal affiliation. Instead, membership was in terms of lineages or clans. Each lineage or clan belonged to one of two main divisions of the people, known as moieties. Members of clans in one moiety had to marry into clans from the other moiety. Individual clans had villages, or central places, and territories they called their own, for purposes of hunting game, gathering food, or utilizing other necessary resources. They interacted with other clans through trade, intermarriage, and ceremonies.

Population data prior to European contact are almost impossible to obtain, but estimates range from 3,600 to as high as 10,000 persons. During the 19<sup>th</sup> century, however, the Cahuilla population was decimated as a result of European diseases, most notably smallpox, for which the Native peoples had no immunity. Today, Native Americans of Pass or Desert Cahuilla

heritage are mostly affiliated with one or more of the Indian reservations in and near the Coachella Valley, including Agua Caliente, Morongo, Torres Martinez, Augustine, and Cabazon.

### **2.5.1.3 Historic Context**

In 1823-1825, Jose Romero, Jose Maria Estudillo, and Romualdo Pacheco became the first noted European explorers to travel through the Coachella Valley when they led a series of expeditions in search of a route to Yuma. Because of the harsh desert environment, few non-Indians visited the desert valley during the Mexican and early American periods unless they were traveling along established trails such as the Cocomaricopa Trail. Also known as the Bradshaw Trail, this wagon road traversed a similar course to that of present-day Highway 111. During the 1860s-1870s, the Bradshaw Trail served as the main thoroughfare between coastal southern California and the Colorado River until the completion of the Southern Pacific Railroad.

Non-Indian settlement began with the establishment of railroad stations along the Southern Pacific Railroad. It expanded in the 1880s with the Homestead Act, the Desert Land Act, and other federal land laws. Farming became the dominant economic activity due to the development of means of accessing underground water sources. After introduction of the date palm at the turn of the century, dates were the main agricultural crop. Starting in the 1920s, a new industry was developed in the area through the construction of equestrian camps, resorts, hotels and country clubs.

The City of Palm Springs owes its origin to the early development efforts led by John Guthrie McCallum, who began purchasing land in the area in 1872. The townsite was surveyed and subdivided in 1884. This was an instant success due to the installation of an eight-mile-long irrigation ditch that McCallum built from the Whitewater River to the townsite. By 1892, Welwood Murray had leased the famed Agua Caliente hot springs from the local Native Americans to establish a health resort, forecasting the future of the development in the budding community. Hollywood stars soon “discovered” the city and it became a favored desert spa.

### **2.5.1.4 Methodology**

Previously identified cultural resources include properties designated as California Historical Landmarks, Points of Historical Interest, or Riverside County Landmarks, as well as those listed in the National Register of Historic Places, the California Register of Historical Resources, or the California Historical Resources Inventory.

The U.S. General Land Office’s land survey plat map dated 1856 and the U.S. Geological Survey’s topographic maps dated 1901, 1940, and 1957 were referenced.

The Native American Heritage Commission was contacted pursuant to SB 18 noticing of native American Tribes. A total of nine (9) Native American representatives were contacted by writing to solicit input regarding any possible cultural resources concerns over the proposed project. No tribe has responded to the written communication regarding the project.

### **2.5.1.5 Historical Research**

According to the historic maps, the earliest man-made feature known to be present within the project area, an Indian trail traversing across the property in an east-west direction, was first

mapped in the mid-1850s. This trail was one of many that crisscrossed the San Gorgonio Pass-Palm Springs area at that time. Four decades later, the trail still appeared to be in use as part of an expanded web of roads, although it was not a main transportation artery. By 1940 the trail was no longer present across the project area.

**2.5.1.6 Paleontological Resources**

Paleontological resources, or fossils, are the remains, imprints, or traces of once-living organisms preserved in rocks and sediments. These include mineralized, partially mineralized, or unmineralized bones and teeth, soft tissues, shells, wood, leaf impressions, footprints, burrows, and microscopic remains. Since paleontological resources are all underground, they can only be observed or detected in the field if exposed by erosion or human activity.

**2.5.2 Impacts**

**2.5.2.1 Cultural Resources Impacts**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Will the project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Will the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project is an amendment to the City of Palm Springs General Plan. No specific construction related project activity is proposed. There is no impact.

**2.5.2.2 Paleontological Resources Impacts**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project have the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2.6 Geology/Soils**

**2.6.1 Environmental Setting**

The project site is located within the Colorado Desert Physiographic Province (also referred to as the Salton Trough) that is characterized as a northwest-southeast trending structural depression that extends from the Gulf of California to the Banning Pass. The Salton Trough is dominated by several northwest trending faults, most notably the San Andreas Fault system. The Salton Trough is bounded by the Santa Rosa – San Jacinto Mountains on the southwest, the San

Bernardino Mountains on the north, the Little San Bernardino – Chocolate – Orocopia Mountains on the east, and extends through the Imperial Valley into the Gulf of California on the south.

Approximately 20,000 feet of sedimentary rocks has been deposited in the Coachella Valley portion of the Salton Trough from Miocene to present times. These deposits are predominately terrestrial in nature with some lake and minor marine deposits. The major contributor of these sediments has been the Colorado River. The mountains surrounding the Coachella Valley are composed primarily of Precambrian metamorphic and Mesozoic “granitic” rock.

The area is an internally draining area, without readily available outlet to the Gulf of California and with portions substantially below sea level. The region is intermittently blocked from the Gulf of California by the damming effects of the Colorado River delta. Between about 300 AD and 1600 AD, the Salton Trough was inundated by the River’s water, forming ancient Lake Cahuilla. Since that time, the floor of the Trough has been repeatedly flooded with other “fresh” water lakes, the most recent and historically long-lived being the current Salton Sea. The sole outlet for the waters is evaporation, leaving behind vast amounts of terrestrial sediment materials and evaporite minerals.

**2.6.2 Impacts**

VI. GEOLOGY AND SOILS – Would the project:				
	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There are 38 known active and potentially active faults within 100 kilometers of the site. Ten of these faults were examined for their potential to produce the strongest seismic shaking of the 38 faults in the vicinity.

According to the Uniform Building Code, the site is located in Seismic Zone 4. The site has been subjected to past ground shaking by faults that traverse through the region. Strong seismic shaking from nearby active faults is expected to produce strong seismic shaking during the design life of the proposed project. A model was utilized to estimate the peak ground acceleration that could be experienced at the site; it was determined to have peak ground accelerations on the order of 0.84 percent gravity.

Groundwater is expected to be in excess of 100 feet below the existing ground surface in the general area of the City of Palm Springs. Based on the depth to the existing groundwater, the potential for liquefaction induced settlement is considered to be negligible.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project will be subject to the requirements of the NPDES General Permit and will prepare a Stormwater Pollution Prevention Plan to prevent loss of soil through erosion..

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Regarding subsidence, laboratory classification tests indicate that the near surface soil consists of slightly silty fine to coarse-grained sand with varying amounts of gravel, cobbles, and boulders. The surface soil is non-expansive and falls within the "very low" expansion category in accordance with the Uniform Building Code classification system. The somewhat loose and dry conditions suggest that the near surface native soil may be susceptible to settlement because of the anticipated foundation loading and the introduction of water.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Based on Expansion Index testing of select samples, the surface and near surface soil is judged to have a very low expansion potential. The project does not include the use of septic tanks or alternative waste water disposal systems. There is no impact.

## 2.7 Greenhouse Gas Emissions

### 2.7.1 Sources

The following sources were utilized to support the conclusions made in this section:

- South Coast Air Quality Management District website; <http://www.aqmd.gov>

- Federal Environmental Protection Agency website; <http://www.epa.gov>

## 2.7.2 Environmental Setting

Global climate change can be defined as the observed increase in the average temperature of the earth's atmosphere and oceans in recent decades. The Earth's average surface atmospheric temperature rose  $0.6 \pm 0.2$  degrees Celsius ( $^{\circ}\text{C}$ ) ( $1.1 \pm 0.4^{\circ}\text{F}$ ) in the 20<sup>th</sup> century. It is widely accepted by the scientific community that "...the observed increase in global average temperatures since the mid-20<sup>th</sup> century is very likely due to the observed increase in anthropogenic greenhouse gas concentrations." (IPCC, 2007) The greenhouse gases (GHG), including CO<sub>2</sub>, methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and O<sub>3</sub>, are released during the combustion of fossil fuels, land clearing, agriculture, etc., and lead to an increase in the GHG effect.

GHGs are present in the atmosphere naturally, released by natural sources or formed by secondary chemical reactions taking place in the atmosphere. However, in the last 200 years, substantial quantities of GHGs have been released into the atmosphere due to human activities. These extra emissions are increasing GHG concentrations in the atmosphere, enhancing the natural GHG effect, which is believed to be causing global warming. Humans have also introduced new chemicals into the atmosphere that are also contributing to the enhanced GHG effect (such as chlorofluorocarbons).

Natural sources of CO<sub>2</sub> include respiration of humans and animals, decomposition of plants, and evaporation from the oceans. These natural sources account for approximately 150 billion metric tons of CO<sub>2</sub> each year. Annually, human-made emissions from fossil-fuel burning, waste incineration, deforestation, and cement manufacture account for 7 billion metric tons of CO<sub>2</sub> (Encyclopedia of Earth, 2009). Even though the anthropogenic emissions are far less than the natural emissions of CO<sub>2</sub>, natural removal processes (such as photosynthesis by plants) cannot keep pace with the extra input of anthropogenic CO<sub>2</sub>, causing the gas to build up in the atmosphere.

CH<sub>4</sub> is produced when organic matter decomposes in anaerobic environments (environments lacking oxygen). Natural sources include wetlands, termites, and oceans. Anthropogenic sources include the mining and burning of fossil fuels, digestive processes in ruminant animals (such as cattle), rice paddies, and the burying of waste in landfills. Total annual emissions of CH<sub>4</sub> are approximately 500 million metric tons, with anthropogenic emissions accounting for the majority of this total. As with CO<sub>2</sub>, the major removal process of natural CH<sub>4</sub> (a chemical breakdown reaction in the atmosphere) cannot keep pace with the emissions from the additional human sources. Therefore CH<sub>4</sub> concentrations in the atmosphere are increasing.

California is the fifteenth largest emitter of GHGs in the world, accounting for about 2 percent of worldwide emissions. In December 2007, the CARB approved a GHG target for the year 2020 equivalent to the State's calculated GHG level in 1990. The CARB developed the 2020 target after extensive technical work and a series of stakeholder meetings. The 2020 target of 427 million metric tons of carbon dioxide equivalent (MMTCO<sub>2</sub>e) requires a reduction of 169 MMTCO<sub>2</sub>e, or approximately 30 percent, from the state's projected 2020 emissions of 596 MMTCO<sub>2</sub>e and a reduction of 42 MMTCO<sub>2</sub>e, or almost 10 percent, from the 2002-2004 average emissions. The following table shows the current emissions and projected 2020 emissions of

GHGs for the state (CARB Climate Change Scoping Plan, 2008).

**Table 2 California GHG Emissions**

Sector	2002-2004 Average Emissions, MMTCO <sub>2</sub> e	Projected 2020 Emissions (Business as Usual), MMTCO <sub>2</sub> e
Transportation	179.3	225.4
Electricity	109.0	139.2
Commercial and Residential	41.0	46.7
Industry	95.9	100.5
Recycling and Waste	5.6	7.7
High Global Warming Potential	14.8	46.9
Agriculture	27.7	29.8
Forest Net Emissions	-4.7	0.0
<b>Emissions Total</b>	<b>468.6</b>	<b>596.2</b>

Source: CARB Climate Change Scoping Plan, December 2008  
 MMTCO<sub>2</sub>e = million metric tons of CO<sub>2</sub> equivalent

### 2.7.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The nature of the project implies that there is no impact for either of the checklist questions.

## 2.8 Hazards and Hazardous Materials

### 2.8.1 Environmental Setting

The property is located at an elevation of approximately 778 feet above sea level. The topography decreases in elevation to the south and remains relatively level to the east. Near surface soil in the general area are described as cobbly sand consisting of well-drained to excessively drained sands and gravels. Minimum and maximum depths to bedrock are described as “over 0 inches.” Fourteen water wells were reported within a 1.5-mile radius of the property.

### 2.8.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident condition involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project is an amendment to the City's General Plan. It does not include the use, release, or emission of hazardous materials or waste. There is no impact.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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In general, there is no evidence of Recognized Environmental Conditions in connection with the project.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

The Palm Springs International Airport is within the Planning Area and the City Limits of the City of Palm Springs. The project is an amendment to the City's General Plan, and as such there is no impact to any public or private airports in the planning area.

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

The project will not physically interfere with an adopted emergency response plan or emergency evacuation plan. The project will not expose people or structures to wildland fires. Any future projects to develop bikeways or trails in the wildlands portion of the City would require separate evaluation for impacts from wildfire exposure. There is no impact.

### 2.8.3 Level of Significance

There is no impact with reference to Hazards and Hazardous Materials.

## 2.9 Hydrology and Water Quality

### 2.9.1 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>IX. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There is no specific construction related to the proposed project. It is amendment to the City's General Plan. Any future proposed projects that would involved trail or bikeway construction would be evaluated at that time as a Project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project would not use water. The project would not deplete groundwater supplies or interfere with groundwater recharge activities. There is no impact.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There is no impact. The project is an amendment to the City's General Plan. Any future bike or trail development would be evaluated independently as a project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantially additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There is no housing component associated with the project; therefore it would not place housing within a 100-year flood hazard area. There is no impact.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project is not near the ocean and would not be subject to tsunamis. The project would not be subject to seiche as the site is not near enough to any lakes or standing bodies of water. There is no impact

## 2.10 Land Use and Planning

### 2.10.1 Sources

The following sources were utilized to support the conclusions made in this section:

- City of Palm Springs Zoning Ordinance, <http://www.qcode.us/codes/palmsprings/>
- City of Palm Springs General Plan, adopted 2007, <http://ci.palm-springs.ca.us/index.aspx?page=558>

### 2.10.2 Environmental Setting

The entire project is located within the CVMSHCP. The goal of the MSHCP is to provide “a regional vision for balanced growth that will help conserve the Coachella Valley’s natural heritage while also building a strong economy that is vital to our future.” ([www.cvmshcp.org](http://www.cvmshcp.org)) The plan protects 240,000 acres of open space and protects 27 species of plant and animal life.

**2.10.3 Impacts**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project is an amendment to the City's General Plan, there is no impact.

**2.11 Mineral Resources**

**2.11.1 Sources**

The following sources were utilized to support the conclusions made in this section:

- City of Palm Springs General Plan Draft Environmental Impact Report, March 2007

**2.11.2 Environmental Setting**

The California Geological Survey Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources as mandated by the Surface Mining and Reclamation Act (SMARA) of 1975. The classification of mineral resources is based on geologic factors and requires that the State Geologist classify mineral resources areas as Mineral Resource Zones (MRZ's), Scientific Resource Zones or Identified Resource Areas. The City's General Plan EIR shows only three MRZ's within the City, MRZ-1, MRZ-2, or MRZ-3. MRZ-1 is an area where adequate information indicates that no significant mineral deposits are present or likely to be present. MRZ-2 is an area where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled. MRZ-3 is an area where the significance of mineral deposits cannot be determined from the available data.

**2.11.3 Impacts**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XI. MINERAL RESOURCES – Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2.12 Noise**

**2.12.1 Sources**

The following sources were utilized to support the conclusions made in this section:

- City of Palm Springs Municipal Code Section 11.74.044,  
[http://www.qcode.us/codes/palmsprings/view.php?topic=11-11\\_74-11\\_74\\_044&frames=off](http://www.qcode.us/codes/palmsprings/view.php?topic=11-11_74-11_74_044&frames=off)

**2.12.2 Environmental Setting**

Section 11.74.031 of the Palm Springs Municipal Code pertains to noise limits for various land uses within the City limits. In the area of the project, Industrial uses prevail, allowing a maximum noise level of 70 dBA. In addition, construction regulations restrict the hours of operation of equipment (City of Palm Springs Municipal Code Section 8.04.220).

**2.12.3 Impacts**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

**2.13 Population and Housing**

**2.13.1 Sources**

The following sources were utilized to support the conclusions made in this section:

- City of Palm Springs General Plan, adopted in 2007, <http://ci.palm-springs.ca.us/index.aspx?page=558>

### 2.13.2 Environmental Setting

According to the Department of Finance, the City of Palm Springs had a population of 45,731 as of 2005, and 47,251 in 2008. The 2007 General Plan anticipates that year-round population will increase to 94,949 residents at total buildout.

Palm Springs has a large seasonal population that owns second homes and visits during the winter. According to the 2000 Census, Palm Springs has about 7,250 seasonal residences (14,500 residents), which translates to about one-quarter of the current year-round population, as well as the seasonal resident population (Palm Springs General Plan 2006-2014 Housing Element, p. 3-8).

### 2.13.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XIII. POPULATION AND HOUSING – Would the project:</b>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project would not displace any housing or people, induce growth, or necessitate the construction of replacement housing. There would be no impact.

## 2.14 Public Services

### 2.14.1 Sources

The following sources were utilized to support the conclusions made in this section:

- City of Palm Springs General Plan Draft Environmental Impact Report, March 2007
- Palm Springs Fire Department Profile, August 2009
- Palm Springs Fire Department website, <http://www.palmsprings-ca.gov/index.aspx?page=51>
- Palm Springs Police Department website, <http://www.palmsprings-ca.gov/index.aspx?page=83>
- California Education Code, Section 17625, <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=edc&group=17001-18000&file=17620-17626>
- California Government Code 65995, <http://info.sen.ca.gov/cgi->

[bin/displaycode?section=gov&group=65001-66000&file=65995-65998](#)

## 2.14.2 Environmental Setting

### 2.14.2.1 Fire

The project site is currently served by the Palm Springs Fire Department (PSFD). The PSFD provides fire, paramedic, and emergency services within the corporate boundaries of the City and through mutual aid agreements in the City's sphere of influence (SOI). Currently, the PSFD has 57 firefighters stationed at four fire stations. These fire stations are located throughout the City so that the response time to any resident is under five minutes. The PSFD is an all-risk emergency response force with capabilities to provide fire and rescue operations, basic and advanced (paramedic) emergency medical service, heavy rescue, swiftwater rescue, trench rescue, and hazardous materials incident response and decontamination (Palm Springs Fire Department Profile, August 2009). Additionally, the City maintains mutual aid agreements with other local jurisdictions such as Riverside County and Cathedral City.

### 2.14.2.2 Police

The Palm Springs Police Department (PSPD), located at 200 South Civic Street, would serve the project with police services. The PSPD currently consists of 94 sworn police officer positions, which includes the Chief, two Captains, three Lieutenants, and 14 sergeants (source: The Palm Springs Police Department website).

Desired response times for emergency calls and non emergency calls are 5 minutes and 30 minutes, respectively. The PSPD maintains mutual aid agreements with other local law enforcement agencies in the event of a major incident that exceeds PSPD's resources (source: Palm Springs General Plan EIR, p. 5.13-8).

### 2.14.2.3 Schools

The project is located in the Palm Springs Unified School District as shown on Figure 5.13-2 of the City's General Plan EIR.

### 2.14.2.4 Parks

Parks are discussed in Section 3.15 Recreation.

## Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XIV. PUBLIC SERVICES</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other				

performance objectives for any of the public services:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project is a General Plan Amendment. It is not expected to significantly impact service ratios and response times.

Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project is not anticipated to increase service calls to the PSPD.

Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Pursuant to Section 17625 of the California Education Code, the Palm Springs and Banning Unified School Districts are authorized to collect school impact fees from new commercial and industrial construction at the current rate of \$0.47 per square foot of "chargeable covered and enclosed space." California Government Code Section 65995 defines "chargeable covered and enclosed space" as "the covered and enclosed space determined to be within the perimeter of a commercial or industrial structure, not including any storage areas incidental to the principal use of the construction, garage, parking structure, unenclosed walkway, or utility or disposal area." Section 65995 also states that the determination of "chargeable covered and enclosed space" shall be defined by the building department of the city or county issuing the building permit.

Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project would not impact any other public facilities, such as libraries or health services, since the project would not result in an increase in residents.

## 2.15 Recreation

### 2.15.1 Sources

The following sources were utilized to support the conclusions made in this section:

- City of Palm Springs General Plan Draft Environmental Impact Report, March 2007

### 2.15.2 Environmental Setting

Recreational facilities in the Palm Springs area include public and private parks, public trails connecting parks and open space, multi-city recreational facilities, the San Jacinto and Santa Rosa Mountains, and private facilities such as golf courses, swimming pools, and tennis courts. The City's Parks and Recreation Department owns and maintains approximately 160 acres of developed parkland, not including golf course areas (Palm Springs General Plan EIR p. 5.14-1).

### 2.15.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XV. RECREATION				

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project is a General Plan Amendment. Any new trails or bikeways would be evaluated as a separate project. There would be no impact.

## 2.16 Transportation and Traffic

### 2.16.1 Sources

The following sources were utilized to support the conclusions made in this section:

- City of Palm Springs General Plan Draft Environmental Impact Report, March 2007

### 2.16.2 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project is a General Plan Amendment which will establish new policies, maps and programs in support of alternative transportation modes. Successful implementation of these policies may reduce traffic on the street system and improve overall levels of services. (No impacts would occur.)

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project will not affect air traffic patterns.

d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No impact would occur.

e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No impact would occur.

f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project itself will fulfill several General Plan policies which encourage the use of alternative and fuel efficient transportation.

## 2.17 Utilities and Service Systems

### 2.17.1 Sources

The following sources were utilized to support the conclusions made in this section:

- City of Palm Springs Draft General Plan Environmental Impact Report, March 2007
- Palm Springs Public Works and Engineering Department website, <http://ci.palm-springs.ca.us/index.aspx?page=86>
- Palm Springs Disposal Services website, <http://www.palmspringsdisposal.com/index.html>

### 2.17.2 Environmental Setting

Palm Springs Disposal Services (PSDS) is the authorized waste hauler for the City. PSDS provides complete residential, commercial and roll-off trash services as well as recycling services for commercial, industrial, construction and residential customers.

### 2.17.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Will the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Will the project require or result in the construction of new water or wastewater treatment facilities or expansion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

of existing facilities, the construction of which could cause significant environmental effects?				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Will the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Will the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes, and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

It has been shown in previous sections (biological impacts and cultural impacts) that the project will not impact the local wildlife or history. There will be no impact because the project is only an amendment to the City's General Plan

The project would not adversely affect fire or law enforcement services. No impact would occur.

**(end of document)**

RESOLUTION NO. 6207

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PALM SPRINGS, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE CASE 5.1258 GPA, A GENERAL PLAN AMENDMENT INCORPORATING THE COACHELLA VALLEY NON-MOTORIZED TRANSPORTATION MASTER PLAN INTO THE 2007 PALM SPRINGS GENERAL PLAN.

WHEREAS, the City of Palm Springs adopted its General Plan on October 17, 2008 by resolution 22077; and

WHEREAS, on December 1, 2010, the City Council initiated a General Plan Amendment to incorporate the Coachella Valley Non-Motorized Transportation Master Plan ("CVNMTMP") into the 2007 General Plan; and

WHEREAS, a notice of public hearing of the Planning Commission of the City of Palm Springs to consider Case 5.1258, consisting of a General Plan Amendment to incorporate the Coachella Valley Non-Motorized Transportation Master Plan was given in accordance with applicable law; and

WHEREAS, on June 22, 2011, a public hearing on the application was held by the Planning Commission in accordance with applicable law; and

WHEREAS, the proposed project is considered a "project" pursuant to the terms of the California Environmental Quality Act ("CEQA"), and an Environmental Assessment has been prepared for this project and has been distributed for public review and comment in accordance with CEQA; and

WHEREAS, the Planning Commission has carefully reviewed and considered all of the evidence presented, including but not limited to the staff report, and all written and oral testimony presented.

THE PLANNING COMMISSION HEREBY FINDS AS FOLLOWS:

Section 1: A Negative Declaration (ND) has been completed in compliance with CEQA, the State CEQA Guidelines, and the City's CEQA Guidelines. The Planning Commission found that the incorporation of the Coachella Valley Non-Motorized Transportation Master Plan into the General Plan will have no impact on the environment. The Planning Commission independently reviewed and considered the information contained in the ND prior to its review of this Project and the ND reflects the Planning Commission's independent judgment and analysis.

Section 2: The Planning Commission makes the following findings:

- A. Integration of the CVNMTMP fulfills certain policies and action items from the General Plan as follows:
- Policy CR6.1 *Adopt a program of non-motorized transportation facilities including those for bicycles and pedestrians.*
  - Policy CR6.15 *Coordinate with CVAG, adjacent cities, and affected agencies while planning for new trails, especially in areas adjacent to the Whitewater Wash and Cathedral City.*
  - Action Item CR6.2: *Resolve any inconsistencies between the City's Master Plan of Bikeways and the CVAG Non-motorized Transportation Plan and adopt the CVAG Non-Motorized Transportation Master Plan.*
- B. The CVNMTMP, which was initiated in 2001 and updated in 2010, provides Palm Springs with a comprehensive plan that meets most grant application requirements and thereby broadens the City's opportunities and eligibility to pursue external funding sources to improve its non-motorized transportation facilities and programming.
- C. Integration of the CVNMTMP provides the city the opportunity to update the bicycle routes map and resolve inconsistencies in that map which is instrumental in the grant application process.
- D. Incorporation of the CVNMTMP into the General Plan provides a planning tool that has the following benefits:
- i. Assures that their bikeways and trails can be constructed to yield good interconnectivity between cities
  - ii. Fosters interconnectivity as a way to create a viable alternative means of valley-wide transportation; thereby requiring less dependence on the automobile.
  - iii. Helps reduce traffic congestion and vehicle emissions that contribute to poor air quality and greenhouse gas emissions (GHG).
  - iv. Increases recreational opportunities for tourists and residents.
  - v. Includes educational programs on bicycle safety, as well as information on infrastructure maintenance and funding.

- vi. Promoting physical activity through biking and walking was seen as a means of improving the health and wellness of the community.

NOW, THEREFORE, BE IT RESOLVED that, based upon the foregoing, the Planning Commission hereby recommends that the City Council approve Case 5.1258 GPA, incorporation of the Coachella Valley Non-Motorized Transportation Master Plan into the 2007 Palm Springs General Plan as follows:

- A Incorporate revised maps into Chapter 4 "Circulation Element" of the 2007 General Plan as follows: Figure 4-4 "Recreational Trails", and Figure 4-5 "Bikeways" and deleting Page 99 of the Coachella Valley Non-Motorized Transportation Master Plan: "Map of Existing and Proposed Bicycle Facilities; City of Palm Springs".
- B. Incorporate the Coachella Valley Non Motorized Transportation Master Plan as Appendix F of the 2007 Palm Springs General Plan including revised Schedules on pages 93, 94, and 95, listing Existing Bikeways and Priority 1, 2, and 3 Proposed Bikeways for the City of Palm Springs.

ADOPTED this 22nd day of June 2011.

AYES: 6, Conrad, Munger, Roberts, Klatchko, Donenfeld and Chair Caffery  
NOES: None  
ABSENT: 1, Hudson  
ABSTAIN: None

ATTEST:

CITY OF PALM SPRINGS, CALIFORNIA

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Craig A. Ewing, AICP  
Director of Planning Services



## Planning Commission Staff Report

Date: June 22, 2011  
Case No.: 5.1258 GPA  
Type: General Plan Amendment  
Location: Citywide  
From: Craig A. Ewing, AICP, Director of Planning Services  
Planner: Ken Lyon, Associate Planner

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### **PROJECT DESCRIPTION:**

On December 1, 2010, the City Council initiated a General Plan Amendment (GPA) to incorporate the Coachella Valley Non-Motorized Transportation Master Plan ("NMTMP") into the City of Palm Springs General Plan. An Amendment to the General Plan requires a public hearing before the Planning Commission for its recommendation to City Council

### **RECOMMENDATION:**

That the Planning Commission

1. Open the public hearing, take any testimony, and close the public hearing.
2. Adopt the Negative Declaration as an adequate analysis of the potential environmental impacts of the proposed General Plan Amendment and Recommend approval by the City Council of Case 5.1258 GPA, incorporation of the Coachella Valley Non-motorized Transportation Master Plan into the City of Palm Springs 2007 General Plan subject to the attached conditions of approval.

### **BACKGROUND AND SETTING:**

In October, 2001, the Coachella Valley Association of Governments (CVAG) commissioned Alta Transportation Consulting to prepare the Coachella Valley Non-motorized Transportation Master Plan ("NMTMP"). The purpose of this document was to establish a valley-wide master plan of bikeways, trails, associated facilities and programs. This master plan is intended to be a planning tool used by various jurisdictions to assure that their bikeways and trails can be constructed to foster interconnectivity between cities and to educate and promote safe bicycle

usage. Fostering this interconnectivity is envisioned as a way to enhance alternative modes of valley-wide transportation; reduce dependence on the automobile; and reduce traffic congestion, vehicle emissions and greenhouse gas emissions (GHG). It would increase recreational opportunities for tourists and residents.

The NMTMP includes educational programs on bicycle safety, as well as information on infrastructure maintenance and funding. Promoting physical activity through biking and walking is seen as a means of improving the health and wellness of the community. Finally, jurisdictions in California that have adopted non-motorized master plans are eligible for numerous grants and funding opportunities from CalTrans and other sources for the construction and implementation of their non-motorized transportation initiatives.

In 2008, CVAG commissioned Ryan Snyder Associates to produce an update of this NMTMP. The result of this work included revised maps, prioritization of Plan initiatives for each jurisdiction, updated community input and budgeting information to make it compliant with most grant application requirements. This update was completed in 2010. Through 2011, city staff in both Planning and Public Works has collaborated with members of the City's Sustainability Commission and the Coachella Valley Community Trails Alliance (CVCTA) in reviewing and finalizing the Palm Springs maps and list of existing and proposed bikeways and trails in the NMTMP.

The procedure for amending the City's General Plan is outlined in State of California Governmental Code Section 65350. A public hearing for review and recommendation by the Planning Commission and approval by the City Council (the legislative body) is required.

#### **RECENT PRIOR ACTIONS:**

On September 27, 2010, the CVAG Executive Committee approved the 2010 update to the NMTMP.

On November 30, 2010, the City's Sustainability Commission voted unanimously to recommend that the City Council incorporate the NMTMP into the 2007 Palm Springs General Plan.

On December 1, 2010, the Palm Springs City Council initiated a General Plan Amendment to incorporate the NMTMP into the City's 2007 General Plan.

#### **ANALYSIS:**

Transportation master planning is an integral part of the City's General Plan. In 2007, the City adopted a comprehensive update of its General Plan, including Chapter 4, the Circulation Element. The General Plan Circulation Element addresses not only vehicular circulation, but also various other forms of "circulation" including mass transit, vehicular parking, aviation and utility circulation through the community as well as bikeways, trails and other non-motorized means of circulation.

Non-motorized transportation planning in Palm Springs encompasses everything from

dedicated bicycle lanes on public streets to hiking and equestrian trails in the surrounding mountains and canyons. A well developed non-motorized master plan provides residents and visitors with not only alternative choices of “how to get from Point A to Point B”, but also provides for an important tourist amenity and recreational resource of trails and bikeways between cities and to attractions and amenities throughout the valley.

The 2007 General Plan acknowledged the 2001 Coachella Valley Non-Motorized Transportation Master Plan as an important policy document to aid in the development of the complete circulation system for the City. Integration of the 2010 NMTMP into the City’s General Plan, fulfills certain policies and action items from the General Plan as follows:

*Policy CR6.1 Adopt a program of non-motorized transportation facilities including those for bicycles and pedestrians.*

*Policy CR6.15 Coordinate with CVAG, adjacent cities, and affected agencies while planning for new trails, especially in areas adjacent to the Whitewater Wash and Cathedral City.*

*Action Item CR6.2: Resolve any inconsistencies between the City’s Master Plan of Bikeways and the CVAG Non-motorized Transportation Plan and adopt the CVAG Non-Motorized Transportation Master Plan.*

In 2007, the California Legislature adopted AB 1351 “Complete Streets”. This bill, which went into effect January 1, 2011 directs cities that “...Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.”

Although the integration of the NMTMP into the City’s General Plan contributes to the multi-modal nature of our General Plan, it does not constitute a full revision of the Circulation Element. Since our General Plan is only four years old, the Circulation Element remains current and does not need a wholesale revision at this time. The NMTMP is proposed to be incorporated as an appendix in the General Plan. In a few years when City growth necessitates a full scale revision of the Circulation Element, this appendix can be easily folded into such revision of the Circulation Element that would satisfy AB 1351 compliance requirements<sup>1</sup>.

### Funding/Grants

Tight budgetary conditions and competing demands on limited general fund resources require cities and counties to often rely on grants and other external sources to fund non-motorized facilities construction, maintenance, and educational and safety programs. Most competitive

<sup>1</sup> There is no time constraint dictated by AB 1351 that necessitates when this major revision must be completed.

grants require that the City have adopted a non-motorized transportation master plan in place. The CVAG Plan which was initiated in 2001 and updated in 2010 provides Palm Springs with a comprehensive non-motorized master plan that meets most grant application requirements and thereby broadens the City's opportunities and eligibility to pursue external funding sources to improve its non-motorized transportation facilities and programming. Integration of the NMTMP provides the city the opportunity to update the bicycle routes map in the General Plan and resolve inconsistencies in that map, which is instrumental in the grant application process.

### Organization of the Non-Motorized Transportation Master Plan

The CVNMTMP is comprised of six basic parts:

- Chapter 2 – Goals and Objectives – These are reiterated from the 2001 Non-motorized Transportation Plan.
- Chapter 3 – Valley-wide bikeway, hiking and equestrian trails and an outline of safety, education and promotional programming.
- Chapter 4 – Non-motorized master plans for each Coachella Valley City.
- Chapter 5 – Identification of external funding sources and opportunities
- Chapter 6 – Strategy for phasing and implementation
- Chapter 7 – Design and maintenance guidelines.

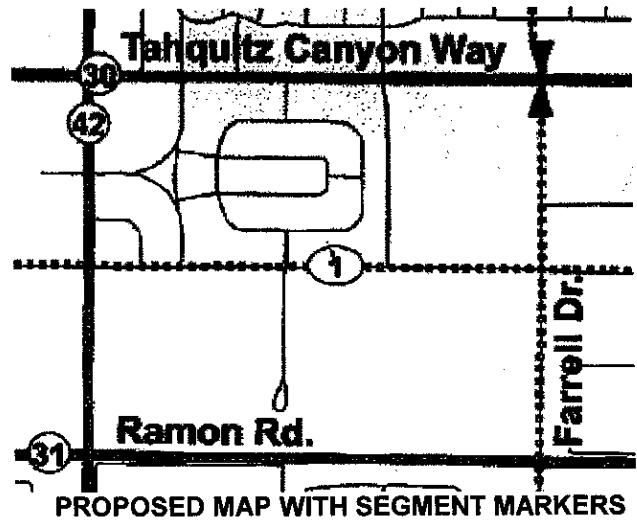
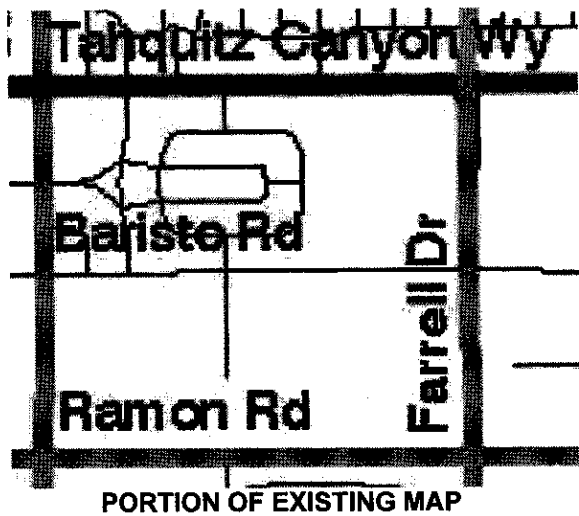
### Relationship of the Non-Motorized Transportation Master Plan to the General Plan Circulation Element.

The goals and objectives of the MNTMP complement and add to the goals, policies and actions of the 2007 General Plan. As noted above, incorporation of the CVNMTMP fulfills several policies and action items listed in the 2007 General Plan. The non-motorized transportation master plan does not supersede, or cause the deletion or replacement of the current Circulation Element. The only changes to the existing Circulation Element are corrections and improvements to Figure 4-5 the Bikeways Map which has been updated and enhanced to provide more concise detail on various bikeway segments. Specifically the following information has been added to Figure 4-5, the bikeways map:

- Bikeways have been given segment numbers to better identify them for maintenance and future funding and improvement initiatives.
- Existing bikeways that were incorrectly shown on the 2007 map have been corrected.
- Future bikeways are grouped into three "priority lists" that aid in grant-writing efforts.
- Certain designated bikeways have been relocated to less busy streets to provide safer alternative routes for bicyclists. (For example; the segment previously shown on Ramon Road from El Cielo to Crossley was moved to Sunny Dunes. Similarly the route previously shown on Vista Chino / Highway 111 was moved to Via Escuela).

Portions of the old bikeway map and the proposed map are shown below which provide an example of the enhancements made by the addition of segment markings and delineation of existing bikeways (solid line) and future bikeways (dotted lines). These segment markings

provide much greater clarity for the City to make future grant applications, as well as to reference segments for ongoing maintenance and upkeep.



These same changes are reflected correctly on Figure 4-4, the Recreational Trails Map. (Bikeways shown on Figure 4-5 are also shown on Figure 4-4) Otherwise there are no other changes or updates proposed to the Circulation Element or other elements of the 2007 General Plan. The Non-motorized Transportation Master Plan is proposed to be integrated into the 2007 General Plan as "Appendix F".

It is particularly notable that the NMTMP takes a comprehensive approach to planning of non-motorized transportation facilities and programming. Not only does it outline existing and proposed bikeways, it also addresses inter-connections with other trails and between Palm Springs and other desert cities. There are also sections that discuss trail heads, maintenance and design standards, signage and pavement markings, and programs to promote increased bicycle use and bicycle safety.

**CONCLUSION:**

Amending the 2007 Palm Springs General Plan to incorporate the Non-motorized Transportation Master Plan provides a comprehensive set of tools that augment and enhance the basic information in the Circulation Element relating to bikeways, hiking, and equestrian trails. The goals, policies and maps in the Non-motorized Transportation Master Plan provide greater detail and refinement for planning and maintaining bikeways and trails in Palm Springs, as well as for developing programs related to bicycle safety. It also serves to foster integration with adjacent municipalities in the future development of non-motorized circulation throughout the Coachella Valley that contributes to cleaner air, less vehicular congestion, and greater recreational opportunities for residents and visitors.

**ENVIRONMENTAL:**

This proposed amendment of the Palm Springs General Plan has been determined to be a

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“Project” as defined by Section 21065 of the Guidelines of the California Environmental Quality Act (CEQA). An initial study was conducted in which the project was evaluated to determine whether it may cause any potentially significant impacts to the environment. The environmental analysis and notice of intent to adopt a negative declaration was made available for public comment for a 30-day period commencing on May 10, 2011 and ending on June 9, 2011. No comments were received and there was no new information or facts presented that would require recirculation of the documents or change any of the conclusions made within the analysis. A Negative Declaration is anticipated to be recommended to the City Council.

**NOTICE:**

In accordance with applicable law, public notice was provided citywide by posting in the Desert Sun. Pursuant to State Governmental Code Section 65352(a), written notification of the proposed General Plan Amendment was also provided to the following entities: Adjacent cities and agencies, LAFCO, The Federal Bureau of Land Management (BLM), The Coachella Valley Association of Governments, (CVAG), and Native American tribes pursuant to SB 18.

The Agua Caliente Band of Cahuilla Indians responded to the SB 18 noticing and City Staff communicated the scope of the proposed GPA to Tribal Staff. To date, no other comments have been received on the proposed General Plan Amendment.



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Ken Lyon, Associate Planner

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Craig A. Ewing AICP  
Director of Planning Services

**Enclosures:**

- Draft Resolution
- The 2010 Coachella Valley Non-Motorized Transportation Master Plan
- Revised Bikeway Map and Recreational Trails Map from the 2007 General Plan (Due to size and printing limitations, these maps will be presented at the public hearing)

**3B. Case 5.1258 GPA - A General Plan Amendment by the City of Palm Springs, to incorporate the Coachella Valley Non-Motorized Transportation Master Plan into the 2007 Palm Springs General Plan.**

Ken Lyon, Associate Planner, provided background information as outlined in the staff report dated June 22, 2011. Mr. Lyon reported that the purpose of this document is to establish a valley-wide master plan of bikeways, trails, associated facilities and programs.

Director Ewing noted that the relationship between this plan and the General Plan, if adopted, would be an appendix to the General Plan.

Chair Caffery opened the public hearing:

-Brett Klein, Sustainability Commission member and Sub-Committee chair, provided additional information on the work involved in the creation of this plan and requested approval from the Commission.

-John Lujan, Coachella Valley Community Trails Alliance, spoke of their interest in having a safe and easy to use non-motorized system that connects people; noting that this is the first step and lays down the foundation.

There being no further appearances the public hearing was closed.

**ACTION:** That the City Council adopt the Negative Declaration as an adequate analysis of the potential impacts of the project under the Guidelines of the California Environmental Quality Act (CEQA) and approve Case 5.1258 GPA. **Motion Tracy Conrad, seconded by Leslie Munger and unanimously carried 6-0 on a roll call vote.**

**AYES:** Leslie Munger, Tracy Conrad, Doug Donenfeld, Philip Klatchko, Chair Caffery, J.R. Roberts

**NOES:**

**ABSENT:** Doug Hudson

**CITY OF PALM SPRINGS  
PUBLIC HEARING NOTIFICATION**



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City Council  
Meeting Date:       October 5, 2011  
Subject:               NON-MOTORIZED TRANSPORTATION MASTER PLAN - GPA

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**AFFIDAVIT OF MAILING**

I, Kathie Hart, Chief Deputy City Clerk, of the City of Palm Springs, California, do hereby certify that a copy of the attached Notice of Public Hearing was mailed to each and every person on the attached list on September 20, 2011, in a sealed envelope, with postage prepaid, and depositing same in the U.S. Mail at Palm Springs, California. (6 notices)

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



\_\_\_\_\_  
Kathie Hart, CMC  
Chief Deputy City Clerk

**AFFIDAVIT OF PUBLICATION**

I, Kathie Hart, Chief Deputy City Clerk, of the City of Palm Springs, California, do hereby certify that a copy of the attached Notice of Public Hearing was published in the Desert Sun as a 1/8 page display ad on September 24, 2011.

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



\_\_\_\_\_  
Kathie Hart, CMC  
Chief Deputy City Clerk

**AFFIDAVIT OF POSTING**

I, Kathie Hart, Chief Deputy City Clerk, of the City of Palm Springs, California, do hereby certify that a copy of the attached Notice of Public Hearing was posted at City Hall, 3200 E. Tahquitz Canyon Drive, on the exterior legal notice posting board and in the Office of the City Clerk on September 21, 2011.

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



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Kathie Hart, CMC  
Chief Deputy City Clerk

NOTICE OF PUBLIC HEARING  
CITY COUNCIL  
CITY OF PALM SPRINGS

CASE: 5.1258 GPA  
A PROPOSED GENERAL PLAN AMENDMENT INCORPORATING  
THE COACHELLA VALLEY NON-MOTORIZED TRANSPORTATION MASTER PLAN  
INTO THE CITY OF PALM SPRINGS GENERAL PLAN

**NOTICE IS HEREBY GIVEN** that the City Council of the City of Palm Springs, California, will hold a public hearing at its meeting of October 5, 2011. The City Council meeting begins at 6:00 p.m., in the Council Chamber at City Hall, 3200 East Tahquitz Canyon Way, Palm Springs.

The purpose of this hearing is to consider a General Plan Amendment (GPA) incorporating the Coachella Valley Non-Motorized Transportation Master Plan (CVNMTMP) into the City of Palm Springs General Plan. The CVNMTMP provides a comprehensive set of tools that augment and enhance the basic information in the Circulation Element relating to bikeways, hiking, and equestrian trails.

**ENVIRONMENTAL DETERMINATION:** A Draft Negative Declaration was prepared under the guidelines of the California Environmental Quality Act (CEQA) and will be reviewed by the City Council at the hearing. Members of the public may view this document at the Planning Services Department, City Hall, 3200 East Tahquitz Canyon Way, Palm Springs, and submit written comments at, or prior to, the Planning Commission hearing.

**REVIEW OF PROJECT INFORMATION:** The staff report and other supporting documents regarding this are available for public review at City Hall from 8:00 a.m. to 11:00 a.m. and from 2:00 p.m. to 6:00 p.m., Monday through Thursday. Please contact the Office of the City Clerk at (760) 323-8204 if you would like to schedule an appointment to review these documents.

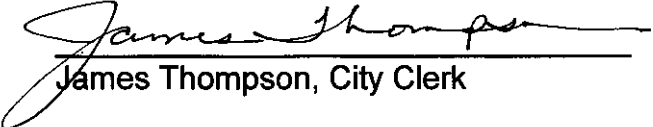
**COMMENT ON THIS APPLICATION:** Response to this notice may be made verbally at the Public Hearing and/or in writing before the hearing. Written comments may be made to the Planning Commission by letter (for mail or hand delivery) to:

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

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

An opportunity will be given at said hearing for all interested persons to be heard. Questions regarding this case may be directed to Ken Lyon, Associate Planner, at (760) 323-8245.

Si necesita ayuda con esta carta, porfavor llame a la Ciudad de Palm Springs y puede hablar con Nadine Fieger telefono (760) 323-8245.

  
James Thompson, City Clerk