



SECTION 14 SPECIFIC PLAN



JULY 2014



Adopted by Palm Springs City Council
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CHAPTER 1

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CHAPTER 1 - INTRODUCTION

1.1 Background and Regional Context

The 2007 City of Palm Springs General Plan (the “General Plan”) accurately describes the background and regional context in which Section 14 and the surrounding area has evolved and will continue to grow:

“Bounded by the Santa Rosa and San Jacinto Mountains on the south and west and the desert on the north and east, Palm Springs is a product of its relationship with its surrounding natural and geographic environments. The expansive desert terrain contributes to the City’s coveted warm climate; the mountains provide a dramatic visual backdrop and shelter from the winds. The proximity to metropolitan Los Angeles, Orange, and San Diego counties, combined with the City’s superior physical setting, is a primary reason that Palm Springs has become a popular resort destination.”

The area encompassing the present City of Palm Springs was discovered centuries ago by the Agua Caliente Band of Cahuilla Indians, who established their village around the natural hot mineral springs known for their medicinal and healing capabilities. Throughout the 19th century, many explorers, colonizers, and soldiers came through the desert, but it wasn’t until 1853 that United States Topographical Engineers described the combination of palm trees and warm springs they encountered as ‘Palm Springs.’ The name became more commonly used several years later.

In 1877, the Southern Pacific Railroad completed its line through the desert to the Pacific Ocean. Early development in Palm Springs was associated with attempts to establish agricultural activity in the area and the southern portions of the Coachella Valley. In the 1920s, the region became a retreat for successful business and movie personalities, who took advantage of the warm weather, the remote location, and the hot water spas. The tourist and resort community of Palm Springs developed over the following decades and dramatically changed the character and economy of the Coachella Valley. In 1938, the City of Palm Springs was officially incorporated.

Today, Palm Springs not only prides itself on its resort amenities, but also on the village character it has been able to maintain. At the same time, Palm Springs has many major amenities typically

found in cities with much larger populations, such as the Palm Springs International Airport, Convention Center, Agua Caliente Spa Resort Casino, Palm Springs Art Museum, Aerial Tramway, Desert Regional Medical Center, a broad range of public services, and diverse residential neighborhoods. Open space and mountainous areas comprise almost half of the City's total area and provide treasured natural recreation opportunities and habitat areas."

1.2 Why Prepare a Specific Plan for Section 14?

Whereas the General Plan is currently the primary guide to the physical growth, development, and improvement throughout the City of Palm Springs (the "City"), the Agua Caliente Band of Cahuilla Indians (the "Tribe") elected to work with the City to prepare a specific plan for Section 14. In essence, by preparing a specific plan, the Tribe and the City were able to pay particular attention to the unique characteristics of Section 14. As the name suggests, the Section 14 Specific Plan (the "Specific Plan") allows the Tribe and the City to specifically tailor the planning process and subsequent implementation programs to help realize the vision for Section 14's physical development. The authority to prepare and adopt specific plans is derived from California's planning, zoning, and development laws, Sections 65450, et. seq. of the California Government Code.

1.3 What are the Boundaries of the Specific Plan Area?

Section 14 of the Agua Caliente Indian Reservation (the "Reservation") is located in the City of Palm Springs, a desert community situated at the eastern base of the magnificent San Jacinto Mountains at the western edge of the Coachella Valley (see Figure 1-1). Bounded by Alejo Road (north), Sunrise Way (east), Ramon Road (south), and Indian Canyon Drive (west), the approximately 640-acre Section 14 is a short block east of Palm Canyon Drive in downtown Palm Springs (see Figure 1-2), and just a mile west of the Palm Springs International Airport. Tahquitz Canyon Way, the corridor that connects downtown and the airport, bisects Section 14 from east to west.

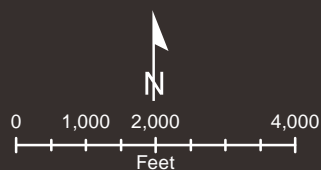
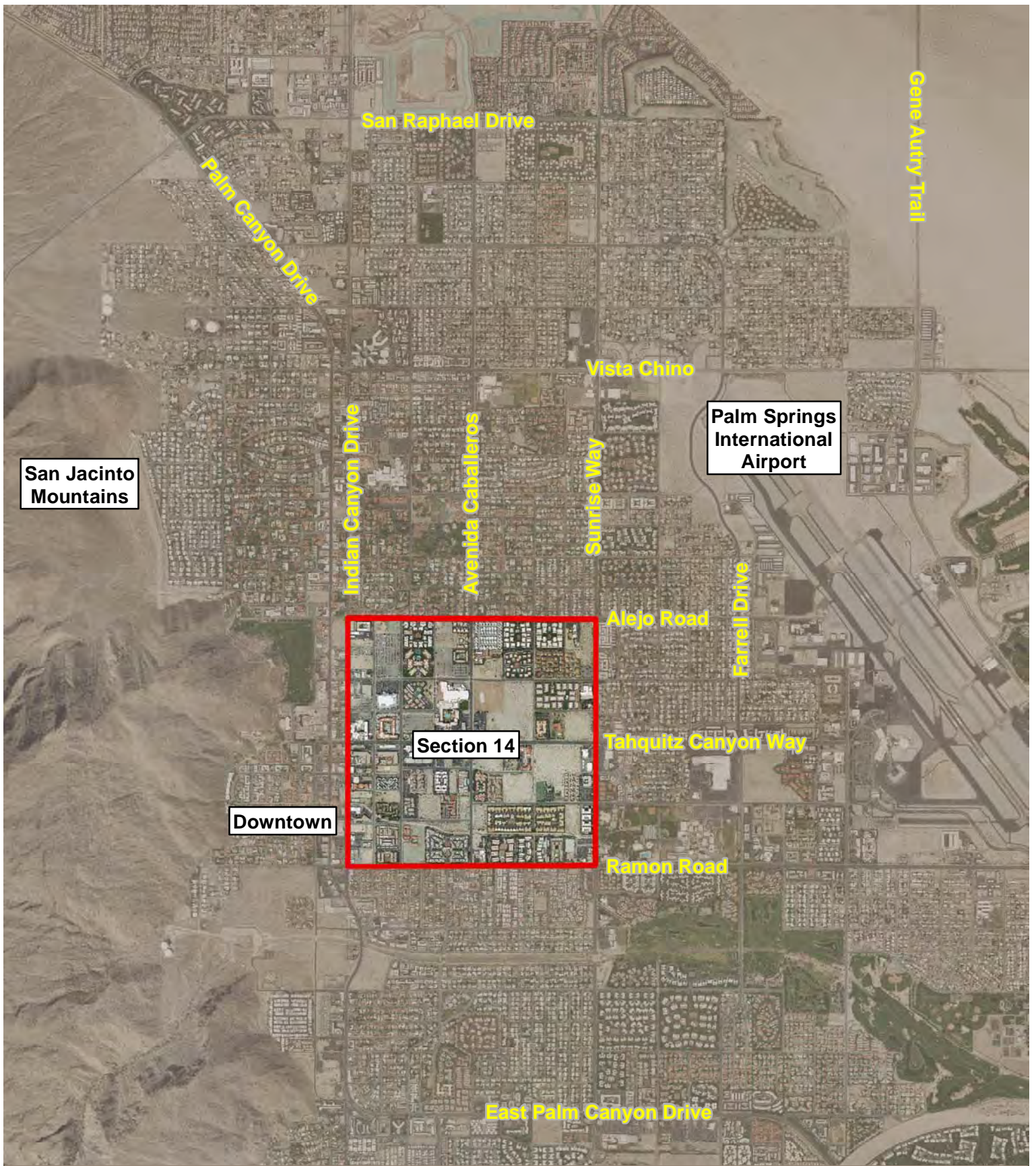


Figure 1 - 1
Local Context

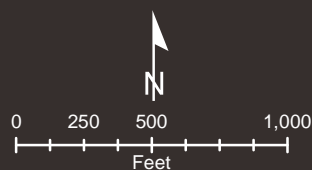


Figure 1 - 2
Specific Plan Area

1.4 What is the Purpose and Intent of the Section 14 Specific Plan?

The purpose of the Section 14 Specific Plan is to provide an attractive, feasible and marketable vision for the area's future development in order to achieve the highest and best use of the lands within Section 14. To accomplish this, the Specific Plan builds upon the existing strengths of the area, offers the desired elements that are currently missing in downtown and Section 14, and comprehensively coordinates and connects the area's development. It also addresses development incentives and details regulations and standards that promote high quality design in future development. Specifically, the Section 14 Specific Plan is intended to:

- Maximize and coordinate the development potential of Indian Trust and fee lands in Section 14;
- Ensure compatibility with existing, proposed, and planned development in the downtown area;
- Provide a flexible development framework that responds to changing market conditions and promotes timely implementation;
- Encourage the revitalization of existing uses and as well as the development of new ones;
- Plan for infrastructure (streets and utilities) to support the proposed land uses; and
- Encourage high-quality development, architecture, and landscape continuity, independent of ownership.

1.5 How does the Specific Plan Apply to Indian Land?

The Section 14 Specific Plan area includes approximately 640 acres encompassing Tribally owned land, Allotted Indian Trust land, which include those parcels that were apportioned to individual members of the Agua Caliente Band of Cahuilla Indians as part of the Equalization

Act of 1959, and fee parcels that were allotted to a Tribal Member but have since been sold out of Trust to another entity.

Despite its location within the boundaries of Palm Springs, land use regulation within Section 14 is not entirely under the jurisdiction of the City. As determined by case law over the past half century, the status of the Tribe as a sovereign nation with independent authority over the lands of the Agua Caliente Indian Reservation is without question; neither the State of California nor its political subdivisions have the authority to regulate Indian Trust lands.

In an effort to minimize conflicts and facilitate the development process on the Reservation, the Tribe and the City entered into a Land Use Contract in 1977. The Land Use Contract recognized the Tribe's authority to regulate Indian Trust lands, and the Tribe and the City agreed to the following: (1) the Tribe will adopt the City's land use regulations for the Indian Trust lands located within the City's boundaries, and designate the City to act as the Tribe's agent to enforce such regulations; (2) the City will consult with the Tribe with regard to any action that may affect Indian Trust lands; (3) any party aggrieved by a decision of the City Council affecting Indian Trust lands may appeal to the Tribal Council; and (4) there is a mutual benefit of having a consistent planning/development process.

As a result of this agreement, the policies and regulations of this Specific Plan regulate development in Section 14. There is a strong commitment to cooperation between the Tribe and the City, and this Specific Plan will provide a mutually agreeable set of guidelines and standards applicable for all parcels located within Section 14.

1.6 What is the Relationship of the Specific Plan to the General Plan and City Zoning?

1.6.1 Authority

State law authorizes local governments with certified general plans to prepare and adopt specific plans (Government Code 65450 et seq.). At a minimum, a specific plan must include “text and a diagram or diagrams which specify all of the following in detail:

- (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- (2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- (3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable [; and]
- (4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3)” (Government Code Section 65451(a)).

A specific plan must also “include a statement of the relationship of the specific plan to the general plan” (Government Code Section 65451(b)).

Unless otherwise noted, this Specific Plan replaces City General Plan Land Use and Zoning regulations within Section 14, including land uses permitted, the amount of development permitted, and standards for that development. Secondly, it defines the character and form of the development in Section 14 through a series of design guidelines. This Specific Plan

also serves as a supplement to other existing City regulations; however, where there is a conflict, zoning and other applicable City regulations must be amended to be consistent with this Specific Plan. In short, Specific Plan regulations supersede other City regulations. Where a topic is not specifically addressed by the Specific Plan, other City or Tribal regulations shall apply. However, the final decision on Indian Trust lands rests with the Tribal Council pursuant case law and the 1977 Land Use Contract.

1.6.2 Validity

If any section, subsection, sentence, clause, phrase, or portion of this Specific Plan is for any reason held to be invalid by decision of any court or competent jurisdiction, such decision shall not affect the validity of the remaining portion of the Specific Plan.

1.6.3 Applicability of the Specific Plan

The Section 14 Specific Plan shall be applied only to the area indicated in Figure 1-1. The Specific Plan boundaries and land use designations shall be shown on the "Official Zoning Map" of the City of Palm Springs.

1.6.4 References to the Zoning Ordinance

All references to the Zoning Ordinance in this Specific Plan mean the Palm Spring Zoning Ordinance (PSZO) 1294, as it may be amended from time to time. All such citations are incorporated into this Specific Plan by such reference.



CHAPTER 2

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CHAPTER 2 - EXISTING CONDITIONS AND KEY ISSUES

This Chapter describes existing physical conditions, reviews the regulations and plans that have previously governed growth in Section 14, outlines the issues, opportunities, and constraints influencing development in the area, and summarizes current market conditions and development potential. It is also intended to help acquaint the reader with Section 14 and provide a context and understanding of how the Specific Plan and its vision evolved.

2.1 Existing Conditions

2.1.1 Existing Land Use

Located in the heart of Palm Springs, just outside the commercial shopping and entertainment district of downtown, Section 14 presents a patchwork landscape of developed and undeveloped property. Surrounded by one of the most active and established areas of Palm Springs, Section 14 contains over 123 acres of vacant land. Existing development provides the area with a varied and appealing array of land uses. As shown in Figure 2-1, these include a mix of hotel, retail, office, restaurant, residential, open space, and institutional land uses. In 2013, Section 14 possessed approximately 1,000,000 square feet of commercial office and retail development, 1,600 hotel rooms, and 3,326 residential dwelling units.

Most commercial development in Section 14 focuses along Tahquitz Canyon Way and Indian Canyon Drive, with some scattered businesses located along Sunrise Way. The majority of hotels in Section 14 are located on Tahquitz Canyon Way, as are smaller-scale retail businesses, restaurants, general and professional office buildings, and a small cineplex. Indian Canyon Drive is characterized by a mix of restaurants, convenience services, and retail stores. Interspersed with the retail businesses are many of the remaining hotels of Section 14. Other prominent attractions include the Spa Resort Casino and Palm Springs Convention Center which are located off Amado Road.

Housing is the most prominent use in Section 14. Most residential development is multiple-family, both condominiums and apartments, built to a density of between about 6 to 30 units per acre. One single-family home remains in a small subdivision off Alejo Road between Calle Encillia and Calle El Segundo, and a new gated single-family development has been constructed at the southeast corner of Avendia Caballeros and Alejo Road


Adjacent to Section 14 lies the historic shopping core of Palm Springs that has served visitors in the desert region for decades. Restaurants, boutiques, art galleries, clothing stores, hotels, and theaters characterize this pedestrian-oriented district. Surrounding the remainder of Section 14 are a variety of single- and multi-family residences, various small commercial uses, and a public park.

2.1.2 Parcel Ownership and Lease Status

Unusual land ownership patterns have resulted within Section 14 due to the unique history and regulations that affect Indian reservations. At the time of its formation in 1876, all Reservation land, including Section 14, was Tribally owned. Today, three different types of land ownership status characterize Section 14. These include Tribal, Allotted, and Fee lands, as described below and shown on Figure 2-2.

- *Tribal* lands consist of the Tribal Cemetery, Spa Hotel, Spa Resort Casino, Village Traditions residential development, the parking lots on Calle Encilia between Andreas and Alejo Roads, several vacant parcels along Tahquitz Canyon Way, Indian Canyon Drive and Alejo Road, and the U.S. Post Office which is subject to a ground lease between the Tribe and the Federal Government. The Tribe is responsible for the management of these lands.
- *Allotted* Trust parcels include those that were apportioned to individual Members of the Agua Caliente Band of Cahuilla Indians as part of the Equalization Act of 1959. This Congressionally approved program permitted the allotment of the Reservation under






<ul style="list-style-type: none"> HR - Residential High 21-30 du/ac MR - Residential Medium 15 du/ac MBR - Residential Medium-Buffer 8 du/ac SFR - Residential Single Family RA - Resort Attraction REO - Retail/Entertainment/Office NC - Neighborhood Commercial LSC - Local Serving Commercial 	<ul style="list-style-type: none"> P - Public NSP - Neighborhood/ Specialized Park CH - Church C - Cemetery W - Watercourse
--	--

FEE, 56A Allotment Number

17 Residential Density, du/ac

***** Non-Conforming Use



0 250 500 1,000
Feet

Figure 2 - 1

Existing Land Use

a system that sought to equalize the value of land that each Tribal Member received. Under the program, each Member of the Tribe over 18 years of age was allotted a piece of the Reservation. In addition, because of Section 14's adjacency to downtown Palm Springs and, therefore, its higher value, each Member of the Tribe also received an allotment within Section 14.

Although the Allotted parcels were originally granted to single individuals, today a number of Allottees may control a single parcel, children having inherited shares of the parcel from a parent. Additionally, although all Tribal Members received an allotment of land 40 years ago, today there are more Tribal Members without allotted land than members with allotments. The land status of Allotted parcels includes:

- *Allotted and Leased* parcels are those owned by individual Allottees, but have been leased on a long-term basis to other entities. For example, the Palm Springs Convention Center and Renaissance Hotel are located on Allotted Trust parcels under a unitized or master lease, where various Allottees have joined together to establish a single lease and share the income.
- *Allotted and Not Leased* parcels are those that have been retained by individual Allottees and are generally undeveloped.
- *Fee parcels* are those that were allotted to a Tribal Member, but have since been sold out of Trust to another entity.

2.1.3 Urban Fabric and Character

Section 14 is a partially developed and visually fragmented area possessing a varied design character and quality. The fragmentation stems from an environment characterized by developed and undeveloped land, large- and small-scale buildings, and the weakly defined relationships between them.

Tahquitz Canyon Way is the most visible and prominent place within Section 14, characterized by spectacular views of the San Jacinto Mountains, stately landscaping, and large-scale structures. The sense of place at the pedestrian level, however, is less pronounced (see photo characterization in Figure 2-3). The many hotels along the street are large-scale, but express a relatively diminished presence on the street due to their large setback and orientation away from the street. Some older, more traditional retail/office buildings on the south side of Tahquitz Canyon Way create a stronger street presence. The Tribal Cemetery, set amongst the visual open space of the surrounding vacant land, is one of the few places with a relatively strong presence on the street formed by an attractive wall and desert landscaping.

Indian Canyon Drive, a moderate-speed, one-way corridor, presents an inconsistent visual appearance along its length. Much of the development along it is aging, small-scale, one- to two-story structures, some of which are built oriented to the sidewalk similar to development on Palm Canyon Drive. But this development is interrupted repeatedly by parking lots, parking lot access, and vacant lots. Further diminishing the quality of this street is its expansive width, and the "backside" character of development on its west side created by parking lots and the backs of buildings on Palm Canyon Drive.

Residential development defines the character of most of the remaining interior streets. The residential uses largely consist of inwardly oriented complexes of one- to three-story buildings. These walled residential developments are lushly landscaped, and generally well designed and maintained. They frequently incorporate pools, tennis courts, and other special amenities, as well as internal circulation systems.

Building Height. Within Section 14, most buildings stand to a height of one- to two-stories, creating a low and consistent visual character. The hotels and some residential developments reach heights of between three- and five-stories, creating one of the most densely developed areas in the City. These exceptions to height, however, do little to alter the generally low-lying environment of the area.

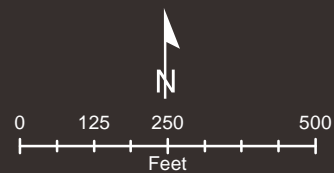


Figure 2 - 3
Tahquitz Canyon Way Urban Character

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Cultural and Open Space Resources. Cultural and open space resources within Section 14 include the Tribal Cemetery, Baristo Park, and the Tennis Center, which vary in use, aesthetic character, and community importance. The Tribal Cemetery is one of the reserves of land set aside as Tribal land in 1959. Although historically different peoples have been buried there, today only Tribal Members and their spouses can be interred, giving it a significant place in the culture of the community. Baristo Park is a neighborhood park that provides passive spaces as well as recreational resources, such as playground equipment and basketball courts. The Tennis Center offers nine tennis courts.

View Corridors. The view of the majestic San Jacinto Mountains constitutes one of the most defining and striking features of Section 14. The mountains are visible throughout Section 14 when looking west and southwest, creating a monumental backdrop for the area. With its wide roadway and stately, palm tree-lined median, Tahquitz Canyon Way offers the most stunning view corridor of the mountains. Other east-west streets also offer similar, although less embellished views. Retaining these views of the mountains will help to enhance the quality of the environment and experience in Section 14.

Pedestrian Linkages and Corridors. Existing pedestrian linkages in Section 14 are relatively weak, not yet having achieved their full potential for connecting points of activity. Tahquitz Canyon Way is a natural primary link between downtown and Section 14, as are Andreas Road and Arenas Road to lesser degrees. The absence of consistent and intimate landscaping and pedestrian amenities (seating, lights), and the scale and character of adjacent buildings diminish the pedestrian appeal of these streets. Similarly, there is no clearly established pedestrian route connecting such active and compatible sites as the hotels and the Convention Center. Enhancing the linkages within Section 14 will help to mutually support activities by bringing these places within easier reach of visitors.

2.1.4 Circulation and Streetscape

The circulation system within Section 14, which serves automobiles, public transit, and bicycles, is a rectilinear grid of wide streets. Major thoroughfares, including Indian Canyon Drive, Ramon Road, and Sunrise Way, form the area's boundaries, and Tahquitz Canyon Way, another major thoroughfare, provides east-west access through the middle of Section 14.

In addition to providing access, the streets in Section 14 play a significant part in creating the area's image and establishing a first impression. Most streets in Section 14 appear extremely wide for the amount of traffic they carry, and these widths yield expanses of heat-generating asphalt. Adjacent to parcels where development has not occurred, the roads often have not been widened or improved with curbs and sidewalks, creating a haphazard and poorly maintained appearance. In some locations, the abrupt changes in street widths may generate roadway hazards and confusion.

Tahquitz Canyon Way is the most prominent roadway within Section 14, which runs from downtown to the Palm Springs International Airport. Throughout its length within Section 14, the four-lane, two-way roadway is embellished with a landscaped median, that includes stately *Washingtonia robusta* palm trees surrounded by prominent hardscape features, boulders, and lush indigenous landscaping. The stately trees, which also flank the sides of the street between Avenida Caballeros and downtown, create a sense of grandeur about this route. A large statue titled "Agua Caliente Women" located at the street's intersection with Indian Canyon Drive emphasizes the importance of this entrance into Section 14.

Despite the concentration of activity in the area around Section 14, traffic travels very freely. In most communities peak traffic occurs in the morning and evenings during commute hours, and based on data from the City of Palm Springs' 2007 General Plan Update Traffic Analysis, all measured roadways in Section 14 operate at Level of Service (LOS) A, which is considered excellent.

2.1.5 Parking

Although residents and visitors to downtown Palm Springs frequently feel that parking availability is a problem, adjacent Section 14 generally has a plentiful supply. Similar to Palm Canyon Drive, the tightest parking situation occurs on Indian Canyon Drive, which is characterized by older, small-scale retail businesses. Much of the parking lot space serving newer developments appears to be underutilized. On-street parking also is readily available and unrestricted in most locations.

During special events, such as film festivals and conventions where participants drive in from nearby locations, parking availability may be strained. The Convention Center makes the adjacent vacant lots to the east, across Avenida Caballeros, available during these temporary peak periods to provide additional space. Also, the parking structure at The Courtyard is used by special events attendees as a central parking location. Although parking supply for normal demand may be adequate or even in excess within Section 14, temporary rises in parking demand created by special events will need to be considered, especially as the area develops and vacant land becomes less available. Figure 2-4 highlights the properties used for parking by the Convention Center.

2.1.6 Utilities

Water. Water for Section 14 is currently provided by the Desert Water Agency (DWA). The Coachella Valley is fortunate to have ground water available to provide a source of domestic supply to its many users. The DWA service area, including Section 14, is located within the Palm Springs Sub-area of the Whitewater River ground water sub-basin, and DWA operates numerous wells to extract water from this source. Additional water supply is contracted through the Metropolitan Water District and the State Water Project.

Water facilities in Section 14 are adequate and supply is sufficient to serve the area. Section 14 is currently networked with a series of pipe distribution grids varying in diameters from 6 inches to 16 inches. Gaps in this system exist at five locations in Section 14. The DWA's

future General Plan improvements are intended to fill the gaps, as well as up-size pipe diameters to improve the efficiency in the delivery of water.

Sewer. Sewer service for Section 14 is provided by the City of Palm Springs. The City operates a 10.9 million gallons per day (MGD) sewage treatment plant that treats influent to the secondary level. The City's facility is currently operating at annual average rate of 5.696 MGD, well below its capacity. Assuming a conservative projected future City growth rate of 1,000 people per year, the 10.9 MGD capacity will not be exceeded for over 20 years.

The City sewer system is comprised of vitrified clay and plastic truss pipes ranging in diameters from 6 inches to 42 inches, parts of which were constructed as early as 1941. Sewers within Section 14 vary in diameter from 8 inches to 24 inches. Sewer conveyance through the Section is generally southeasterly, with the large diameter collectors located in the east-west streets.

The sewage conveyance system adequately services existing development within Section 14. The City of Palm Springs' Sewer Master Plan (2009) identifies the Indian Canyon 12-inch collector sewer as being deficient to convey the ultimate General Plan build-out flow. This collector line should be up-sized to 15 inches prior to new development in the southwest quarter of Section 14. New development should be well serviced by the remaining existing trunk sewer facilities with new collector lines extended where required to service the new growth. In addition, any new development will pay the applicable connection fees and any up-sizing required; future users will pay the user fees.

Drainage. Drainage relief for Section 14 is provided by the Palm Springs Master Drainage Plan and the Riverside County Flood Control and Water Conservation District. The study area lies within the level valley floor portion of the Coachella Valley and is comprised of an alluvial fan. Drainage is primarily generated by the San Jacinto Mountains to the west, where storm water flows through the Tachevah and Tahquitz Canyons into retention/debris basins constructed on the valley floor at the terminus of both canyons. Basin overflow is collected

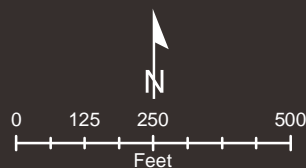


Figure 2 - 4
Convention Center Parking

in the Tachevah outlet and Line 15 storm drains, and conveyed into Section 14 to the Baristo Channel, through to Tahquitz Creek, Palm Canyon Channel and ultimately to the Salton Sea.

The City's Master Plan of Drainage does not approach the level of design detail presented in Chapter 4 and Appendix A of this Specific Plan; however, it does establish design criteria and a development fee assessment. The City reviews all proposed storm drain improvement plans to assure compliance with its Master Drainage Plan, as well as assess the drainage fee as a condition of the tract/parcel map or other project approval.

Electric. Electric power for Section 14 is currently provided by Southern California Edison (SCE). SCE maintains major transmission lines in addition to their normal distribution lines through Section 14. These lines are predominantly underground; however, overhead lines occur above ground on Alejo Road and through easements approximately 300 feet west of and parallel to Sunrise Way, and in the northwest corner of Section 14 serving the remaining single-family home between Calle Encilia and Calle El Segundo.

2.2 Key Issues

Located in the heart of Palm Springs between the focal points of the downtown and the airport, Section 14 is a partially developed and visually fragmented area with, however, some significant assets: the Spa Resort Casino, Convention Center, and major hotels. The key to strengthening Section 14's attractiveness lies in its development as a cohesive environment of varied and lively recreational, shopping, commercial, and residential uses that capitalize on the nearby character and activities of the downtown, and that incorporates currently missing elements that will transform it into a memorable center and resort area. The following represent the key issues, opportunities, and constraints to the successful development of Section 14.

2.2.1 Image and Identity of Section 14

Visitors to the Palm Springs area come primarily for the relaxation, recreational activity, fine dining, shopping, and desert air. Section 14 attracts these visitors with over 1,600 hotel rooms,

a convention center, and a casino, as well as a sunny setting graced with stunning mountain views. Yet current visitor attractions and scenic desert elements have not realized Section 14's full potential as a vacation mecca.

Although directly adjacent to downtown, Section 14 is visually fragmented and only partially developed, weakly conveying any type of strong identity or sense of place. Within the area, there is a noticeable absence of visual and physical elements as well as activities that knit it together into a singular and memorable location. As well, Section 14 is missing a clear image of what the area is about and what it has to offer.

With a distinctive natural environment, culture, and history, Section 14 can more strongly communicate its identity by emphasizing its indigenous features, such as the geology, flora and faunas of the desert and the culture and heritage of the Tribe. Integration of these native themes into the activities and physical character of Section 14, including its building architecture and landscaping, can infuse the area with an attractive and rich identity.

Because piecemeal development has resulted in an environment that weakens the visual unity and cohesiveness that are needed to create a recognizable and attractive urban place, future growth will need to unify existing features through both design and use. A key to invigorating Section 14 will lie in the creation of bold, mixed-use projects that establish a strong visual image and foci of activity, and that knit together existing development into a unified place. Linking and clustering synergetic new attractions that catalyze compatible development, demand high quality and coherent architecture, and draw upon the distinctive native features of the region will engender a rich environment that attracts a wide range of visitors.

2.2.2 Development Opportunities and Constraints

As reflected in the character of its existing development, the possibility for change in Section 14 is great. Certain sites are not likely to change dramatically within the next ten to twenty years, but other locations, in particular the many vacant and/or underutilized lots, are more

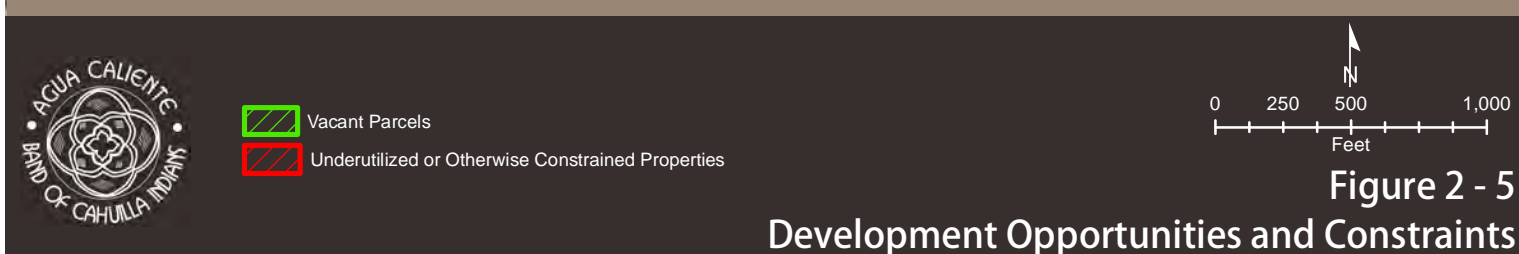
open to change. Investments in Section 14 have included hotels, the Spa Resort Casino, Convention Center, cultural and open space resources, and multiple-family residential developments. These places also are special assets upon which future activity can build.

Figure 2-5 identifies areas of development opportunities and constraints within Section 14 comprised of one or more of the following: vacant parcels, underutilized properties, older or poorly maintained structures that may or may not be functionally obsolete, and buildings experiencing high vacancies. These areas present key opportunities for investment and revitalization. Much of Indian Canyon Drive and portions of Tahquitz Canyon Way fall into a category of sites that would benefit from rehabilitation, infill development, or redevelopment.

The vacant land shown in Figure 2-5 clearly reflects the area with the most potential for quickly injecting new life into Section 14 on a large scale. Just over 20% of the 640 acres of land within Section 14, or 123 acres, is currently vacant. The vacant areas vary in size and location from single 2-acre parcels to large expanses of land located at highly visible locations. The most significant opportunity sites emerge where vacant parcels are contiguous and create large areas of available land. The size of these parcels is advantageous because it will allow flexibility in design and development options. As the major route through Section 14 and an attractive visual resource, the vacant areas along Tahquitz Canyon Way embody significant potential as a primary location for bold, mixed-use projects.

2.2.3 Ownership and Leases

The opportunity for facilitating change also hinges on the variable pattern of ownership and leasing in Section 14. Almost every individual parcel is controlled by a different owner or Allottee, and in some cases, by a group of Allottees. This configuration inhibits consolidation of parcels into large land holdings which in turn reduces development potential and feasibility as well as the likelihood of coordinated development. Where vacant areas are controlled by a limited number of Allottees, heirs, or owners, change may proceed more quickly compared to parcels that will require consensus on decisions among a number of parties. Similarly, in addition to



Development Opportunities and Constraints

an Allottee, some parcels, including vacant sites, currently are under lease agreements with additional parties. These leases may also limit how and when change can proceed.

Expiration of existing leases is a tricky situation that also may hinder change. As long-term leases approach to within 30 to 40 years of their expiration date, banks hesitate to provide financing for new construction, rehabilitation or even upkeep of properties. As a result, properties under these conditions may begin to appear shabby since the lessee has limited access to funding for revitalization.

2.2.4 Changing Market Forces

Economic & Planning Systems, Inc. (EPS) conducted a market and fiscal analysis for Section 14 and concluded that future residents and visitors will be attracted to Palm Springs and Section 14's hotel, retail, and residential offerings. The report prepared by EPS, which is included as Appendix B, identified that the concerts and festivals in the region, along with the future revitalization of downtown with expanding retail and hotel amenities, and Palm Springs' growing reputation as a fashionable destination will help support demand for new development in Section 14. The Report specifically found that demand for residential land over the next 20 years will likely consume all residentially-zoned land in Section 14, especially considering the continued growth in demand for single-family attached, townhouse, and small-lot single-family detached products at densities well below what is currently permitted. Conversely, projected demand for retail, office, entertainment, and hotel uses over the next 20 years will fall short of the available supply of commercially-zoned land in Section 14.

2.2.5 Revitalization of Existing Uses

Portions of Section 14 would better contribute to its ambiance and overall image with a revitalized appearance. Many buildings on Indian Canyon Drive, a highly visible and well-traveled arterial, are aging, and in some cases are experiencing unusually high vacancies. These buildings, in combination with a weak streetscape character, create a lackluster image of Section 14. Retaining and enhancing existing buildings and constructing new buildings on

infill sites could reinvigorate the street, especially in combination with public right-of-way improvements. Opportunities for revitalization also exist on the south side of Tahquitz Canyon Way in the mixed retail-office buildings located near Indian Canyon Drive. Remodeling these structures, which are located at a key entrance to Section 14, could help to recharge this corridor with pedestrian activity and business.

2.2.6 Pedestrian Linkages, Bikeways, and Transit

Pedestrian linkages, bikeways and transit will help knit together existing and future foci of activity in Section 14. In addition to bringing attractions "closer" by easing access between them, these elements can enhance the vitality and appeal of the whole area and create a market for new business. The distance between downtown Palm Springs and the intersection of Tahquitz Canyon Way and Avenida Caballeros, the center of Section 14, is one-half mile, which is considered a reasonable distance for pedestrian travel.

Within Section 14, opportunities for connecting places with pedestrian linkages exist along Andreas Road, from the downtown shopping/entertainment district through to the Convention Center and Renaissance Hotel. Similar linkages could be considered at Arenas Road, Tahquitz Canyon Way, and Calle Encilia. Creating these linkages would suggest the need to enhance the uses, building design, and streetscape character along these routes. Improving the more far-reaching trail and bikeway networks that connect Section 14 to other parts of the City would not only help reduce future roadway traffic, but also serve as additional recreational facilities and scenic attractions, luring tourists and local residents to Section 14.

A rubber-tire shuttle or other transit options might also reduce dependency on private automobiles and address the constraints raised by certain walking distances within Section 14. Transit would be an option for visitors to shuttle them between the hotels, Convention Center, Spa Resort Casino, downtown, and any future attractions within the area.

2.2.7 Vehicular Circulation and Parking

The street system in Section 14 provides access throughout the area, and also plays a role in defining its image and identity. The existing system is both very prominent due to the size of the streets and monotonous as a result of its grid organization. To optimize the use of land, certain streets could be narrowed or closed. The wide streets, in addition to contributing too much asphalt to the landscape, encourage higher-speed traffic that is less likely or able to slow down and stop at existing and future business activity. Narrowing streets would also be an option for reducing speeds and potentially encouraging pedestrian activity.

A crucial issue regarding circulation is the treatment of Indian Canyon Drive, which operates as the northbound route of a one-way couplet with Palm Canyon Drive, the primary shopping street of downtown. Indian Canyon Drive carries four lanes northbound and Palm Canyon carries three lanes southbound. Indian Canyon Drive is perceived by business owners as a street that visitors only use as an egress out of town. As a result, visitors to Palm Canyon Drive rarely stop on Indian Canyon Drive. Alternative street designs for Indian Canyon Drive are discussed in Chapter 5.

2.2.8 Design Quality and Amenities

To realize a place that is fitting for up-scale business and clientele, yet comfortable for all will necessitate improvements to the quality of Section 14's physical environment. Focused attention to the quality of building design and public improvements and amenities will help to enhance the appeal of Section 14 to visitors, residents, and businesses. The development standards and guidelines provided in this Specific Plan will give developers a framework for designing projects that are consistent with the sought-after ambiance for the area and compatible with its setting. Seeking to achieve designs that draw from the region's architectural heritage and natural environment, guideline options include continuing the early tradition of Spanish Colonial Revival styles, or emphasizing elements from the area's rich collection of modern and futuristic building designs by such notable architects as Richard Neutra, John Lautner, and Albert Frey.

Related to building design quality is the need to improve the quality of the public environment that exists between structures. Features that would achieve beneficial changes include trees and landscaping, decorative paving, pedestrian-scale lighting, banners, distinctive signage, and public art, as well as special amenities, such as seating, newspaper racks, and sun shelters. Larger-scale open space amenities, including parks, plazas, bikeways, and pedestrian trails, also are potential alternatives for enhancing the overall visual and physical environment of Section 14. Palm Springs' dual images as an arid desert and verdant oasis, as well as its Indian heritage could all be emphasized and integrated into the design character of these public places.

2.2.9 Intensity of Development

One of the appeals of Palm Springs and the desert region rests with its low-scale, low-intensity building environment that fits with the wide-open space of the desert and grants spectacular views of the mountains. It is vital to balance the need for a critical mass of activity and highest and best use of property, with the demand for an attractive environment that preserves views and retains the flavor of the desert. To attract visitor demand, development in Section 14 must be careful not to diminish the very qualities that visitors seek to enjoy. Yet, Section 14 should also distinguish itself in image and identity from the village atmosphere of downtown Palm Springs. Intensifying development in focused clusters will proceed to generate a concentration of activity as well as visual landmarks, while potentially permitting lower development intensities elsewhere in Section 14.

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CHAPTER 3

Vision and Development Strategy

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CHAPTER 3 - VISION AND DEVELOPMENT STRATEGY

To achieve the stated objectives of this Specific Plan, a broad vision for Section 14 was adopted. This vision was derived from an evaluation of existing physical, policy, and market conditions, and an analysis of the area's potential. As well as describing the overall vision for Section 14's future, this Chapter outlines a series of crucial, action-oriented development strategies to be pursued by the Tribe and the City to achieve it.

3.1 Vision

In order for Section 14 to play a key role in energizing downtown Palm Springs, it must have a vital, impressive image and new, expanded and revitalized uses that appeal to a wide range of age groups of tourists and permanent residents. To accomplish this, the Specific Plan's overall vision for Section 14 emphasizes the following:

- Section 14 should be a unique and cohesive district with its own identity, which is separate but linked to downtown Palm Springs;
- The entire Section should be seen as a high-quality and integrated destination resort and living environment;
- The character of Section 14 should reflect both the desert and oasis environment, and should emphasize the area's Indian heritage and culture; and
- Section 14's assets, such as its mountain views and existing hotels, casino, and convention center, along with new attractions, should serve as the basis for a lively and visually exciting place.

The Specific Plan's vision for Section 14 is that of a bold and lively place providing fun and excitement for visitors, locals, and residents. The Specific Plan links Section 14 to downtown Palm Springs and envisions it being an active resort area for people of all ages. Similar to a private resort complex but on a larger and more open scale, Section 14 will offer features such as accommodations, dining, recreational activities, and places for relaxation.

To further promote the sense that all of Section 14 is a resort, the Specific Plan emphasizes use of alternative transportation modes within the area to give visitors a vacation from their automobile. Options such as walking and cycling will be encouraged by a network of walkways and bikeways that are integrated into the existing street grid and link up major attractions. An abundance of green and flowering drought-tolerant desert landscaping, colorful shade trees, water elements, meandering sidewalks, and shade features, such as awnings, cantilevered overhangs, or trellises along these pathways will attract both recreational and destination-oriented pedestrians and cyclists. A rubber-tire shuttle linking the airport, Section 14, and the downtown village, with stops at major hotels and attractions, will directly connect Section 14 to the region and the nation via the airport, as well as transport visitors and residents around Section 14.

Tahquitz Canyon Way, with its spectacular views of the San Jacinto Mountains, stately landscaped median, and direct linkage between downtown and the airport, will be the "Grand Boulevard" of Section 14. The shuttle, bikeway, and pedestrian features, such as textured paving reflective of Indian symbols, canopy trees, street lights, benches, banners, and the Indian Culture and Art Walk will draw human activity to Tahquitz Canyon Way. The Indian Culture and Art Walk will transform the street itself into a "guide book" visitor destination characterized by art works and Indian culture interpretive exhibits along its length. The landscaping and building design will evoke the sense of the lush canyon oases for which Palm Springs is known with flowing water elements, groupings of boulders, pools and desert gardens.

The resort, attraction, entertainment, and retail activities in Section 14 will primarily unfold on Tahquitz Canyon Way. Small-scale, one- to two-story buildings with shopping and outdoor dining to attract pedestrians will be common on Tahquitz Canyon Way, but will be offset by large-scale, intensive, mixed-use complexes offering a myriad of visitor activities. The Specific Plan envisions these complexes as destinations that inject a strong sense of place into Section 14 and that function as a nucleus of activity to which visitors are lured.

In addition to new development, revitalizing existing structures would also contribute to a new and invigorated environment in Section 14. At a minimum, modifications to existing building facades that up-date their architecture, add variety, and create a more pedestrian-friendly character will be important contributions to a livelier Section 14.

A healthy variety of residential use types, for both renters and owners, will characterize the remainder of Section 14. In addition to the traditional second-home market, future residential development in Section 14 will attract permanent residents, including seniors, who will be served by the expanded services provided in the area. To facilitate travel within Section 14 to nearby commercial activity, most residential development will be connected by an enhanced walkway/bikeway network that leads to the streets with commercial activity.

3.2 Strategy for Achieving the Vision

A concerted effort on the part of the Agua Caliente Band of Cahuilla Indians, Section 14 land owners, and the City of Palm Springs will be necessary to attain the kind of place envisioned by this Specific Plan. The necessary steps toward Section 14 realizing this vision include:

- Alteration of the land-use mix;
- Incentives for revitalizing existing uses and encouraging new development;
- Improving the pedestrian, biking and shuttle network;
- Physical streetscape improvements;
- Streamlining the development process; and
- Implementing and enforcing design standards and guidelines.

Key strategies for implementation of the vision include the following:

- *Adopt design standards and guidelines* in the Specific Plan to eliminate development uncertainties and ensure high-quality future development.

- *Capitalize on the area's close proximity to the airport and downtown* by creating and marketing a walking, bicycling and transit-friendly environment that complements an attractive vehicular circulation system (see Figure 3-1).
- *Concentrate on the development of more attractions for both tourists and permanent residents* to strengthen the market for hotels and other existing investments, and to encourage new development.
- *Promote and provide incentives for "critical mass" projects with a mix of uses* to establish a bold, new visual environment and a strong sense of place in Section 14, and to encourage other investments.
- *Encourage new uses for which there is a market* (restaurant row, specialty retail, etc.) to locate in the most advantageous locations to ensure success and to stimulate other development.
- *Encourage year-round uses* that support and enhance existing uses and serve resort visitors and permanent residents.
- *Encourage expenditures by the City and the Tribe* to improve the local streetscape and public infrastructure, and by private property owners to improve facades, rehabilitate existing uses, and redevelop underutilized properties.
- *Remove perceived regulatory impediments to development on Indian Land.*
- *Recognize that Section 14 and downtown, though distinct, must be strongly linked,* and must effectively compete in the region together to be successful. The Tribe and the City must aggressively pursue opportunities for new, large-scale resort-shopping-entertainment development on Section 14's vacant sites, while also pursuing the revitalization/redevelopment of existing developed sites in Section 14 and downtown.

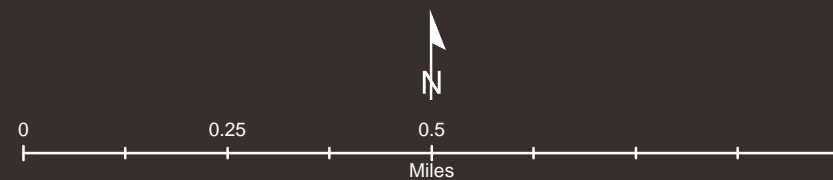
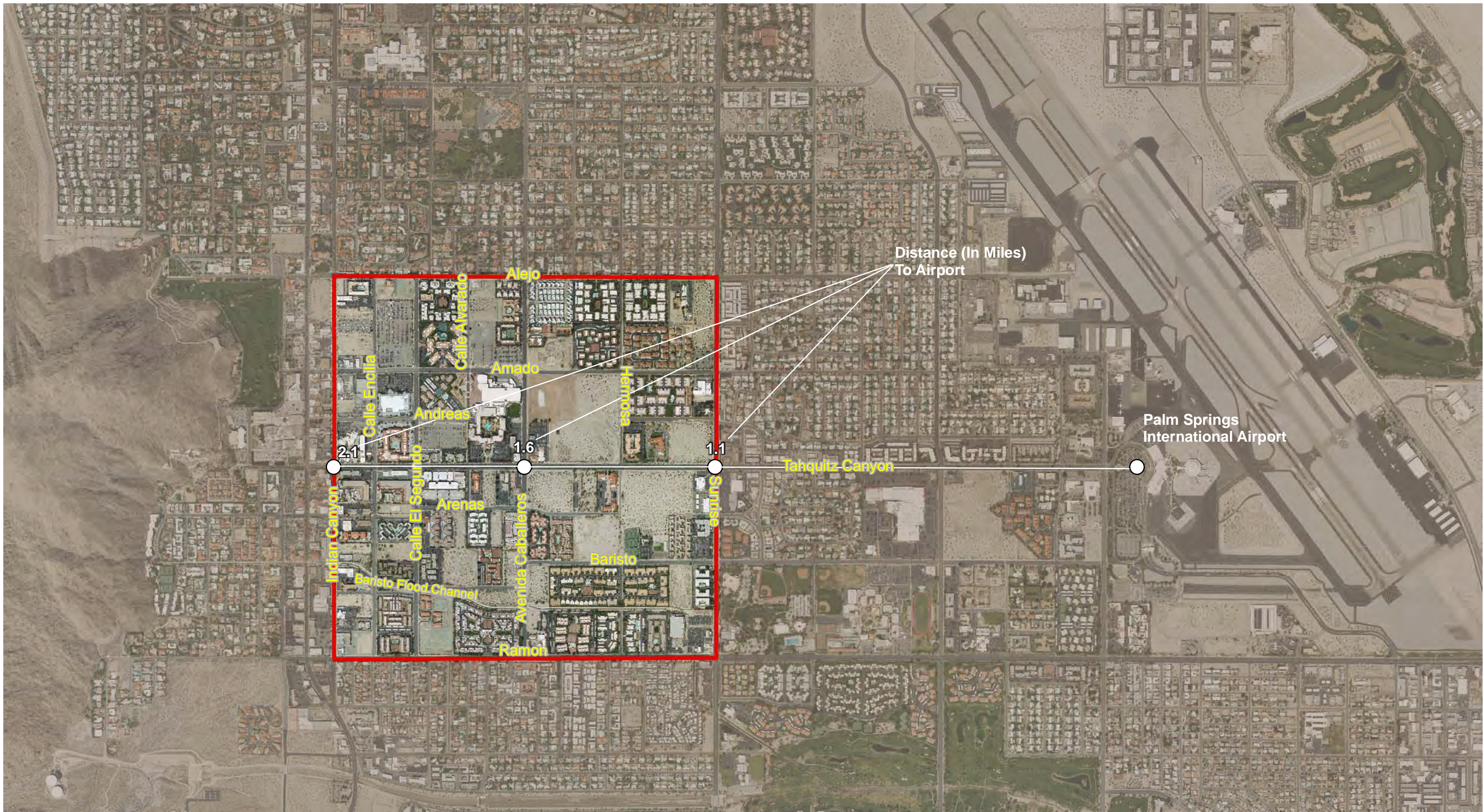


Figure 3 - 1
Distances from Section 14 to Palm Springs Airport

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CHAPTER 4

Features of the Specific Plan

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CHAPTER 4 - FEATURES OF THE SPECIFIC PLAN

This Specific Plan emerged from a comprehensive analysis of Section 14's natural environment, man-made improvements, market conditions, and the objectives of the Agua Caliente Band of Cahuilla Indians and the City of Palm Springs. While the Vision describes the ideal character of development in Section 14, this Chapter specifically describes the features of the Specific Plan that will guide future growth. It presents the Land Use Plan for Section 14 and describes the overall character of land use, design, streetscaping, and circulation promoted by the Specific Plan. Specific development, design, and streetscape standards and guidelines are presented in the following chapters which are derived from the broader concepts presented in this Chapter.

This Chapter discusses the following:

- Land Use
- Consolidated Projects
- Pedestrian/Bikeway/Shuttle Network and Open Space System
- Urban Design and Streetscape Concept
- Infrastructure Plan

Due to the interrelationship of these elements, there is no one feature that dominates the Specific Plan. Instead, the combination of these multiple components will contribute to a welding of scale, treatments, and visual experiences.

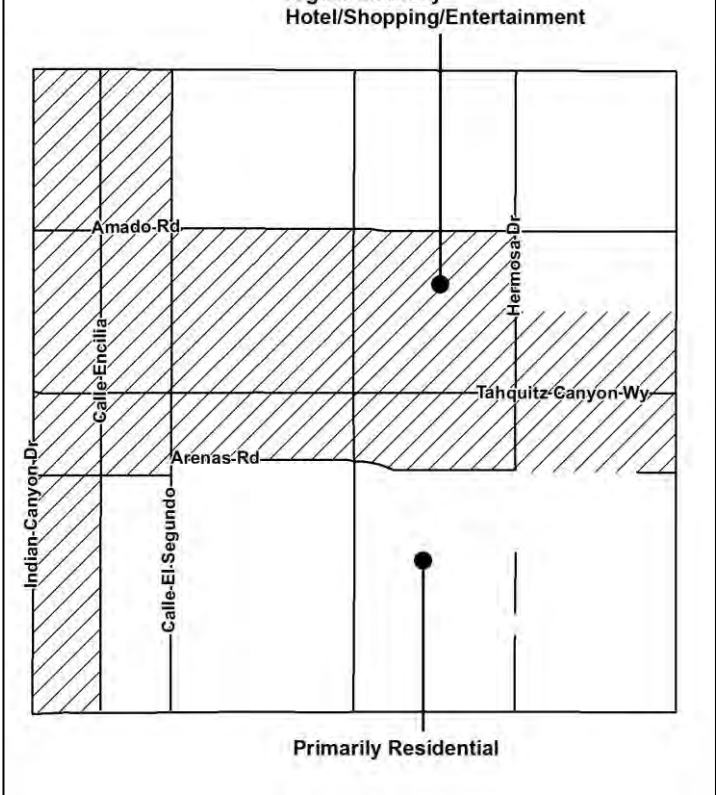
4.1 Land Use

4.1.1 Land Use Concept

A Dynamic Visitor Destination and Peaceful Living Environment. The Specific Plan promotes a vision of Section 14 as an active destination resort, living, and entertainment area that serves all ages of visitors and residents. Today, a variety of land uses characterize Section

14 and the Specific Plan seeks to emphasize and to focus these land uses by building on their character and location to create a cohesive and memorable place.

Resort, Shopping & Entertainment District. Section 14's collection of existing visitor attractions, such as the hotels, casino, and convention center would be expanded into a lively, large-scale resort district. Within the Resort, Shopping & Entertainment District, the Specific Plan would:

- Emphasize the importance of Section 14 as a commercial and visitor center, and the focus of varied, large-scale attractions for all of Palm Springs.
 - Encourage a myriad of commercial recreation activities, as well as additional hotels.
 - Emphasize entertainment attractions focused on the changing demographics of local residents and visitors to the City.
- 
- Integrate a mixture of fun and exciting retail, restaurant, entertainment, and office uses designed with a scale, character, and orientation that creates a strong and attractive pedestrian place, such as:
 - theme restaurants and specialty shopping;
 - sports and entertainment retail;

- sports bars; and
 - new, cutting-edge attractions, such as live entertainment and outdoor food markets.
- Concentrate this district along Tahquitz Canyon Way, between Amado to Arenas Roads, and along Indian Canyon Drive.
- Transform Tahquitz Canyon Way and Indian Canyon Drive into the main activity spines of the Resort, Shopping & Entertainment District.

Local Serving Commercial District. Along Arenas Road and south on Indian Canyon Drive are a number of small stores and older business establishments, such as appliance shops, second-hand stores, and small restaurants. The moderate traffic speed on Indian Canyon Drive and the varied physical character of existing development make an emphasis on pedestrian-oriented design and uses feasible for this district. Within the Local Serving Commercial District, the Specific Plan would:

- Permit the ongoing growth of this area as a small-scale, local-serving commercial district.
- Continue to support restaurants, antique/second-hand shops, and convenience retail.
- Encourage development that is designed to be comfortable and attractive to pedestrians, yet facilitate access by automobiles.
- Incentivize the consolidation and redevelopment of parcels for large-scale development consistent with the land use concept for the Resort, Shopping & Entertainment District.

Residential. Residential development in Section 14 today consists of beautifully landscaped developments that integrate outdoor amenities, such as pools or tennis courts. Most of the

remaining land in Section 14 would be dedicated to residential land uses. Within the residential neighborhoods, the Specific Plan would:

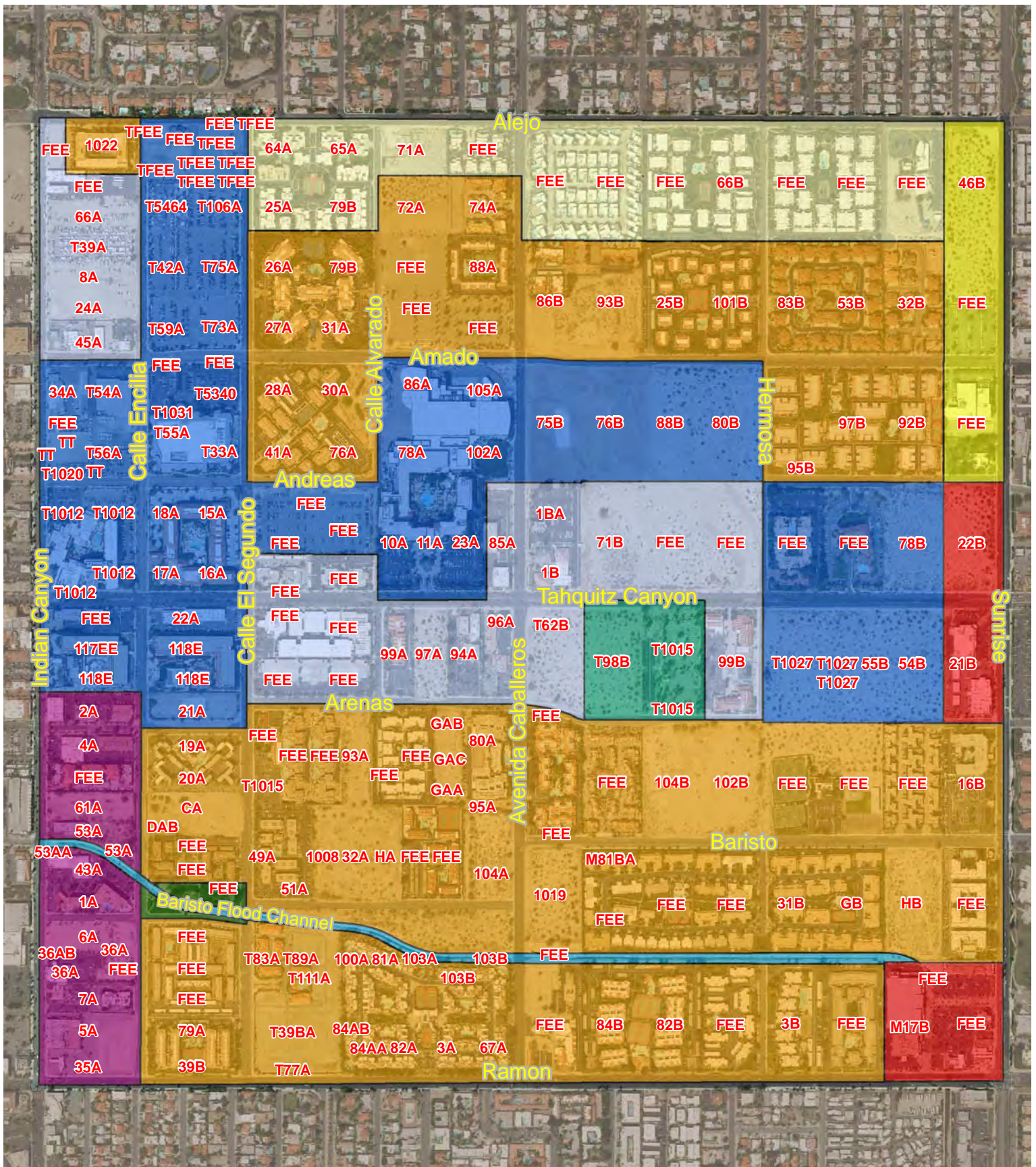
- Support high and moderate-density residential development, including market-rate congregate care facilities and primary residences, in addition to traditional second homes.
- Allow lower-intensity resort units designed with a similar character as the surrounding residential development.
- Encourage medium density residential development along Alejo Road and Sunrise Way north of Amado Road as a buffer to neighboring lower intensity housing development.
- Permit further residential development that offers housing in a private and quiet setting, emphasizing open spaces and a building scale that creates an intimate setting.

4.1.2 Land Use Plan

Based on the Vision, Development Strategy, and Land-Use Concept that were laid out in the preceding Chapters, Figure 4-1 (*Land Use Plan*) illustrates how this Specific Plan designates land use within Section 14. The Specific Plan's land use designations, which are further defined in Chapter 6, include the following:

Specialty Retail-Entertainment-Office (REO) - This designation allows for the integration and concentration of large-scale specialty retail, restaurant, entertainment and office development along portions of Tahquitz Canyon Way and Indian Canyon Drive and emphasizes a pedestrian-transit focus.

Resort-Attraction (RA) - This designation allows for large-scale resort hotel complexes, hotels, and major commercial recreation attractions integrated with retail and entertainment facilities.



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Figure 4 - 1

Land Use Plan

Local Serving Commercial (LSC) - This designation allows for smaller-scale retail and service activities, and emphasizes varied uses that will serve the needs of residents and visitors in a pedestrian-attractive environment.

Neighborhood Commercial (NC) - This designation allows for neighborhood convenience commercial uses that serve the daily needs of local residents in a complex or center that is primarily accessed by automobile.

High Density Residential (HR) - This designation encourages multiple-family residential development up to 30 dwelling units per acre, and allows hotel uses in a private and exclusive setting.

Medium Density Residential (MR) - This designation allows for multiple-family development of up to 15 dwelling units per acre

Medium Density Residential Buffer (MBR) - This designation allows for multiple-family development of up to 8 dwelling units per acre, designed to create a buffer between the higher density development in Section 14 and the estate homes north of Alejo Road.

Cemetery (C) - This designation allows for the protection and perpetuation of the Tribal cemetery as a cemetery and recognized cultural resource.

Table 4-1 summarizes the land use distribution and buildout density for the Section 14 Specific Plan. Based on the findings of the Market and Fiscal Analysis Report prepared by Economic & Planning Systems, Inc. for Section 14 (see Appendix B) and the objectives of the Specific Plan, full hotel/commercial buildout is not anticipated within the 20-year planning horizon. Market factors suggest that most new residential development would be built at an average density of below 10 dwelling units per acre, rather than the maximum 30 dwelling units per acre that is permitted under the High Density Residential designation; as a result, anticipated

growth of residential units within Section 14 over the next 20 years is expected to be well below the projected buildout number calculated in Table 4-1.

Table 4-1 Land Use Summary (Buildout)			
Land Use Designation	Gross Acres¹	Percent of Total Land	Development Potential²
Commercial	95.3	15.0%	1,377,169 Sq.Ft.
Retail-Entertainment-Office	56.9	8.9%	
Local Serving Commercial	22.0	3.5%	
Neighborhood Commercial	16.4	2.6%	
Resort Attraction	124.4	19.5%	2,867 Rooms
Residential	316.4	49.7%	5,504 Units
High Density Residential	259.2	40.7%	
Medium Density Residential	12.6	2.0%	
Medium Density Residential Buffer	44.6	7.0%	
Subtotal:	536.1	84.2%	
Other³	100.6	15.8%	
TOTAL	637.7	100.0%	
¹ All acreages are approximate and calculated based on data obtained from the Tribal Geospatial Information System Department. ² Data obtained from Tables 1 and 2 of the Market and Fiscal Analysis Report (see Appendix B). Development potential includes existing development and the future buildout of vacant land. ³ Cemetery, neighborhood park, watercourse, and roads.			

4.2 Consolidated Projects

Promoting Coordinated and Compatible Development

Consolidated projects are intended to encourage coordinated development on a number of parcels that have been consolidated into a larger site. The Specific Plan provides specific incentives to promote consolidated projects (see Section 6.5), such as increased density and

alternate zoning standards. Consolidated projects will permit greater flexibility in design and development options.

4.3 Pedestrian/Bikeway/Shuttle

Network and Open Space System

Multiple Options for Getting Around

A major ingredient of the Vision for Section 14 is the creation of an extensively landscaped pedestrian/bikeway/shuttle network that connects with the City of Palm Spring General Plan proposed bikeways. Generally following the established street grid, this network would connect resort uses and attractions, and help boost Section 14's image as a recreational resort. Visitors would have the option of arriving at their hotel from the airport by shuttle, and then partaking of the diverse attractions, shopping and entertainment venues in Section 14 and downtown via this network, without needing a car. Those who do travel to Section 14 by car would have the option of taking a pleasant stroll or a bicycle or golf cart ride on a tree-lined street to major attractions within the area instead of using their automobile. Unique bicycles such as beach cruisers, 3-wheel bicycles, and 4-wheel canopy-covered bicycles that could be made available through bicycle vendor operators are encouraged in the Specific Plan area.

The major features of the pedestrian/bikeway/shuttle network include:

- An airport-hotel-downtown (rubber tire) shuttle along Tahquitz Canyon Way with loops and stops at major attractions and hotels. A rubber tire, themed vehicle like trolleys found in Riverside is preferred over fixed rail. A rubber tire vehicle has the ability to make frequent stops and can have a flexible route.
- A pedestrian and bicycle system on all major arterials, along the flood control system and along key secondary arterials created with extensive landscape and streetscape features.

- With its landscaping and its linkages to existing parks and commercial attractions, the network constitutes a linear public park system and provides a focus for leisure-time activities and community services.

Just as important as the public open space system, are private open spaces planned within residential and resort developments. These private open spaces provide certain benefits not found in public parks:

- They are ideally suited to the recreation needs of the residents in individual developments and are more accessible.
- They are developed and maintained at private expense, at no cost to the public.
- They offset the need to provide cost- and labor-intensive public recreational facilities such as tennis courts, swimming pools, and other facilities.

4.4 Urban Design and Streetscape Concept

A Vibrant Reflection of the Desert

This Specific Plan seeks to give visitors and residents the sense that Section 14 is a destination to visit - a place with a distinct character, image, design, and feeling. It emphasizes the creation of a well-landscaped, multi-modal environment within the existing street and development framework of Section 14 which balances vehicular street capacity with spaces for pedestrians, bicycles, and transit. The key urban design and streetscape features of the Specific Plan include:

The transformation of the public right-of-way on Tahquitz Canyon Way into a dynamic recreation and cultural boulevard. Elements would include the following:

- Sites for public art work and Indian heritage interpretive exhibits along the pathway between Indian Canyon Drive and Sunrise Way.

- Canopy shade trees in a formal pattern introduced between existing *Washingtonia robusta* palms in the parkway to provide shade and a pedestrian scale. Where possible, these *Washingtonia robusta* palm trees are being replaced with *Washingtonia filifera* palm trees consistent with the landscaping requirements identified in Chapter 7.
- Sidewalks with pedestrian amenities, such as new pedestrian scale lighting, street furniture and banners.
- At several key locations, nodes landscaped with oasis plantings and features, such as water elements and boulders.
- Textured paving at major intersections and special lighting.
- Dramatic shared entrances for mixed-use projects or resorts, but with no parking fronting Tahquitz Canyon Way.
- High-rise buildings stepped in height to maximize views of the mountains.
- New and remodeled facades designed close to the street with pedestrian friendly features at the ground level, such as awnings, display windows, recessed entries from the sidewalk, and outdoor dining.

The addition of a distinctive landscape character to each of the other major arterials which respond to each street's function and adjacent land uses, as follows:

- Meandering sidewalks and jogging pathways framed by a variety of informally spaced canopy shade trees on Ramon and Alejo Roads, which are primarily residential.
- On Avenida Caballeros, meandering pathways and a Class I bikeway on the east side and a more urban character on the west near the Convention Center.
- Formally planted palm trees, shade trees, and pedestrian amenities on the more urban Indian Canyon Drive and partially developed Sunrise Way frontages.

Development of Andreas Road as a unique pedestrian connection between Palm Canyon Drive, the Spa Resort Casino, and the Convention Center.

To help define Section 14 as a unique district, with a distinct identity from downtown, gateways features would be located at the four corners of Section 14 and at the entrances on Tahquitz Canyon Way.

Courtyards and pedestrian nodes landscaped with both oasis and arid planting features, such as water elements, palms (*Washingtonian filifera*), rocks, pools, and desert gardens.

Residential development, primarily in heavily landscaped, walled developments, with options to allow units to face the street without a walled-in atmosphere.

An architectural emphasis on forms and colors that are reflective of and preserve the desert environment and provide indoor-outdoor spaces and activities. This would include a diversity of architectural themes, including designs in the spirit of the Spanish Colonial Revival, Moorish desert structures, and the bold, futuristic forms and materials found in the local examples of premier Modern architecture.

A marketing and directional signage program that identifies the entire Section as a distinct district with signs from Palm Canyon Drive and Ramon Road, directing visitors to its attractions.

4.5 Infrastructure Concept

Streets for People as well as Cars

To support future development, adequate infrastructure in the form of parking, street capacity, and utilities will need to be provided in Section 14. The Specific Plan seeks to provide adequate infrastructure with the desire to create an environment with multiple transportation options. The circulation classifications of the Specific Plan are summarized below and are discussed in detail in Chapter Five.

4.5.1 Parking and Circulation

Adequate parking primarily provided on site at each individual project or through on-street parking, and/or the potential for parking consolidated into shared lots or structures.

Use of Amado Road as the major access route to shared parking structures (future) serving the Convention Center, Spa Resort Casino, and resort areas.

Continuation of Indian Canyon Drive as a one-way northbound street (with the option to convert the roadway to a two-way street at some point in the future) the easternmost lane replaced by a dedicated Class II Bicycle Path.

Major Thoroughfare status for Indian Canyon Drive, Tahquitz Canyon Way, Sunrise Way and Ramon Road.

Special Secondary Thoroughfare status for Alejo Road, with a reduced street width and right of way; widening on both sides of the street, not entirely on Section 14 side in order to minimize taking of residential properties and landscaped image of Section 14.

Modified Secondary Thoroughfare status for Avenida Caballeros (100-foot right-of-way), Arenas Road, Amado Road, Baristo Road, Saturnino Road east of Calle El Segundo.

Collector Street status (80-foot right-of-way), Calle Encilia, Calle El Segundo; widen street pavement to 64 feet, rather than the General Plan standard of 40 feet.

Collector Street status for Hermosa Drive and Saturnino Road west of Calle El Segundo.

4.5.2 Utilities

Utility infrastructure within Section 14 is generally sufficient to meet current demands. The existing systems for water, sewage, and storm water, in combination with improvements already

planned by the Desert Water Agency and the City of Palm Springs, will need to be complemented by some additional modest improvements to adequately serve the anticipated demand associated with future Specific Plan development in Section 14. (See Appendix B for market development assumptions.) All other utility services can be provided with no further on-site improvements. Appendix A contains the technical background for the utilities analysis identifying recommended improvements.

Water

The Coachella Valley is fortunate to have ground water available to its residents, and while this water resource will be adequate to meet future water demand within Section 14 (a projected average daily demand of 1.36 million gallons per day (mgd)), commitment to the following on-site network improvement program will be necessary (also see Appendix A):

Pipe extensions and upsizing requirements should be reviewed on a project-by-project basis. Anticipated improvements will include the following:

- infill of 12" pipe on portions of Calle Encilia (south of Saturnino Road),
- infill of 12" pipe on portions of Tahquitz Canyon Way (Calle Encilia to Indian Canyon Drive; Avenida Caballeros to Sunrise Way),
- infill of 12" pipe on portions of Amado Road (east of Avenida Caballeros),
- infill of 12" pipe on portions of Alejo Road (Indian Canyon Drive to Avenida Caballeros).

Consistent with the DWA General Plan, add two 24-inch diameter water transmission lines in Indian Canyon Drive and Calle Encilia to convey larger quantities of water north of Section 14.

To meet future demand associated with the Specific Plan, the following would need to be added:

- 8" pipe between Arenas and Saturnino Roads mid-block between Avenida Caballeros and Calle El Segundo,
- 12" pipe between Avenida Caballeros and Hermosa Drive mid-block between Amado Road and Tahquitz Canyon Way,
- 8" pipe between Andreas Road and Tahquitz Canyon Way, west of Hermosa Drive,
- 8" pipe between Amado and Alejo Roads mid-block between Hermosa Drive and Sunrise Way.

All future water system improvements should follow the following development standards:

- Water facilities will be designed and constructed in accordance with the DWA standards and specifications, American Waterworks Association, American National Standards Institute and the Standard Specifications for Public Works Construction, 2012 Edition (Green Book).
- Water design will be reviewed and approved by the Riverside County Health Department.
- The capital costs of on-site and off-site facilities necessary to serve individual project sites will be the responsibility of the applicant. Such facilities will be dedicated to DWA, after construction, for the agency to maintain and operate. Where such facilities must extend beyond the project site to link into existing facilities, a reimbursement agreement can be formulated with the DWA to reimburse the applicant for costs. DWA will be responsible for the cost of upsizing pipes to 12" or greater.

- Water conservation measures shall be incorporated into each individual project plan to include water-saving devices and systems, and the use of surface water and/or reclaimed water for irrigation wherever possible.

Analysis and determination of adequacy of the water system to deliver fire flow must be evaluated on a project-by-project basis.

Sewer

The City of Palm Springs, in cooperation with the DWA, treats waste water flows. The City's wastewater treatment plant, which treats waste water to a secondary level, currently operates at approximately 52 percent of its 10.9 mgd design capacity. The Desert Water Agency treats a portion of waste water to a tertiary level and uses the effluent for irrigation purposes and to recharge ground water. The sewer conveyance system in Section 14 adequately services existing development, but will need the following improvements to accommodate the forecast 0.62 mgd increase in sewage generated by anticipated development (also see Appendix A):

Consistent with the City of Palm Springs Sewer Master Plan (2009), upsize the Indian Canyon Drive collector sewer from 12" to 15".

To meet future demand associated with the Specific Plan, the following segments would need to be infilled:

- 8" pipe on portions of Calle Encilia,
- 8" pipe on portions Tahquitz Canyon Way (Indian Canyon Drive to Calle El Segundo),
- 8" pipe between Arenas and Saturnino Roads mid-block between Avenida Caballeros and Calle El Segundo,
- 8" pipe between Avenida Caballeros and Hermosa Drive mid-block between Amado Road and Tahquitz Canyon Way,

- 8" pipe between Hermosa Drive and Sunrise Way mid-block between Tahquitz Canyon Way and Baristo Road,
- small segments on Sunrise Way and Amado Road.

New collector lines required to serve future developments will need to be approved by the City of Palm Springs to assure compliance with the City's *Sewer Master Plan* as well as the following development standards:

- Sewer facilities will be designed and constructed in accordance with the City of Palm Springs standards and specifications, American Waterworks Association, American National Standards Institute and the Standard Specifications for Public Works Construction, 2012 Edition (Green Book).
- The capital costs of on-site and off-site facilities necessary to serve individual project sites will be the responsibility of the applicant. Such facilities will be dedicated to the City, after construction, for maintenance and operation. Where such facilities must extend beyond the project site to link into existing facilities, a reimbursement agreement can be formulated with the City of Palm Springs to reimburse the applicant for costs.

Storm Drains

Section 14 lies within the level valley floor portion of the Coachella Valley comprised of an alluvial fan. Drainage is primarily generated by the San Jacinto Mountains to the west, which flows through the Tachevah and Tahquitz Canyons into retention/debris basins. Within Section 14, drainage generally flows southeasterly until intercepted by the Baristo Flood Control Channel. Most development could proceed with few storm drain improvements; however, on-site retention facilities may be needed in certain areas.

Development of the northerly portion of the east half of Section 14, upstream of available storm drain facilities, should maintain existing run-off rates and retain the increased run-off resulting

from development on-site. The retention facilities should be located on the subject property and will generally consist of an unlined pond, constructed below the surrounding surface area. The development would route all on- and off-site storm flows to this pond allowing only the existing/undeveloped run-off rate to spill out of the pond and travel along its natural course.

The construction of these retention facilities will allow the owner to proceed with development without lengthy construction of off-site storm drains and without any adverse effect to property downstream of the subject property. A 10-acre site would generally have to dedicate one-half acre to a retention area, assuming its depth to be five feet. A public safety barrier may be required. A determination will be made on a project-by-project basis. All development improvements should conform to Riverside County Flood Control & Water Conservation District's Master Drainage Plan for the Palm Springs Area (dated November, 1982).

An alternative to construction of on-site detention facilities would be to extend drain pipes from the Baristo Channel north to the development site. The drains should be extended to the point where the ten-year storm flow exceeds the capacity of the street, from curb to curb.

To meet future demand associated with the Specific Plan, the following improvements also are recommended (also see Appendix A):

- 30" drain on portions of Andreas Road (west of Calle El Segundo),
- 42" drain on portions of Saturnino Road (east of Calle El Segundo),
- 48" drain on Hermosa Drive between the Baristo Flood Control Channel and Baristo Road, and 30" drain between Baristo Road to Arenas Road.

Storm drain improvements should be assessed on a project-by-project basis. Both the City of Palm Springs and Riverside County Flood Control and Water Conservation District will review

all storm drain improvement plans to assure compliance with their respective master storm drain plans and standards of design.



CHAPTER 5

Circulation and Streetscape

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CHAPTER 5 – CIRCULATION AND STREETScape



Section 14 is intended to be an area where residents and visitors can circulate and move about in a safe and convenient manner using their preferred mode of transportation. The street network within Section 14 is designed to accommodate all users of the roadway, regardless of travel mode. Planning and design elements incorporated within the proposed street standards and street cross-sections are intended to facilitate and promote safe travel by pedestrians, bicyclists, transit vehicles, and automobiles throughout Section 14.



The circulation and streetscape standards outlined in this Chapter reflect the importance of ensuring the ability for residents and visitors to circulate and travel in a safe and efficient manner both within the boundaries of Section 14, as well as between Section 14 and adjacent areas in the City of Palm Springs.



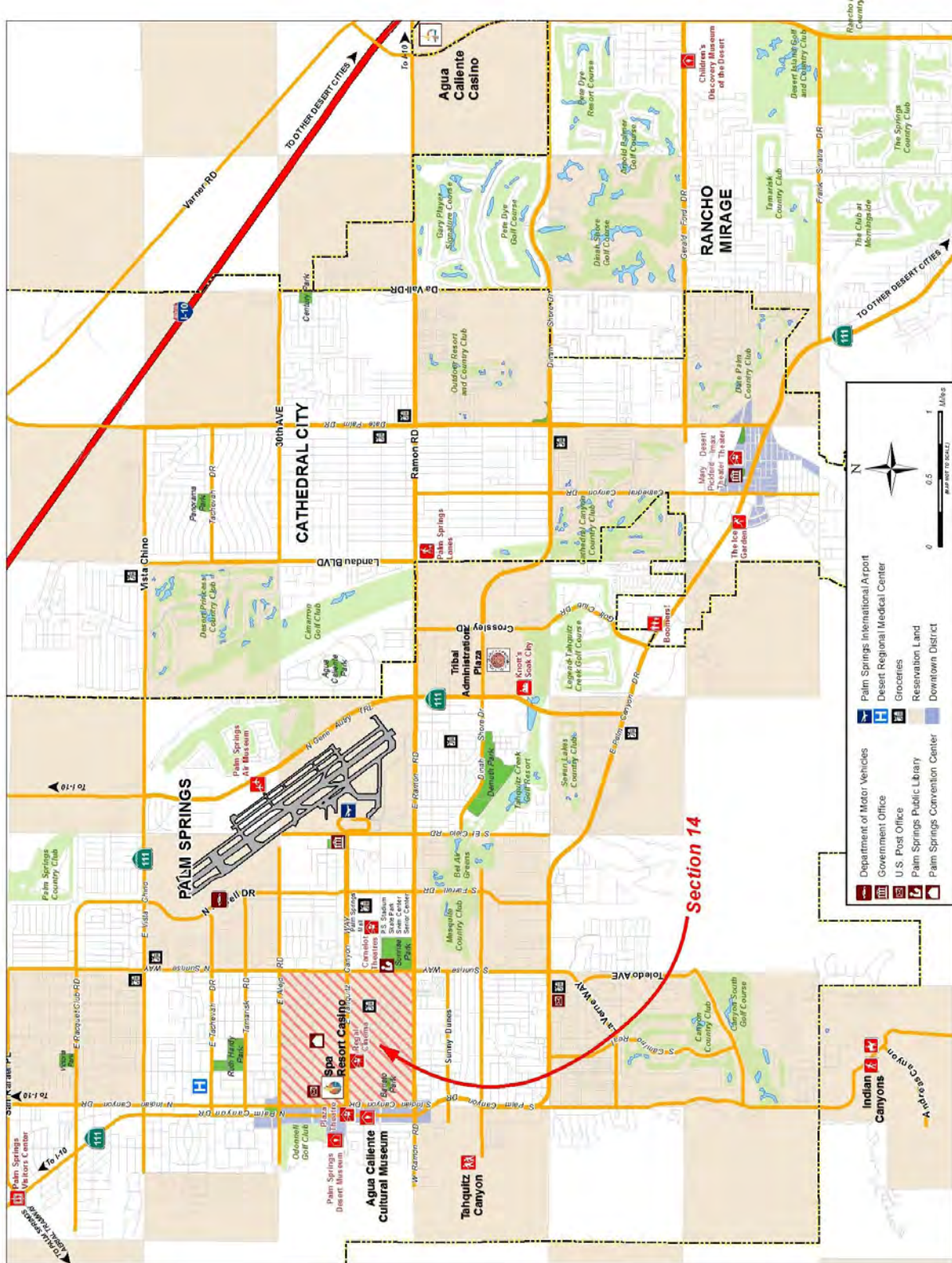
The boundaries of Section 14 and key roadways within the section are highlighted in Figure 5.1. Figure 5.2 provides an illustration of the Section 14 boundaries and the relationship of the Section to nearby destinations and activity centers in Palm Springs.



Figure 5-1 Section 14 Boundaries and Major Roadways



Figure 5-2 Section 14 Regional Context



Key sections of this Chapter include the following:

- Guiding Principles
- Roadway Standards
- Bicycle and Pedestrian Facilities
- Transit Accommodation
- Streetscape and Cross Sections
- Implementation

The circulation and streetscape components of the Section 14 Specific Plan are intended to be implemented over time and in coordination with new development or the redevelopment and enhancement of existing developed properties. Concepts and proposals may also be implemented as standalone projects by the City and Tribe using federal, state, and/or local funding sources and grants as these sources become available.

5.1 Guiding Principals

The Circulation and Streetscape Plan for Section 14 was developed considering a series of guiding principles that assisted in defining the goals and objectives for the street network. Many of these principles correspond to key issues and areas of interest identified by members of the public that have participated in this study effort. Others reflect and incorporate general planning principles adopted and contained in the Section 14 Specific Plan, the City of Palm Springs General Plan, the Coachella Valley Association of Governments (CVAG) Non-Motorized Transportation Plan, and appropriate state and federal legislation relating to streets and transportation.

These guiding principles include the following:

- Plan for and implement complete streets;

- Ensure consistency with local and regional transportation plans;
- Enhance the presence and quality of the pedestrian infrastructure;
- Provide on-street and off-street bicycle facilities to accommodate bicyclists of varying skill levels;
- Promote transit use by providing access to transit stops and stations and facilitating efficient bus service;
- Allow for the circulation of automobiles in a safe and efficient manner;
- Incorporate cultural, artistic, and environmental elements into the public right-of-way;
- Accommodate alternative modes of transportation now and in the future; and
- Incorporate stormwater and water quality management strategies where possible, including parkway/storm water swales and infiltration areas.

Together, these guiding principles form the foundation of a Complete Streets Plan for the Section 14 Specific Plan. The following sections of this chapter provide the details for how these guiding principles will be reflected in the design of the transportation network and individual streets within Section 14.

5.1.1 Complete Streets Attributes

Complete Streets are roadways designed to safely and comfortably accommodate users of all age and abilities. They accommodate all modes of transportation including, but not limited to, motorists, cyclists, pedestrians and transit riders. Complete Streets take into consideration the variety of people using the roadways, and the unique design features necessary to accommodate them. There is no singular design for Complete Streets because characteristics related to roadways and communities are unique. Roadways planned with Complete Streets may include the following features:

- Sidewalks
- Bike lanes

- Bike paths/multi-use paths
- Cycle tracks
- Bike boulevards
- Bike routes
- Crosswalks
- Special bus lanes
- Comfortable transit stops
- Median islands
- Curb extensions
- Narrowed vehicle lanes
- Roundabouts
- Plazas
- Transit service/stations

Complete Streets improvements do more than simply improve the built environment. Additional benefits include:

- Economic benefits: A network that benefits all users can bolster economic growth in communities.
- Improve safety: Complete Streets aim to create a safer transportation system, therefore reducing accidents.
- Ease congestion: A transportation plan that accommodates all modes of transportation can encourage motorists to bicycle, walk, or take public transit.
- Encourage more walking and bicycling: Walking and bicycling are forms of physical activity that can help improve the health of the public. With obesity on the rise, transportation by walking and bicycling can help people get a necessary amount of physical activity.
- Help children: Increased safety on roadways can encourage children to walk and bike to school.
- Good for air quality: With the opportunities for a variety of transportation options and the decrease in vehicle use, air quality will improve. The National Coalition for Complete Streets states that if each resident of an American Community of 100,000 replaced one car trip with one bike trip just once a month, it would cut carbon dioxide (CO₂) emissions by 3,764 tons per year in the community.

- Fiscal benefits: Incorporating Complete Streets designs into local roadways spares the expensive retrofits later on.

5.1.2 Complete Streets Policies

The National Complete Streets Coalition identifies ten elements of a comprehensive Complete Streets policy. Policies include a vision for what the community needs and wants in its complete streets, complementing the context of the community. An ideal policy will encourage street connectivity for all modes, and specify that “all users” include people of all ages, abilities, and modes of transportation. Establishing design criteria and performance standards creates flexibility and measurable outcomes. Policies apply to both new and retrofit projects, and aims to create a comprehensive and connected network. Policies should be adoptable by all agencies to cover all roads, and make any exceptions clear and require high-level approval.

It is important that policies include next steps for the implementation of Complete Streets.

In California, state-level policies, guidelines and laws support Complete Streets. Although the implementation of Complete Streets primarily takes place at the local level, the State plays an important role in guiding local jurisdictions in the design, planning and implementation processes. The following efforts in the State of California promote Complete Streets:

Assembly Bill 1358: The Complete Streets Act (2008).

Cities and Counties must identify routine accommodation of all roadway users in the Circulation Elements of General Plans. These users include motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and transit users. AB 1358 makes a balanced multi-modal transportation system a standard, rather than an optional goal in General Plans.

California Senate Bill 375 (2008).

This state policy requires that Regional Transportation Plans contain a Sustainable Communities Strategy including greenhouse gas reduction targets. Creating a balanced transportation system for all modes promotes alternative options for those who normally drive

alone. Complete Streets promote walking, bicycling and transit, thus reducing vehicle miles traveled (VMT) and greenhouse gas emissions.

Caltrans Deputy Directive (DD) 64 (Revision 1, 2008): Complete Streets- Integrating the Transportation System. This policy recognizes bicycle, pedestrian and transit as integral elements to a transportation system. State highway planning, programming, design, construction, operations, and maintenance must provide for the needs of all users. The policy calls for a collaborative effort among all Department units and stakeholders to develop a network of Complete Streets.

Caltrans Director's Policy (DP) 22: Context Sensitive Solutions.

DP 22 allows for flexibility in designing roadways in order to accommodate the unique needs of communities. This policy acknowledges that each roadway is unique and requires design standards that bring together transportation goals and community values, as well as accommodating the natural environment. Stakeholder input and flexibility in design guidance allow for the design of balanced roadways that meet the needs of all community members.

The following guidance documents allow for flexibility when designing roadways:

- Federal Highway Administration (FHWA)'s California Highway Design Manual
- FHWA's Flexibility in Highway Design
- American Association of State Highway Transportation Officials' (AASHTO) A Policy on Geometric Design of Highways and Streets

Caltrans Complete Streets Implementation Action Plan (2010).

The Implementation Action Plan provides clear guidance on the implementation of Complete Streets. The Plan provides a completion timeline for each project, identifies the lead division or district, identifies guidance, manuals and handbooks, lists related policies and plans,

identifies training where Complete Streets should be incorporated and describes research needs.

California Transportation Commission (CTC): Regional Transportation Plan Guidelines (2010 Amendments). The CTC approves regional transportation plans and projects, preparing guidelines for the preparation of Regional Transportation Plans. In 2010, these guidelines were amended to include the encouragement of integrating Complete Streets policies into the Plans.

California Manual of Uniform Traffic Control Devices (MUTCD) 2012.

The California MUTCD 2012 provides for uniform standards and specifications for all traffic control devices in California.

5.2 Roadway Standards

This section highlights the City of Palm Springs roadway standards and General Plan policies that pertain to roadways within Section 14. Descriptions of each roadway are also provided. These descriptions include an overview of the design components proposed for each roadway (width, sidewalks, bicycle facilities, etc.), which are further detailed in subsequent sections of this chapter.

5.2.1 Roadway Classifications

The Palm Springs General Plan identifies the following street classifications:

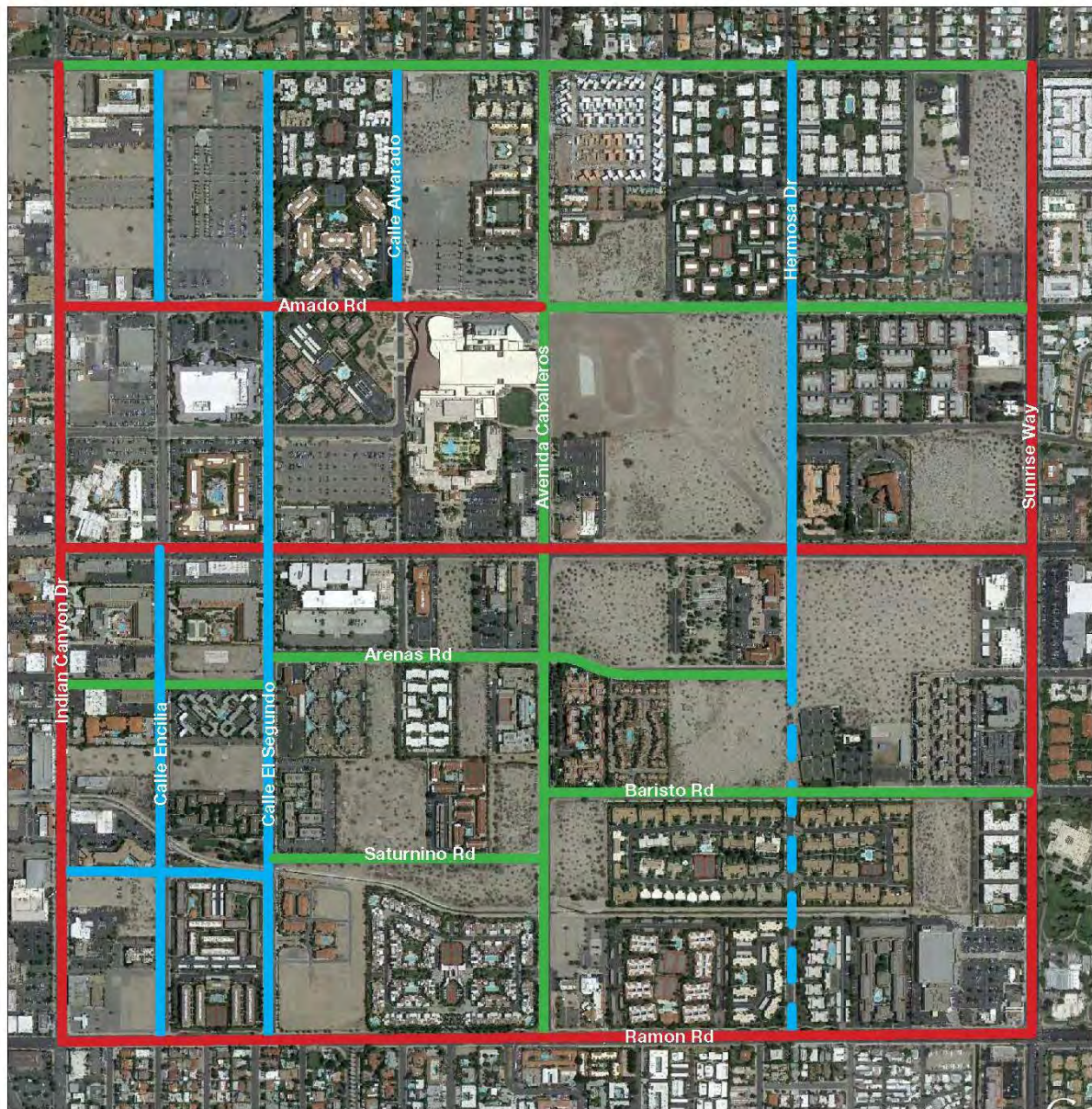
- **Major Thoroughfare.** Major thoroughfares serve mostly through-traffic with some local access allowed; in most cases, they do not allow on-street parking except in the Downtown. Typically four or more lanes, these roadways form the basic element of the City's circulation system, connecting Palm Springs to regional highways and tying together different areas of the City. Landscaped medians shall be provided on major thoroughfares to maintain an acceptable level of service, to serve as a safety mechanism, and to provide beautification. Major thoroughfares can be either divided six-lane or divided four-lane roads.

- **Secondary Thoroughfare.** Secondary thoroughfares serve through and local traffic and may allow on-street parking. They connect various areas of the City, provide access to major thoroughfares, and serve secondary traffic generators such as small business centers, schools, and major parks. Typical street right-of-way width is 88 feet, which can be divided or undivided.
- **Collector.** Collector streets serve mostly local traffic; they are usually comprised of two lanes and carry traffic from secondary and major thoroughfares. On-street parking is permitted on collectors, which are typically undivided roadways. Typical right-of-way width for a collector is 60 feet, 66 feet in industrial areas. There are selected streets within Section 14 that are designated as collector streets, but their existing width corresponds to the Secondary Thoroughfare standard. These streets (Arenas Road, Calle Encilia, and Calle El Segundo) would remain at a 64-foot street width, allowing for the introduction of diagonal on-street parking.
- **Local and Private Streets.** Primarily provide access to individual parcels of land. Minimum right-of-way is 50 feet for public local streets. Typical street widths for local public streets and private streets are 36 feet. In Estate, Very Low, and Low Density Residential neighborhoods, local public street widths may be reduced to 28 feet (curb face to curb face) provided that (1) additional off-street parking is provided as determined by the City Engineer, the Fire Chief and Director of Planning, (2) rolled or wedge curb is provided such that vehicles may park partially out of the traveled way, and (3) pedestrian pathways or sidewalks, if located along the street, separated from the curb by a minimum five-foot parkway, are provided.

Source: Palm Springs General Plan, 2007

Figure 5.3 highlights the current street classification designation for roadways located within Section 14. This figure illustrates the hierarchy of streets within the Section. Figure 5.4 illustrates the typical street cross sections as defined in the Palm Springs General Plan.

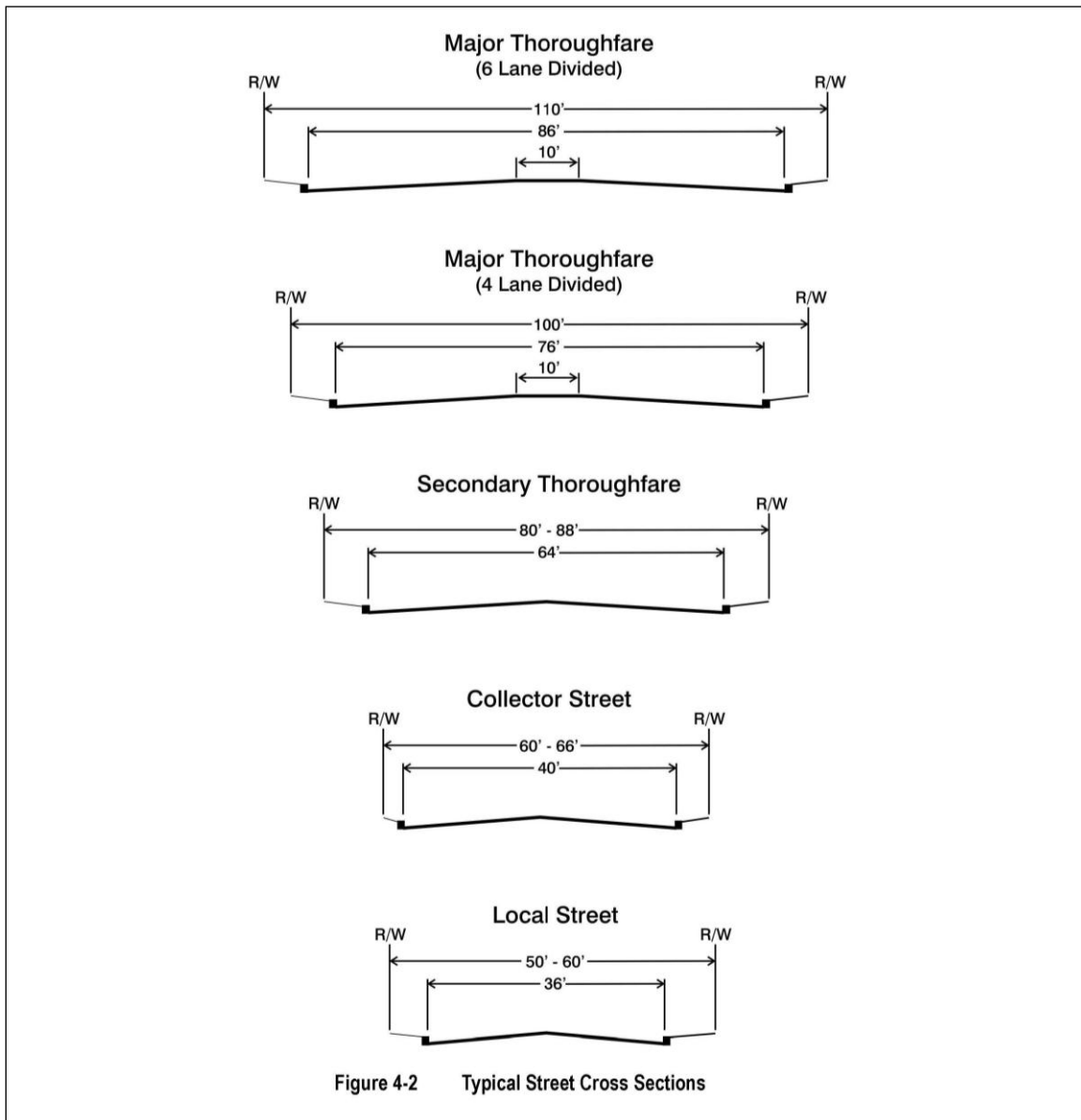
Figure 5-3 City of Palm Springs General Plan Street Classifications



Source: City of Palm Springs

-  Existing Roadway
-  Proposed Roadway
-  Major Thoroughfare
-  Secondary Thoroughfare
-  Collector Roadway

Figure 5-4 City of Palm Springs General Plan Typical Street Cross Sections



Source: Palm Springs General Plan, 2007

The current General Plan typical street sections generally focus on the accommodation of automobile travel. However, the standard roadway curb-to-curb and right-of-way widths identified in these typical street cross sections do provide opportunities for flexibility and creativity in accommodating all users within the street network, regardless of travel mode. Proposed changes to street classifications and cross-sections are detailed later in this plan.



North-South Roadways

Sunrise Way – This north-south roadway forms the eastern boundary of Section 14 and is designated as Major Thoroughfare (4-lanes). A painted median separates the travel lanes and permits left turns at street intersections and driveways. A raised median is present for a short distance north of Ramon Road. Sidewalks are provided on both sides of street adjacent to Section 14, with the exception of the west side of the street south of Alejo Road and south of Andreas Road.



Calle Encilia – This street is designated as a Collector (2-lane undivided) roadway, except between Tahquitz Canyon Way and Amado Road, where it is classified as a local roadway. Sidewalks are discontinuous throughout the length of the street, existing adjacent to developed properties and absent next to vacant parcels.



Calle El Segundo – Designated as a Collector (2-lane undivided) roadway. Currently provides a single lane of travel in each direction. Sidewalks are present along both sides of the street except in a few locations adjacent to vacant parcels.



Calle Alvarado – Designated as a Collector (2-lane undivided) roadway. This roadway does not traverse Section 14, and provides a single lane of travel in each direction between Andreas Road and Alejo Road, and between Tahquitz Canyon Way and Arenas Road; Calle Alvarado is designated as a local street between Tahquitz Canyon Way and Arenas Road. Sidewalks are present on both sides of the street, with the exception of the portion of undeveloped land located north of the parking lot located at the northeast corner of Amado Road. Parking is not allowed on both sides of the street of the block where the Convention Center is located.



Avenida Caballeros – This roadway is designated as a Secondary Thoroughfare and is designed with a non-standard typical section between Ramon Road and Alejo Road, with right-of-way of 100 feet, two travel lanes in each direction, parking on each side of the street (or as approved by City Engineer) and a bike path on the east side. The current configuration provides for one lane of travel in both directions. On-street parking is permitted between Amado Road and Tahquitz Canyon Way. Sidewalks are discontinuous along this roadway, typically present in front of developed properties and absent in front of vacant parcels.



Indian Canyon Drive – Forms the northbound portion of a north-south one-way couplet with Palm Canyon Drive. This roadway serves as the western boundary of Section 14 and the eastern boundary of Downtown Palm Springs. Designated as a Major Thoroughfare (4-lanes), it provides four northbound through lanes, with on-street parking permitted on both sides of the street. Sidewalks are present on both sides of street for the full length adjacent to Section 14.



East-West Roadways

Tahquitz Canyon Way – Designated as a Major Thoroughfare (4-lane divided), with typical section differing slightly from the standard in almost the whole extension of the roadway within Section 14. The design exceptions are in regard to median and lane width, and the striping of a bike lane in the place of parking. This roadway serves as the primary link between Downtown Palm Springs and Palm Springs International Airport. The existing roadway provides four lanes of travel, two in each direction. On-street parking is permitted in the western portion between Indian Canyon Drive and Calle El Segundo. A Class II on-street bike lane is striped between Calle El Segundo and Sunrise Way. Sidewalks are provided along the length of both sides of the roadway within Section 14. There is an existing landscaped median.



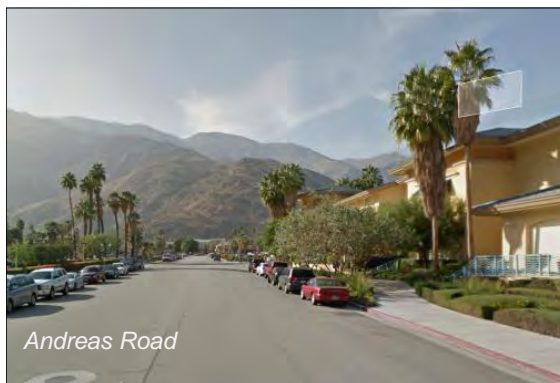
Ramon Road – This four-lane roadway forms the southern boundary of Section 14. Ramon Road is designated as a Major Thoroughfare (4-lanes), and includes a painted median that permits left turns at street intersections and driveway entrances. A raised median is present just west of Sunrise Way. Sidewalks are present along the full length of the roadway adjacent to Section 14.



Amado Road – This roadway is designated as a Major Thoroughfare (4-lanes) west of Avenida Caballeros and Secondary Thoroughfare to the east of Avenida Caballeros. Both segments of the roadway currently provide for a single lane of travel in each direction. The existing width of the roadway is typically wider through the western portion. Sidewalks exist east of Hermosa Drive and west of Avenida Caballeros.



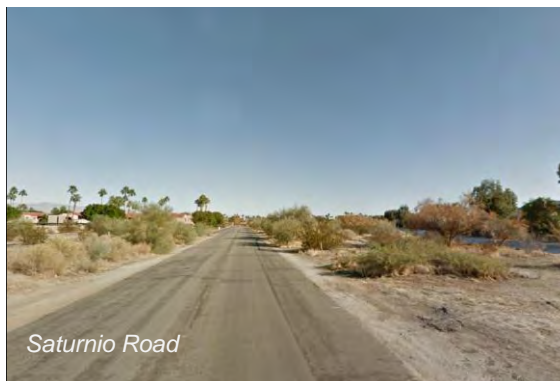
Arenas Road – Designated as a Secondary Thoroughfare, Arenas Road consists of a single lane of travel in each direction. Angled on-street parking is provided between Indian Canyon Drive and Calle Encilia. Sidewalks are generally present adjacent to development and absent adjacent to vacant parcels.



Andreas Road – This is a local street, linking Indian Canyon Drive with Calle Alvarado. There is one lane of travel provided in each direction. Sidewalks are present on both sides of the street for its full three-block extent.



Alejo Road – The existing roadway provides one lane of travel in each direction with no median. The roadway is designated as a Secondary Thoroughfare and serves as the northern boundary of Section 14. The roadway is planned for an 80 foot cross section between Via Miraleste and Sunrise Way. Between just east of Indian Canyon and Via Miraleste the cross section is 62 feet. Sidewalks are generally provided adjacent to developed properties and absent adjacent to vacant parcels.



Saturnino Road – This roadway is currently designated as a Collector Roadway between Indian Canyon Drive and Calle El Segundo, and as a Secondary Thoroughfare between Calle El Segundo and Avenida Callaberos. There is currently a single lane in each direction of travel on the street. Sidewalks are present for the segment between Indian Canyon Drive and Calle El Segundo. Between Calle El Segundo and Avenida Callaberos, sidewalks are only provided in front of two developed parcels on the north side of the street.

5.2.2 Critical Intersections

Within the General Plan, the City of Palm Springs identifies a series of “critical intersections”, which have been identified as important intersections for targeted capacity enhancements in order to maintain the continuity of the circulation network. The city notes in the General Plan that:

“Arterial segments with a daily V/C approaching 1.0 or slightly above 1.0 will likely operate at an acceptable level of service (LOS D or better) if appropriate intersection capacity improvements are made, preventing the need for construction of additional lanes that would typically be required to ensure a segment is not failing.”

Sunrise Way at Ramon Road, which forms the southeastern corner of the Section 14 boundary, is identified as a critical intersection. This is the only designated critical intersection located within or adjacent to Section 14. The improvements identified in the General Plan for this intersection include the following:

Required Improvements	Additional ROW Requirements (12 feet per additional lane)
Add a second northbound left-turn lane	+ 12 feet on Sunrise Way south of Ramon Road
Add a second southbound left-turn lane	+12 feet on Sunrise Way north of Ramon Road
Add a second westbound left-turn lane	+12 feet on Ramon Road east of Sunrise Way

Source: City of Palm Springs General Plan Circulation Element

5.3 Bicycle and Pedestrian Facilities

5.3.1 Recommended Bicycle Network

As a whole, bicycle facilities provide safe, comfortable mobility opportunities for a wide range of users and are considered a fundamental part of a complete street. In addition to a standard striped bike lane, facilities such as buffered bicycle lanes and bicycle boulevards (bike routes enhanced with shared lane markings and signage) contribute to improving the experience of cyclist travel on a street without compromising the mobility needs of other users.

A separate Existing Conditions Report was prepared as part of the Specific Plan update process and describes existing and currently planned street improvements. The Complete Streets improvements identified here build on the existing and planned bicycle facilities proposed by the Tribe, the City of Palm Springs and the Coachella Valley Association of Governments (CVAG) as documented in the Existing Conditions Report. In most cases, the proposals enhance the planned facilities, further emphasizing the importance of providing safe and convenient facilities for all users of the roadway, while maintaining consistency with the CVAG Non-Motorized Transportation Plan.

The following list highlights the Caltrans Bikeway Design Classifications for each of the bikeway facility types proposed for Section 14.

- Class I Bike Paths are facilities separated from roadways for use by bicyclists and pedestrians.
- Class II Bike Lanes use signage and striping to delineate the right-of-way assigned to bicyclists and motorists. Bike lanes encourage predictable movements by both bicyclists and motorists. A painted “buffered” area of separation may also be used to increase distance between cyclists and vehicles where space is available, increasing comfort and safety for riders. Cycle tracks are exclusive bike facilities that combine the user experience of a separated path with the on-street infrastructure of conventional bike lanes, typically adjacent to the existing curb face.

- Class III Bike Routes are bikeways where bicyclists and cars operate within the same travel lane, either side by side or in single file depending on roadway configuration. The most basic type of bikeway is a signed shared roadway. This facility provides continuity with other bicycle facilities (usually bike lanes), or designates preferred routes through high-demand corridors. Bike Routes may also be converted to “Bike Boulevards” through designated pavement markings, signage and other treatments including directional signage, traffic diverters, roundabouts, chicanes, chokers and/or other traffic calming devices to reduce vehicle speeds or volumes.

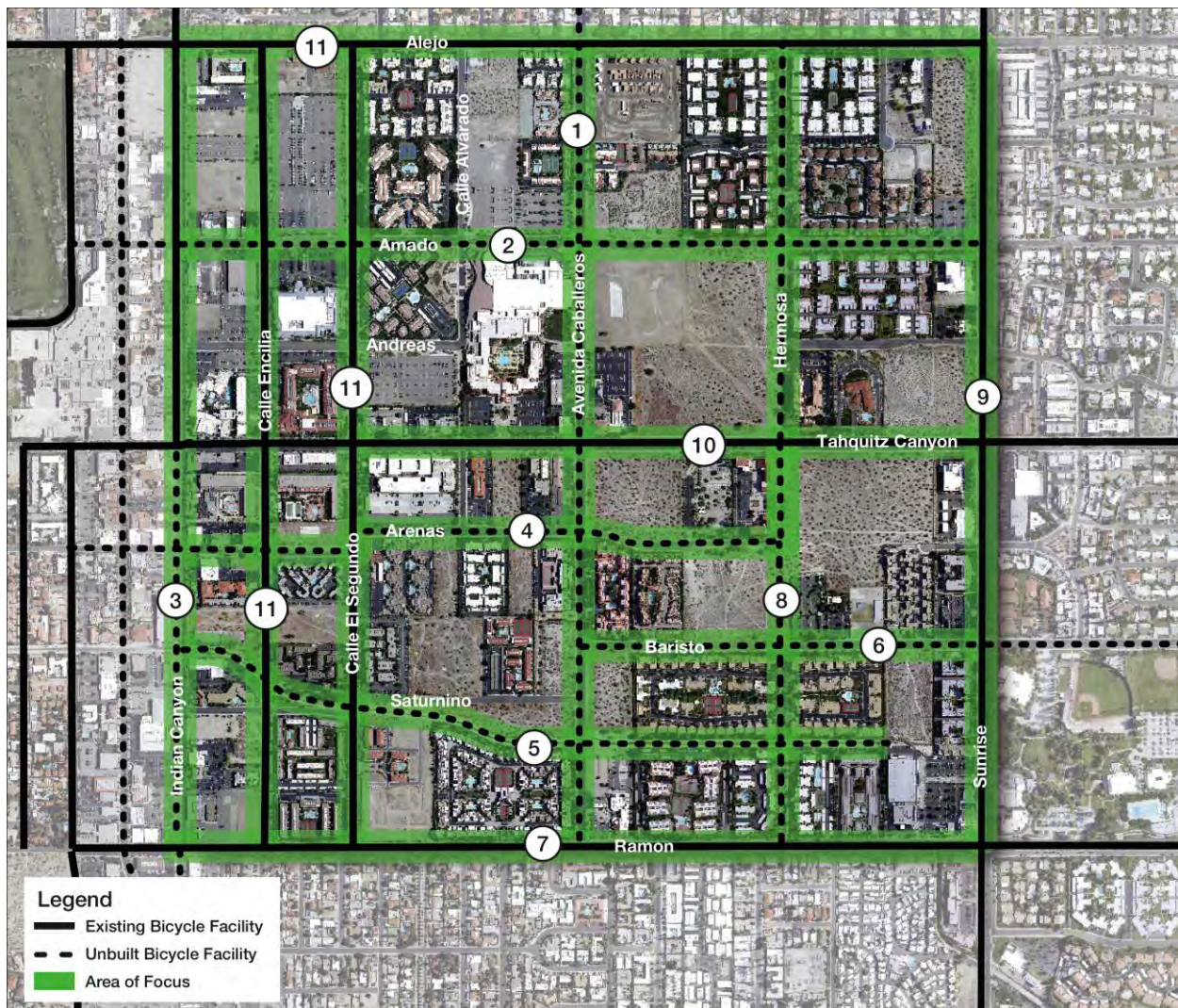
In addition to these classifications, the bicycle network can be supplemented with additional bicycle parking to encourage use of the network by providing a safe, attractive place for cyclists to leave their bicycles while visiting area attractions. Figure 5.5 illustrates the locations of proposed improvements to the bicycle network.

The Class II buffered bicycle lanes depicted within this Complete Streets Plan are intended to be compliant with the current California Manual on Uniform Traffic Control Devices (MUTCD), which permits the striping of a buffer to separate traffic lanes and the bicycle lane. Consistent with the California MUTCD, all representations of the buffered bike lane show a dashed white line for the line located closest to the bicycle lane. This is consistent with California law to permit vehicles to cross the buffer to access driveways or on-street parking stalls.

5.3.2 Recommended Pedestrian Network

The pedestrian network is an integral part of an attractive, functioning street environment. Section 14 features constructed sidewalks consistent with Americans with Disabilities Act (ADA) standards along every stretch of roadway fronting existing development. Additional sidewalks will be completed upon development or improvement of the vacant privately-owned parcels within Section 14. As such, the recommendations for Section 14 focus on improving existing sidewalks and pedestrian crossings through a series of design and construction improvements aimed at improving safety and the aesthetic appeal of the study area.

Figure 5-5 Bicycle Network Improvements



Summary of Proposed Improvements

1. Avenida Caballeros Convert planned bike lanes to bike boulevard with traffic circle at Amado
2. Amado Road Construct planned 5' bike lanes
3. Indian Canyon Drive Remove one lane of traffic and install buffered bike lane on east side of roadway through the study area
4. Arenas Road and Saturnino Road Construct planned 6' bike lanes east of Calle Encilia, bike boulevard west of Calle Encilia
5. Baristo Flood Channel Create future bike and pedestrian pathway
6. Baristo Road bike lanes once Hermosa Drive extension is completed
7. Ramon Road Remove on-street parking on north side of street and install bike lanes in both directions.
8. Hermosa Drive Add bike boulevard once connection between Arenas Road and Baristo Road is completed (no bicycle facility is currently planned on Hermosa)
9. Sunrise Way Construct 6' bike lane in both directions.
10. Tahquitz Canyon Way Enhance the existing bike lane with a buffer to separate bicycle and auto traffic.
11. Calle El Segundo, Calle Encilia and Alejo Road Add sharrow markings to enhance bike route designation.

A brief overview of the pedestrian improvements proposed for the study area is presented below.

- **Enhanced Pedestrian Crossings** - Intersections are one of the more critical elements of a complete street. They represent the convergence of all modes – cars and trucks, bicycles, pedestrians – and have the greatest potential for conflict. Research has shown that pedestrians will often not walk more than 200 feet laterally in order to cross a street, and pedestrians will begin to seek out mid-block crossing opportunities when intersection spacing exceeds 400 feet. The distance can be even less when two high-volume, complementary uses are located directly across the street from each other. Well-designed crossings provide better safety for pedestrians by reducing the likelihood of a motor vehicle collision. Crossings can also support interplay between both sides of a street, which is essential to an active pedestrian street, and encourage appropriate motor vehicle operating speeds. On two-lane streets in Section 14, simple pavement marking or different-colored pavement in crosswalks is largely sufficient for intersections. However, for higher-volume multi-lane streets such as Tahquitz Canyon Way and Indian Canyon Drive, additional treatments should be implemented when necessary. For multi-lane streets carrying high volumes of motor vehicles, a raised median should be provided to facilitate safe crossings for elderly and young pedestrians.
- **Curb Extensions** - Where on-street parking and/or shoulders are present, curb extensions may be considered for intersections with high volumes of pedestrian activity. Curb extensions reduce pedestrian cross times and exposure to motor vehicles, increase visibility and encourage appropriate motor vehicle operating speeds. Additionally, curb extensions create public space and enable placement of street furniture (lighting, benches, landscaping, gateway features and other public art, essential elements of an attractive street environment).
- **Street Trees and Street Furniture** - Streetscape elements such as street trees and street furniture (lighting, benches, etc.) provide many benefits for complete streets. They provide a buffer between the sidewalk and adjacent motor vehicle travel lanes; they add a frame

of reference to the roadway, encouraging the driver to proceed at appropriate speeds; trees provide shade and gathering places. Lighting enhancements consistent with local Dark Sky policies allow for an enhanced, safer walking environment without compromising the view of the desert sky at night.

- Wider sidewalks and pedestrian promenades – In some areas of high pedestrian activity and available right-of-way, existing sidewalks may be widened to accommodate pedestrian volumes through the narrowing of the existing roadway. In addition, certain low-volume access roads may be converted to pedestrian promenades to beautify the built environment and facilitate pedestrian activity.

Figure 5.6 identifies locations for improvements to the pedestrian network.

5.4 Transit Accommodation

Section 14 is served by four SunLine Transit Routes. The first two run in the north-south direction on the borders of the area, one running on the couplet defined by Indian Canyon Drive and Palm Canyon Drive and the other one running on Sunrise Road, north of Baristo Road. The other two traverse Section 14 in the east-west direction, one on Tahquitz Canyon Way, and the other one on Ramon Road, circling back near downtown utilizing Calle Encilia and Palm Canyon Drive in addition to the two east-west roads mentioned before.

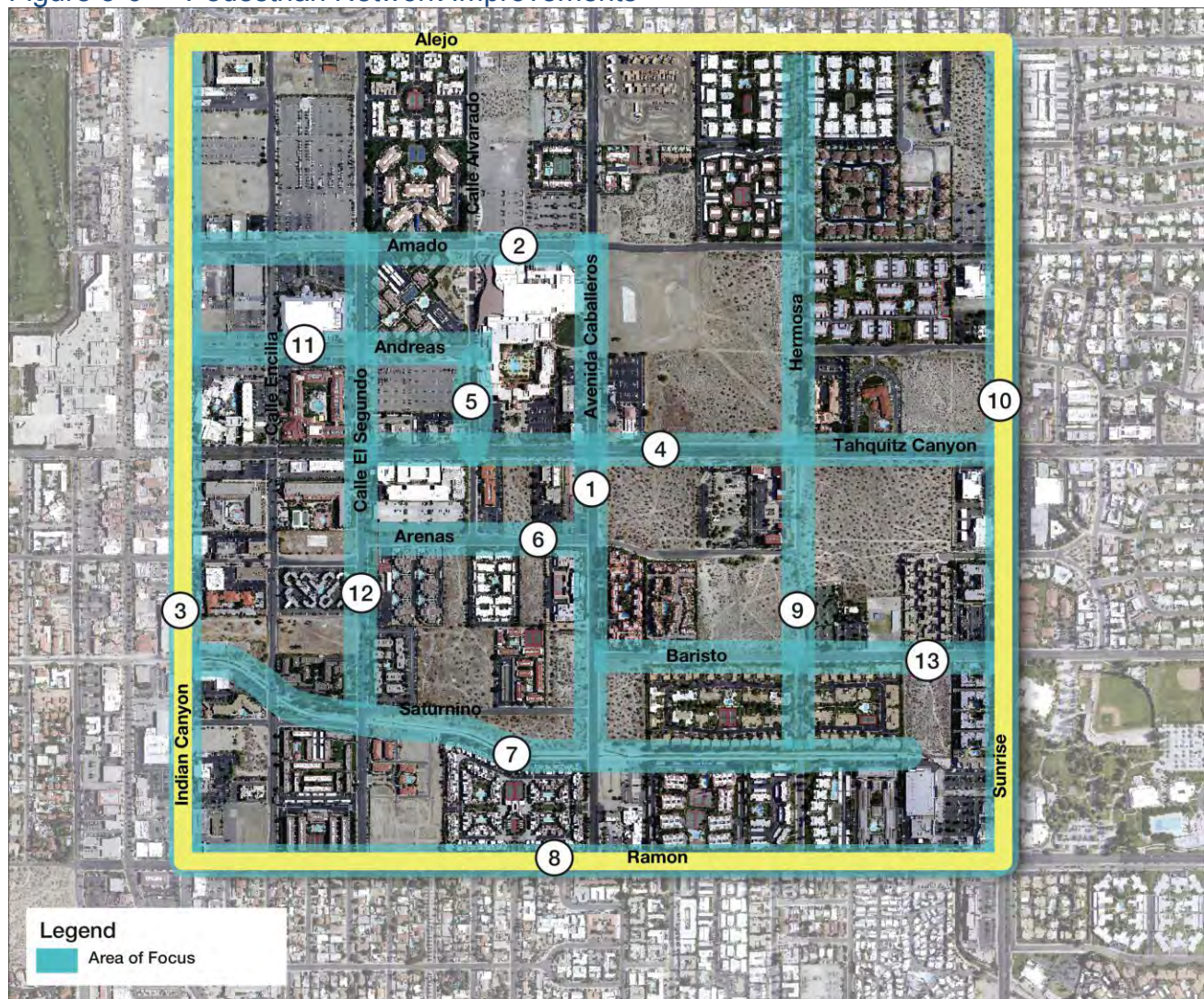


Transit infrastructure relative to bus stops varies within Section 14, and three types of bus stops are observed:

- Bus stop sign,
- Bus stop sign, bench and trash receptacle, and
- Bus shelter with bench and trash receptacle

In addition to the variety in bus stop types, shelter infrastructure and layout vary slightly.

Figure 5-6 Pedestrian Network Improvements



Summary of Proposed Improvements

1. **Avenida Caballeros** Lighting and textured crossings, additional street trees
2. **Amado Road** Curb extensions, textured crossings, additional street trees
3. **Indian Canyon Drive** Enhanced pedestrian amenities and sidewalks
4. **Tahquitz Canyon Way** Wider sidewalks through lane narrowing, pedestrian lighting improvements
5. **Calle Alvarado** Pedestrian promenade and pedestrian crossing at Tahquitz Canyon Way
6. **Arenas Road** Pedestrian lighting improvements and additional street trees
7. **Baristo Flood Channel** Future pedestrian pathway
8. **Ramon Road** Pedestrian lighting improvements and additional street trees
9. **Hermosa Drive** Sidewalks and street trees once connection between Arenas and Baristo is completed
10. **Sunrise Way** Pedestrian lighting improvements and additional street trees
11. **Andreas Road** Pedestrian lighting improvements and additional street trees
12. **Calle El Segundo** Pedestrian lighting improvements and additional street trees
13. **Baristo Road** Pedestrian lighting improvements and additional street trees

The implementation of Complete Streets principals regarding transit services is related to the transit-oriented infrastructure and the quality of access that the transit user has to this infrastructure. Considering that adequate space (lane width) for bus travel is provided in the current configuration of the roadways, the following elements remain as being potential candidates for improvements in order to maximize the experience of the transit users:

- Provision of safe (protected) crosswalks next to bus stops (or relocation of bus stop)
- Adequate visibility
- Adequate sidewalk access to destinations, clear accessible pathways to destinations
- Accessible bus stops (no obstacles that would limit the mobility of a wheelchair)
- Appropriate landing areas
- Upgrade of amenities to accommodate users of all ages and abilities:
 - Shelters – placement, better shield from the desert sun, ADA compliance
 - Lighting
 - Seating
 - Schedule information (readability)
 - Next bus information
 - Signage
 - Relocation of trash receptacles, landscaping and other items to avoid obstruction of accessible paths

5.5 Streetscape and Street Cross Sections

Specific improvements and modifications to the street cross sections for roadways within Section 14 are detailed on the following pages. These improvements and modifications are designed to implement the Complete Streets guiding principles described earlier in this chapter,

resulting in a street network that balances the needs and safety of all users of the roadways within Section 14.

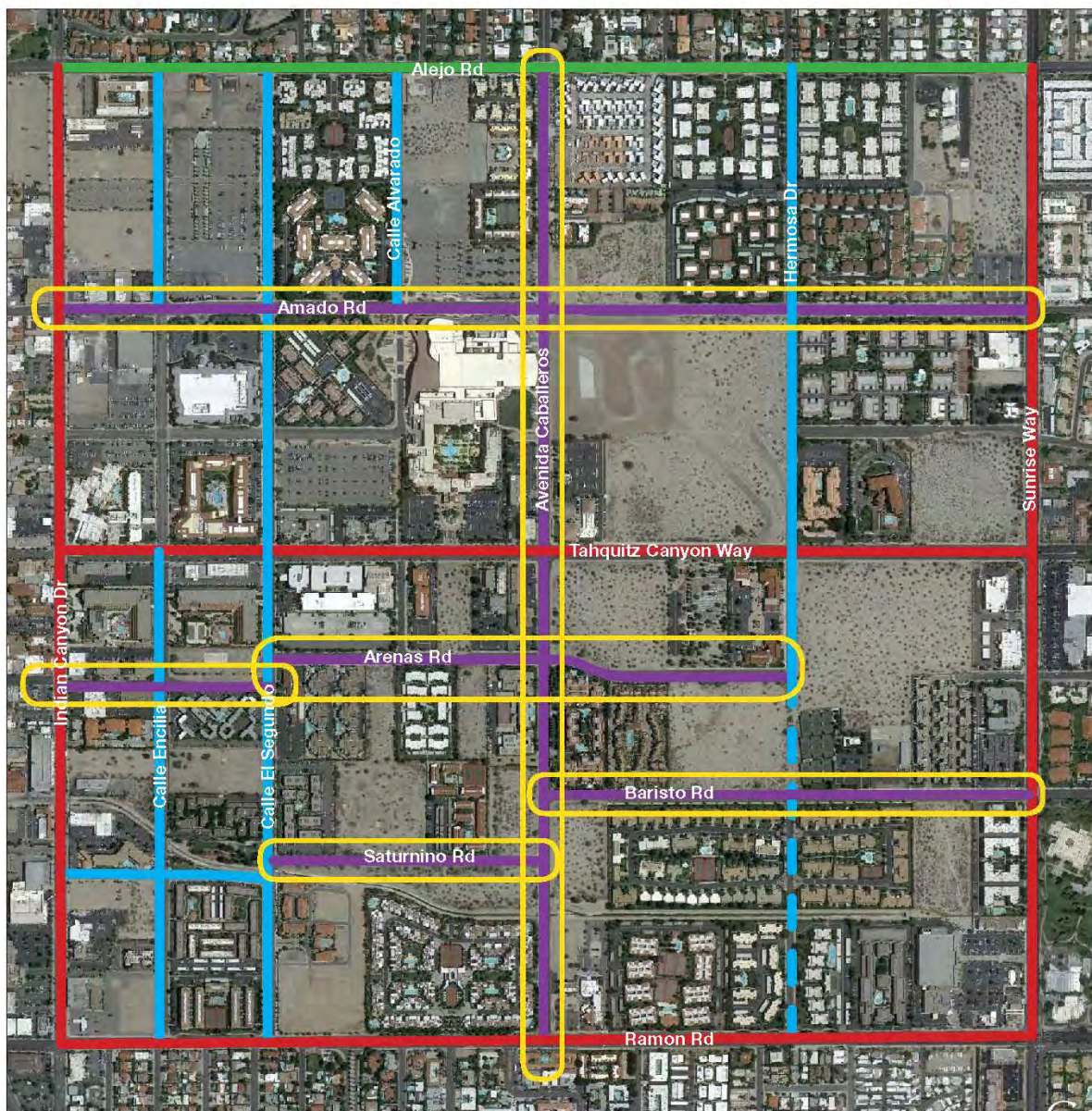
Figure 5.7 highlights proposed reclassifications to selected roadways in Section 14. These reclassifications are identified for the following purposes:

- Better correlation between the roadway classification in the Specific Plan and the existing right-of-way width;
- Reallocation of roadway and right-of-way space to accommodate improved facilities for bicycle and pedestrian travel; and
- Accommodation of angled on-street parking to increase the amount of on-street parking available in selected areas of Section 14.

The roadway reclassifications include a proposal for a new classification for selected roadways within Section 14. This new classification has been termed as a Modified Secondary Thoroughfare. These roadways would maintain the 80' right-of-way width and 64' wide curb to curb width consistent with the City of Palm Springs General Plan Circulation Element for a Secondary roadway. However, the roadways would be modified to only provide for one lane of automobile traffic in each direction, allowing for the designation of more of the roadway width for bicycle lanes, on-street parking, and a center turn lane. Roadways proposed for this new designation include Avenida Caballeros, Amado Road, Baristo Road, and portions of Arenas Road and Saturnino Road. The limits for each roadway are shown in Figure 5.7.

Approval of these proposed roadway reclassifications would trigger the need for a corresponding amendment to the City of Palm Springs General Plan Circulation Element.

Figure 5-7 Proposed Section 14 Roadway Classifications



Source: City of Palm Springs



Tahquitz Canyon Way

Tahquitz Canyon Way is a major east-west arterial with primarily 9' sidewalks. Tahquitz Canyon Way is envisioned as the "Grand Boulevard of Indian Culture" and as such, the Section 14 Specific Plan calls for widening sidewalks to 12' into adjacent building set back areas where possible in order not to move curbs. Existing large 18' wide turf and palm median stretches entire length of the street within Section 14. Section 14 Specific Plan calls for maintaining all four lanes of traffic. Though there is an existing Class II bikeway from Sunrise Way to Calle El Segundo, many cyclists still ride the sidewalk. A Class III bikeway extends from Calle El Segundo to Indian Canyon Drive due to on-street parking that serves retail uses. Pedestrian lighting is inconsistent along the corridor and there are no shaded bus shelters along this street.

Design Solution

- As properties develop/redevelop, extend sidewalks to 12' where feasible and supported by pedestrian volumes.
- Provide for linear sidewalks located adjacent to the roadway curb.
- Add palm trees where needed in order to maintain 60' on center spacing throughout as well as street trees between palms and landscape buffers where feasible.
- Add shaded bus shelters, street furnishings and pedestrian lighting where needed.
- Add 'Gateway' feature to intersection with Sunrise Way much like the statue group at Indian Canyon Drive.
- Add Indian public art to enhance vision as Boulevard of Indian Culture.
- Add enhanced crosswalks at Indian Canyon Drive, Calle Encilia, Calle El Segundo, Avenida Caballeros and Sunrise Way as well as colored and textured concrete in areas of public art or Indian Culture educational nodes.
- Create buffered bike lanes and, if practicable, maintain bike lanes through intersection with dashed striping in accordance with State law.

Tahquitz Canyon Way

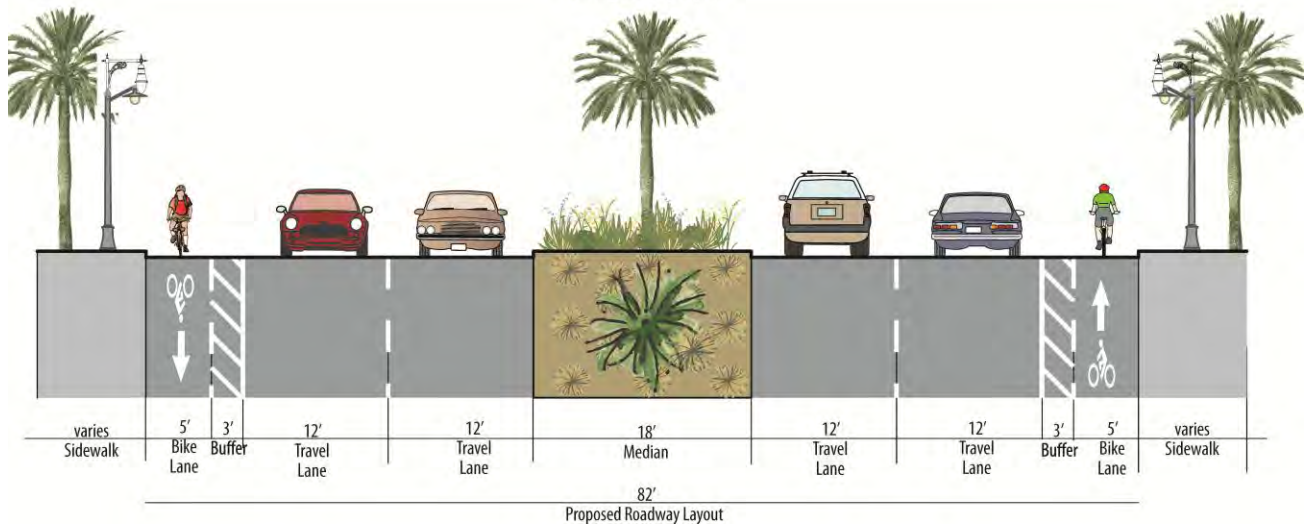
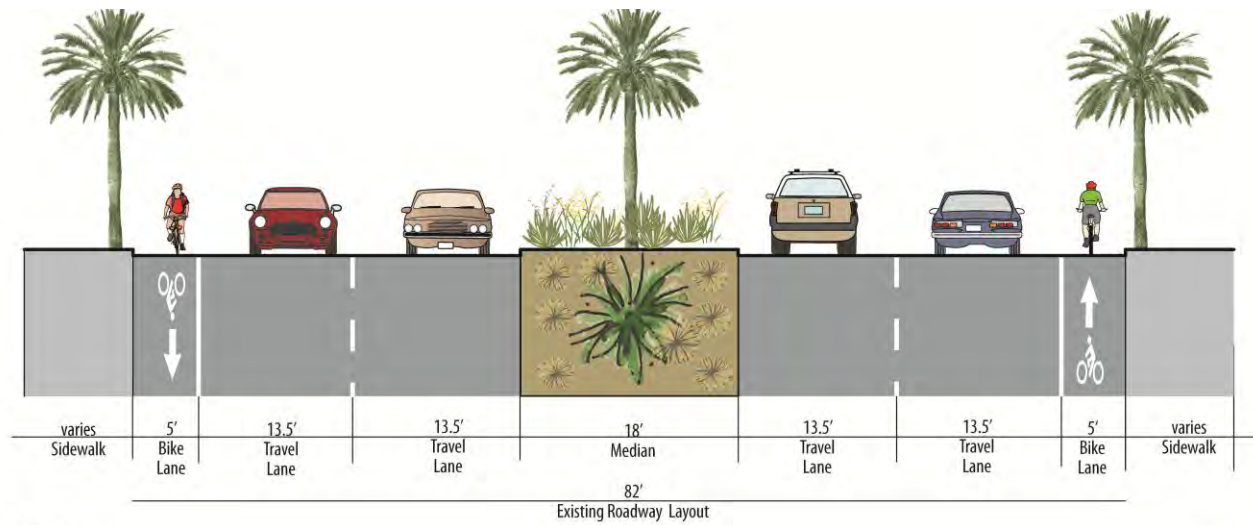


Tahquitz Canyon Way



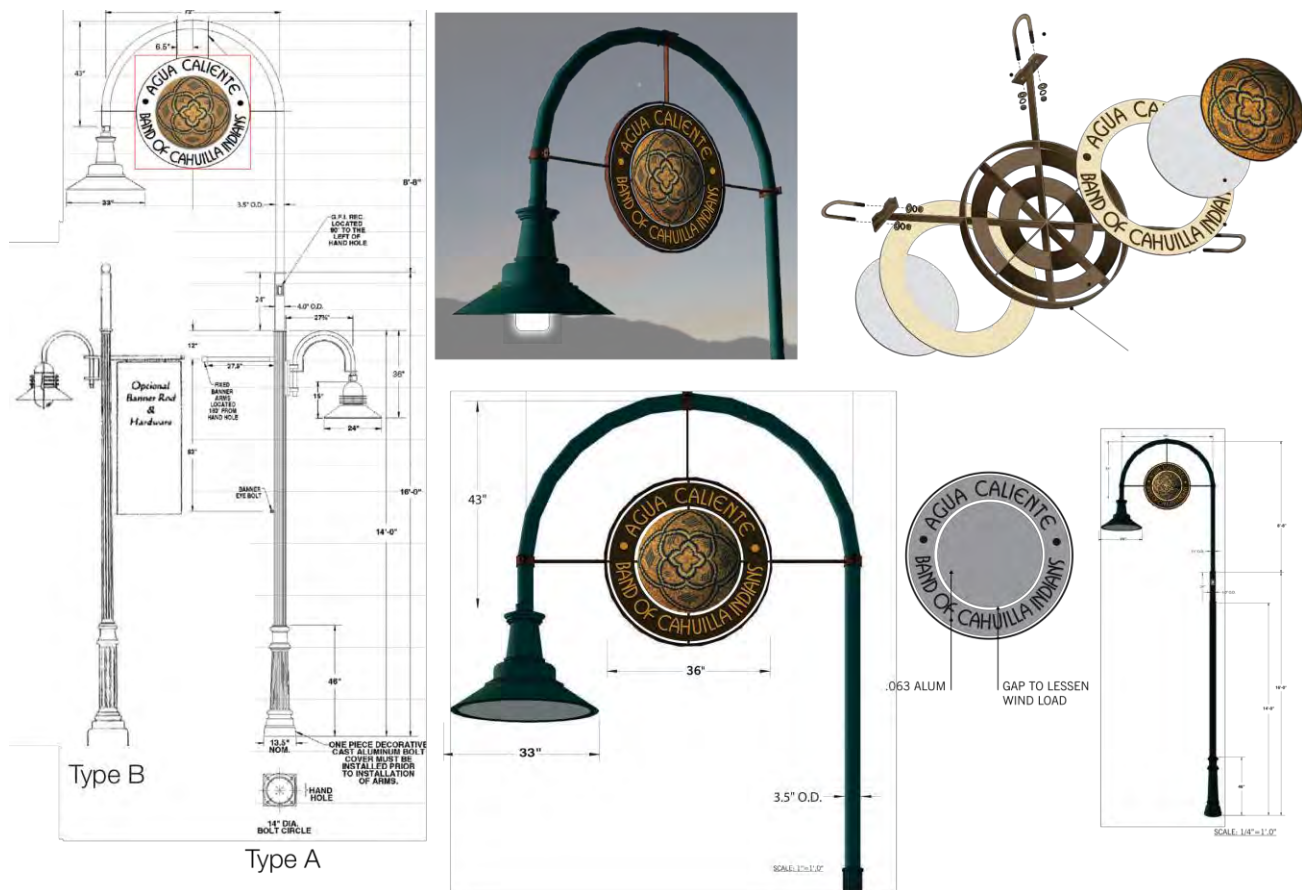
Chapter 5: Circulation and Streetscape

Tahquitz Canyon Way



Tahquitz Canyon Way Street Lighting

Tahquitz Canyon Way serves as the primary link between Downtown Palm Springs and the Palm Springs International Airport. Given the primary role that the roadway plays in the circulation patterns both within the City of Palm Springs and Section 14, the roadway is envisioned as the “Grand Boulevard of Indian Culture”. A significant component of the urban design for the roadway is the implementation of enhanced street and pedestrian lighting for the corridor within Section 14. The graphics below illustrate light fixtures proposed on Tahquitz Canyon Way throughout Section 14. The Type A and B fixtures shall be installed at approximately 40 foot alternating intervals.



Avenida Caballeros

Avenida Caballeros is currently identified as a City of Palm Springs “top priority” project for construction of a Class II bike lane as outlined in the Bikeways Plan adopted by the City of Palm Springs on October 5, 2011. The November 2004 Section 14 Master Plan called for elimination of parking along the east side of the street to accommodate a Class II bike lane. Currently, the east side of the street for the majority of its length is residential in character where sidewalks vary from 8’ wide straight stretches, to meandering, to no sidewalks depending on whether or not the parcel has been developed. The west side of Avenida Caballeros between Arenas and Amado Roads is typically more commercial in nature and includes Riverside County offices and the Palm Springs Convention Center. On-street parking utilization is limited except concurrent with Convention Center events. Avenida Caballeros is a two lane road from Alejo Road to Ramon Road with an ‘A’ level LOS.

Design Solution

- Maintain the roadway as a two lane roadway (with a single lane in each direction) with a center two-way left turn median and parallel on-street parking. Future traffic volumes will need to be monitored to ensure that a two lane roadway continues to provide for an acceptable level of service throughout the 2035 horizon for this Specific Plan.
- Construct a Class II buffered bike lane or Class III bicycle boulevard with a traffic circle at Amado Road. The photo simulation and cross-section highlight the Class II buffered bike lane concept, which would include sidewalk extensions at intersections. This feature will serve a key north-south travel corridor and provide an alternative to the high-speed bike lanes on Sunrise and Indian Canyon. Include shared lane markings and signage as appropriate.
- On the west side of the street, 8' sidewalks lined with shade trees located on the adjacent private property.
- On the east side of the street, a 28' landscaped corridor with meandering Class I bikeway and pedestrian path, and informally spaced shade trees and drought tolerant planting.
- Both sides of the street should use similar landscape material and streetscape elements and materials to maintain consistency.

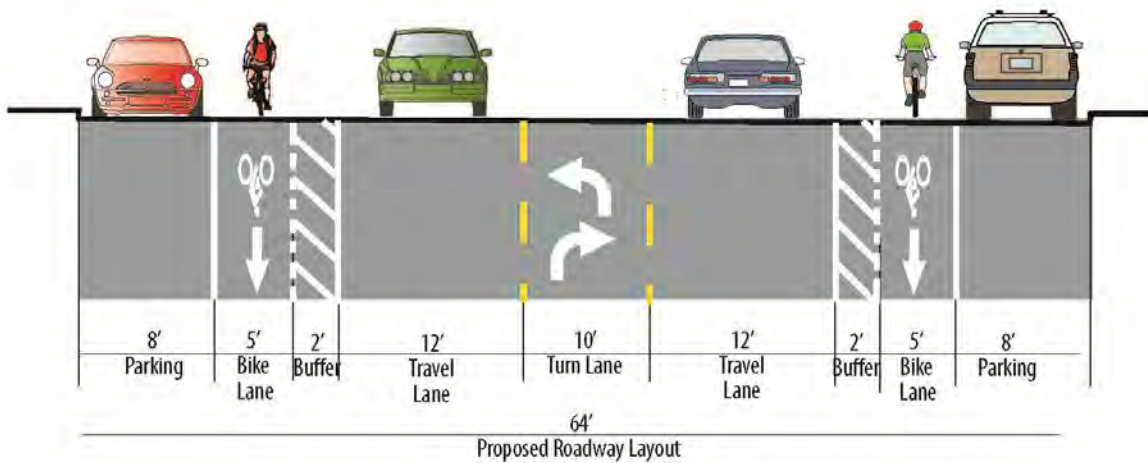
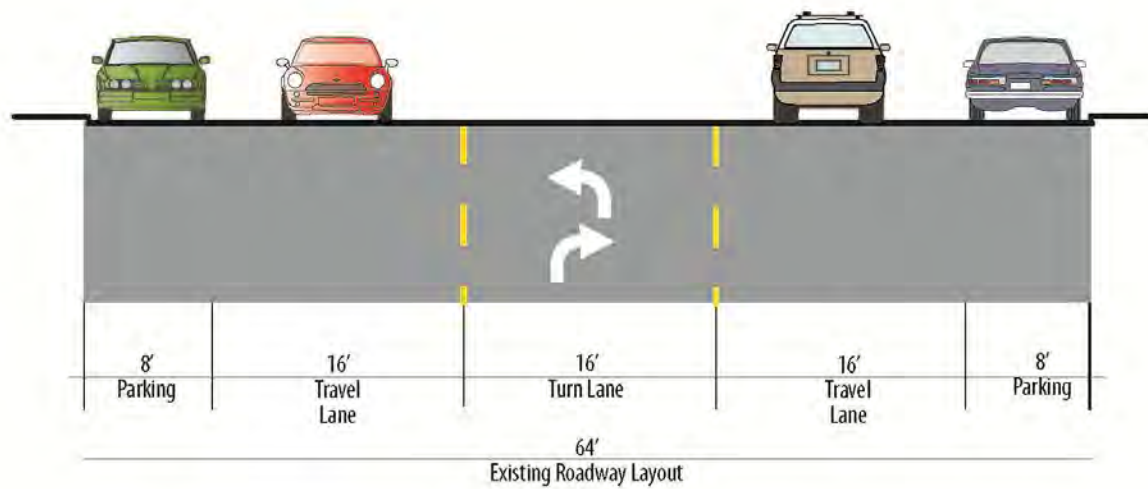
Chapter 5: Circulation and Streetscape

- Planted center median where possible given off set driveways.
- Textured crosswalks and curb extensions at major intersection crossings: Tahquitz Canyon Way, Ramon Road and Alejo Road.
- Plant additional street trees where feasible.

Avenida Caballeros



Avenida Caballeros



Indian Canyon Drive

Indian Canyon Drive is a one-way (northbound) highway companion to the one-way southbound Palm Canyon Drive to the west. The November 2004 Section 14 Specific Plan calls for maintaining the existing sidewalk widths with added pedestrian amenities including landscaping, furnishings and facade treatments to improve the quality on the street. An existing banner program, a few bus shelters, and some textured crosswalks occur sporadically along the corridor. Indian Canyon Drive currently has a Class III Bikeway north of Tahquitz Canyon Way.

The City of Palm Springs 2011 Bikeways Plan calls for extending this facility south through Section 14. On-street parking is currently well utilized at nodes near major intersections (Tahquitz Canyon Way for example). In order to provide for improved bicycle facilities and maintain access to the on-street parking on the east side of the street, a buffered Class II bikeway is recommended to be installed in place of the easternmost traffic lane.

Design Solution

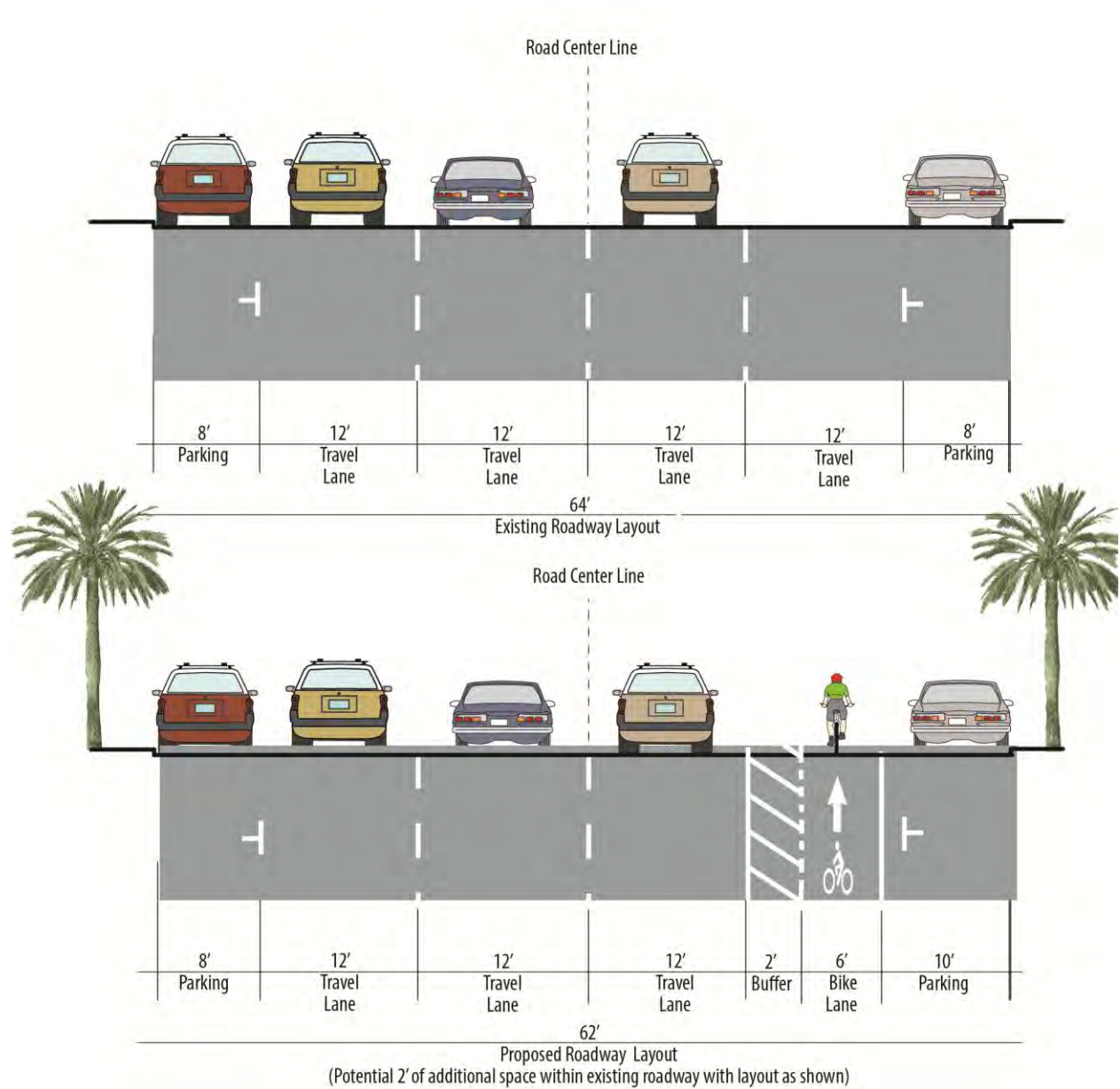
- Remove one lane of traffic and create Class II buffered bike lane on east side of street.
- If practicable, maintain bike lanes through intersection with dashed striping in accordance with State law.
- Textured crosswalks at major intersection crossings: Ramon Road, Alejo Road and Tahquitz Canyon Way.
- Plant additional street trees, 30' O.C., where feasible; add bus shelters, upgraded street furniture.
- Long-term potential to “float” parking lane by flipping buffered bike lane to curbside, creating a cycletrack.

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Indian Canyon Drive



Indian Canyon Drive



Ramon Road

Ramon Road is a Major arterial with two lanes of traffic in each direction and a center median permitting two-way left turns. The roadway has an existing Class III Bike Route running on both sides of the street. Land uses along the street are primarily residential in nature. Commercial uses are present as the roadway approaches Indian Canyon Drive and Sunrise Way. The November 2004 Section 14 Specific Plan called for providing additional shade trees along the meandering sidewalk located along the north side of the street, and additional plantings along residential walls and fences that back onto the street on the south side of the roadway. The previous November 2004 Specific Plan also called for low-level pedestrian lighting along the corridor.

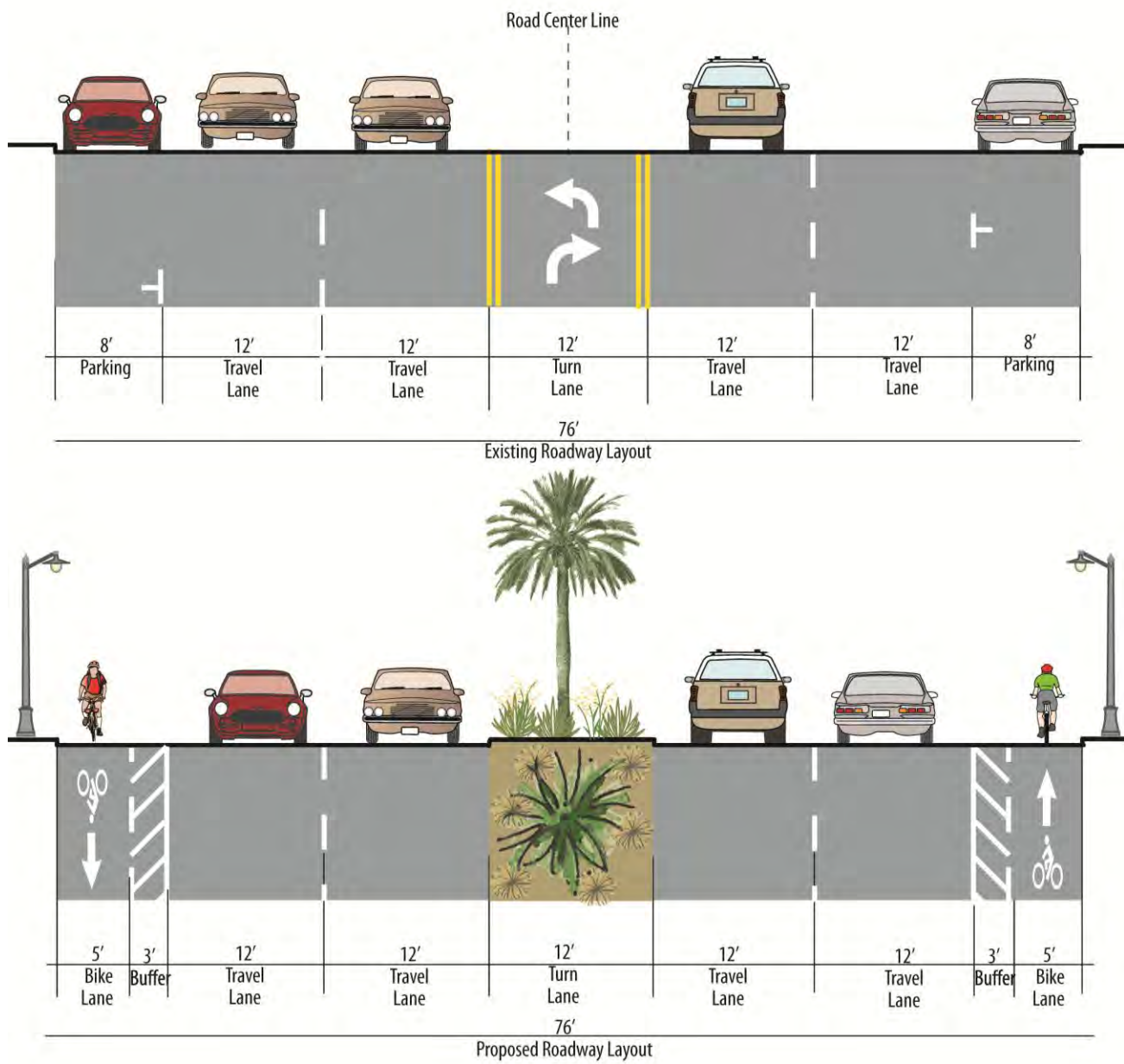
Design Solution

- Add Class II buffered bike lanes by removing on-street parking.
- If practicable, maintain bike lanes through intersection with dashed striping in accordance with State law.
- Maintain meandering sidewalk where feasible on the north side of the street setback from the roadway with landscaping.
- Provide for a linear sidewalk on the south side of the street.
- Enhanced crosswalks at Indian Canyon Drive, Avenida Caballeros and Sunrise Way.
- Add pedestrian lighting along both sides of street.
- Add shade trees and plantings along residential walls and fences.
- Add shaded bus shelters where feasible.
- Planted center median where possible given off set driveways and streets.

Ramon Road



Ramon Road



Sunrise Way

Sunrise Way is a major north-south arterial that forms the eastern boundary of Section 14. On the east side of the roadway, the existing sidewalk is designated as a Class I bike path. The sidewalk in some locations is located adjacent to the curb, and in others meanders away from the street adjacent to a landscaped buffer. There are no existing sidewalks along west side south of Alejo Road for some distance. There are raised concrete and partially planted medians at Ramon Road and between Arenas Road to Tahquitz Canyon Way with little landscaping of note. No pedestrian lighting is provided currently along the length of the street.

Design Solution

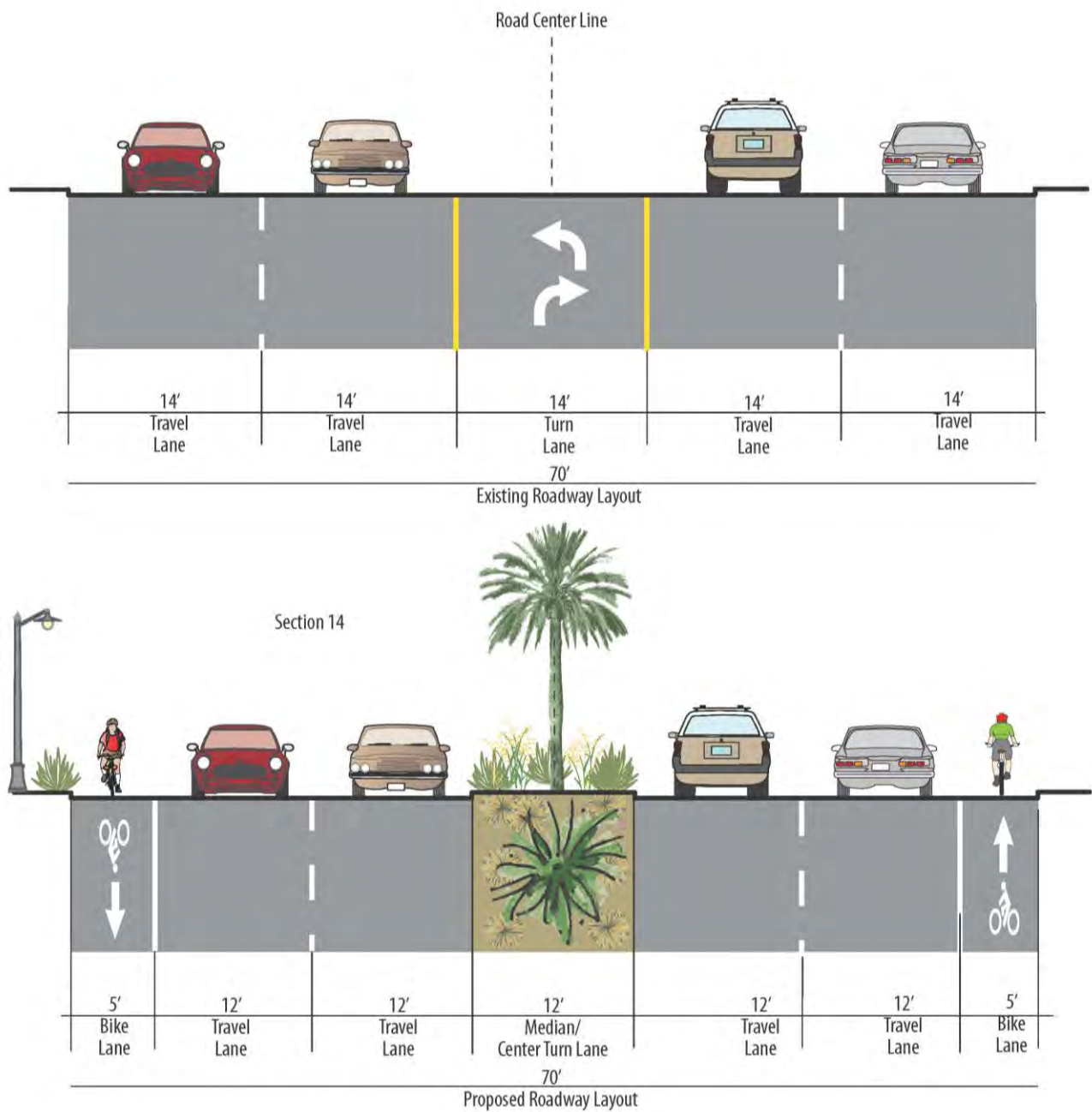
- Create 5' bike lane in both directions.
- Maintain the existing Class I multi-use path on the east side of the street.
- Provide a linear sidewalk at least 8' in width on the west side of the street.
- Add planted median at Alejo Road, replant all medians to match.
- Add planting and shade trees along curb to separate pedestrians from traffic where feasible.
- Add pedestrian lighting along corridor.
- Shaded bus shelters where feasible.
- If practicable, maintain bike lanes through intersection with dashed striping in accordance with State law.

Chapter 5: Circulation and Streetscape

Sunrise Way



Sunrise Way



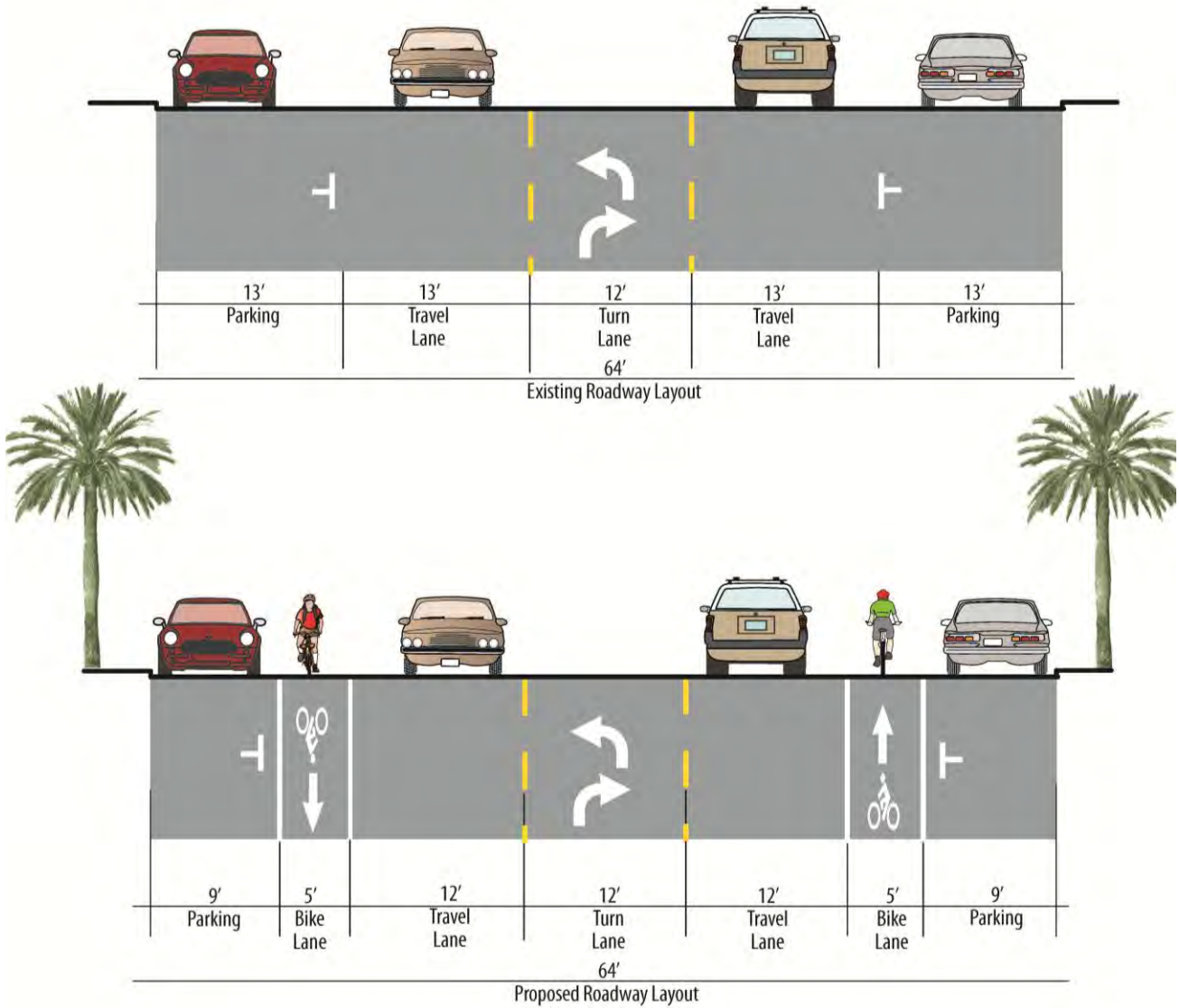
Amado Road

The November 2004 Section 14 Specific Plan calls for 64' paved width on Amado Road. The street is currently a two lane roadway from Indian Canyon Drive to Sunrise Way. The street is residential in character from Sunrise Way to Calle El Segundo with sidewalks in improved areas only. The street is more commercial in nature between Calle El Segundo and Indian Canyon Drive with 8' sidewalks and a consistently paved ROW. On-street parking, where allowed, is well utilized in this commercial section. The City of Palm Springs has identified Amado Road as a possible Class III bikeway. The November 2004 Section 14 Specific Plan called for the addition of shade trees in an informal pattern, spaced 30' apart.

Design Solution

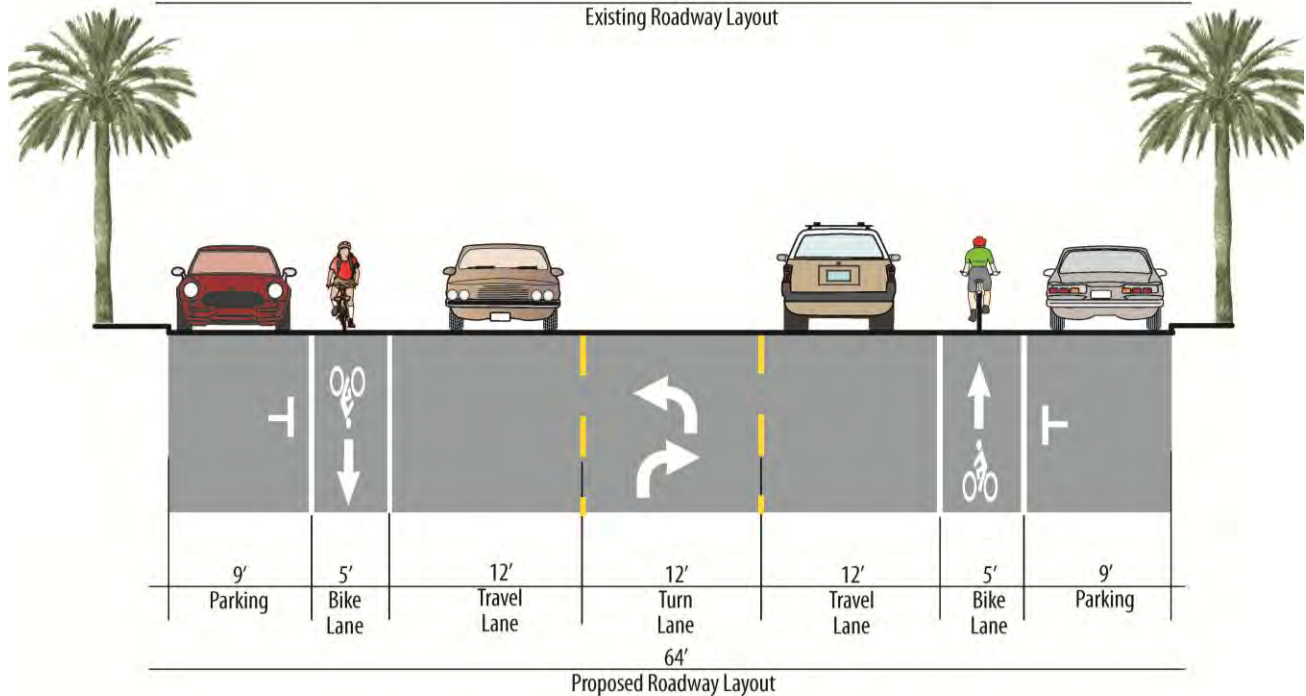
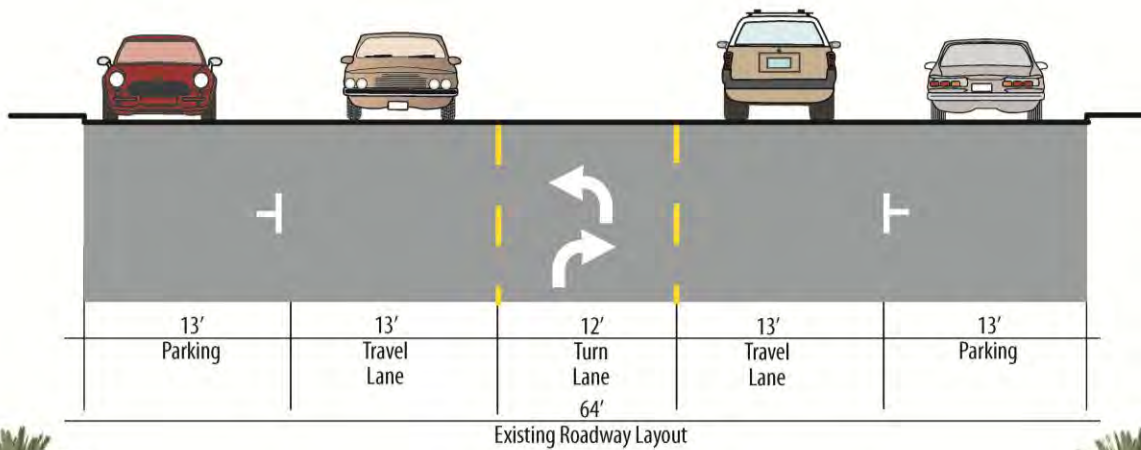
- Construct Class II bike lanes. This feature will serve a key east-west travel corridor and provide an alternative to the high-speed bike lanes on Tahquitz Canyon.
- Maintain a 9' wide parkway (4' landscape and 5' sidewalk) adjacent to the street; meandering sidewalks allowed adjacent to residential development.
- Curb extensions at corners with Calle Alvarado.
- Textured crosswalks at Convention Center crossings: Calle Alvarado and Avenida Caballeros.
- Plant additional street trees, 30' on center, where feasible.

Amado Road



Baristo Road

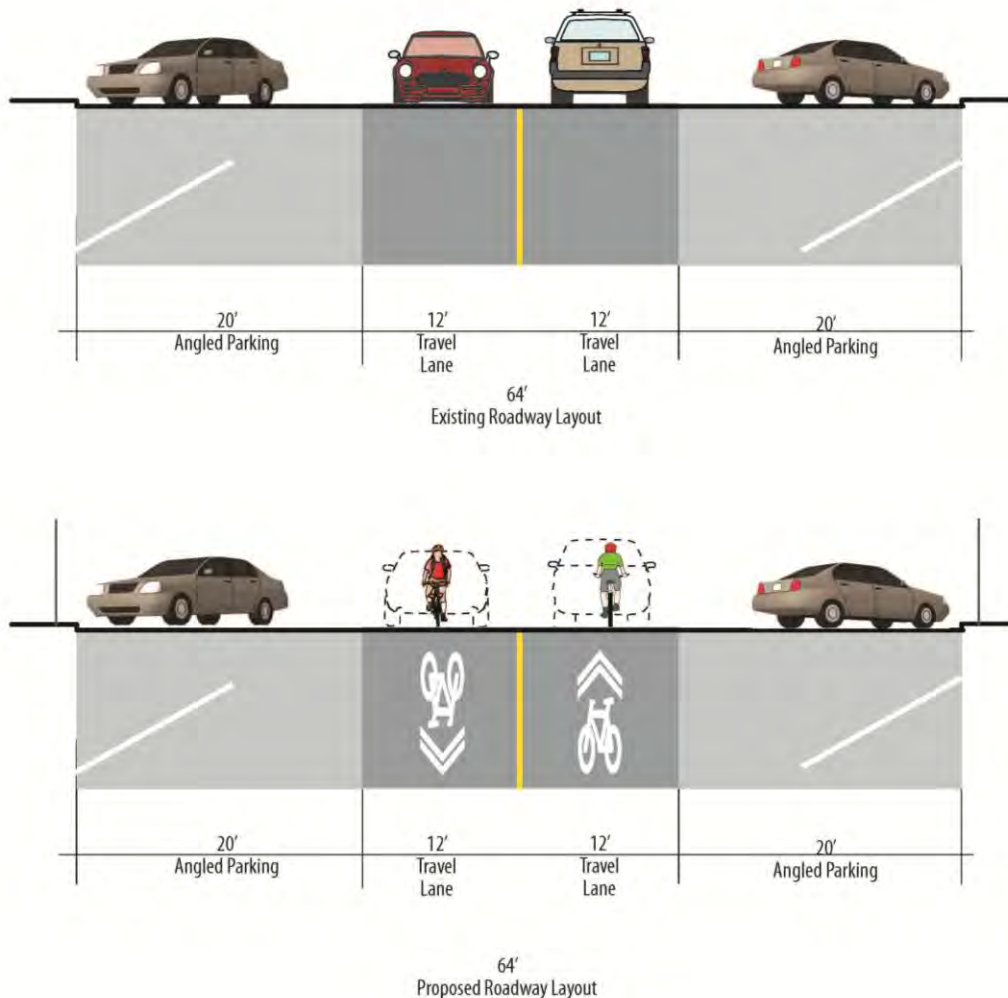
Implement Class II bike lanes along the length of this street. This feature will allow this road to serve as a key east-west travel corridor and provide an alternative to the high-speed bike lanes on Tahquitz Canyon Way. Include shared lane markings, curb extensions, and signage as appropriate. Sidewalk infill as development occurs.



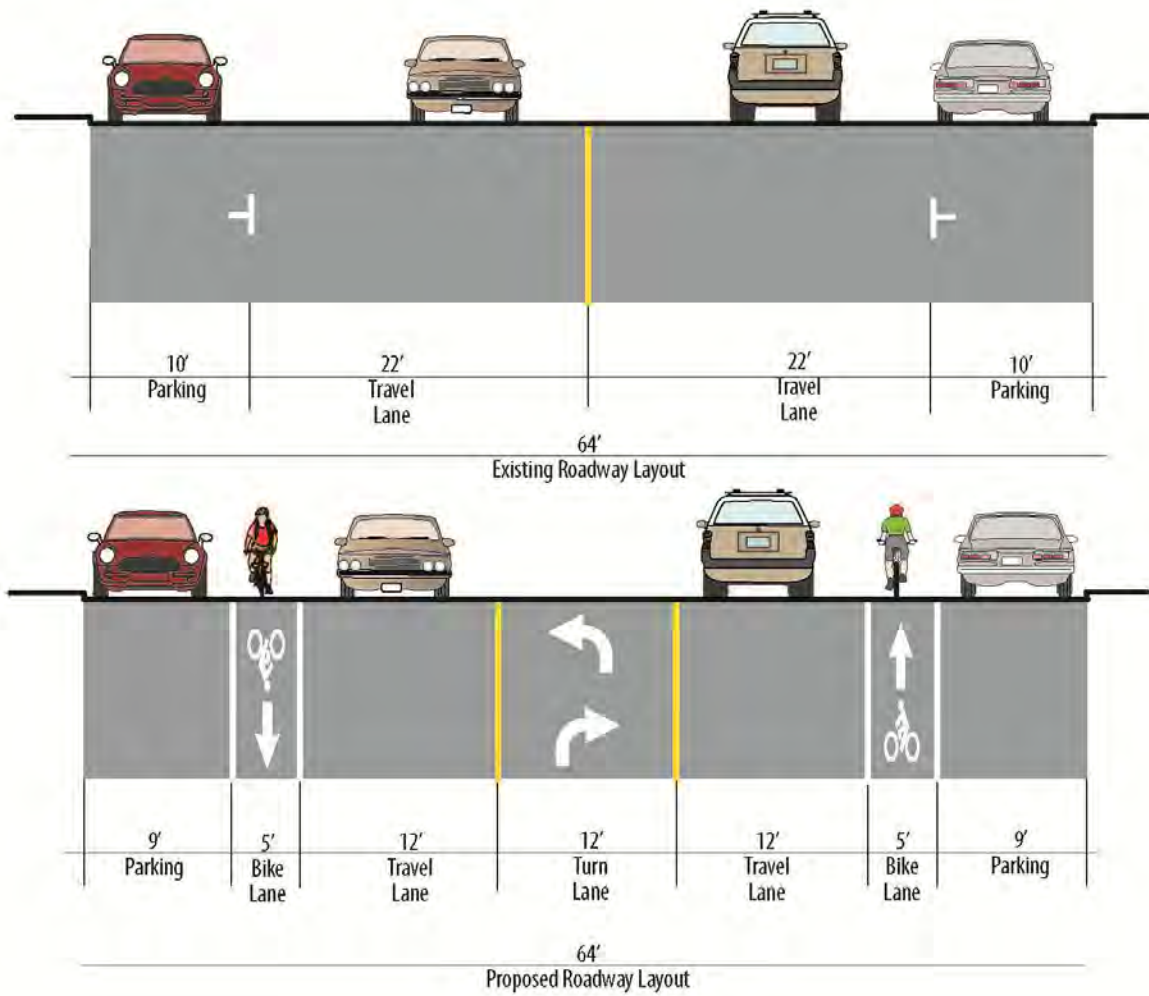
Arenas Road

Construct a combination of Class II bike lanes and a Class III bicycle boulevard. This feature will serve a key east-west travel corridor and provide an alternative to the high-speed bike lanes on Tahquitz Canyon Way. Include shared lane markings, curb extensions, and signage as appropriate. Sidewalks should include a 4' landscaped parkway and 5' paved sidewalk and would be constructed as new development occurs; meandering sidewalks allowed adjacent to residential development.

Arenas Road (Between Indian Canyon Drive and Calle Encilia)



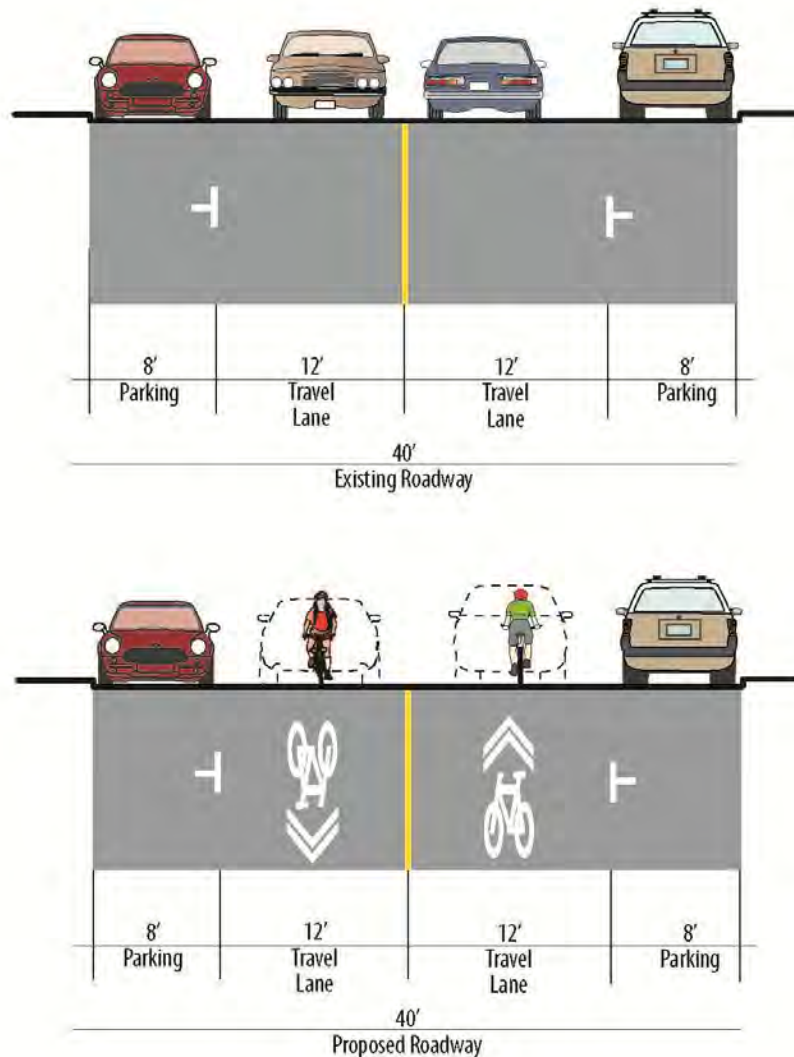
Arenas Road (Between Calle Encilia and Hermosa Drive)



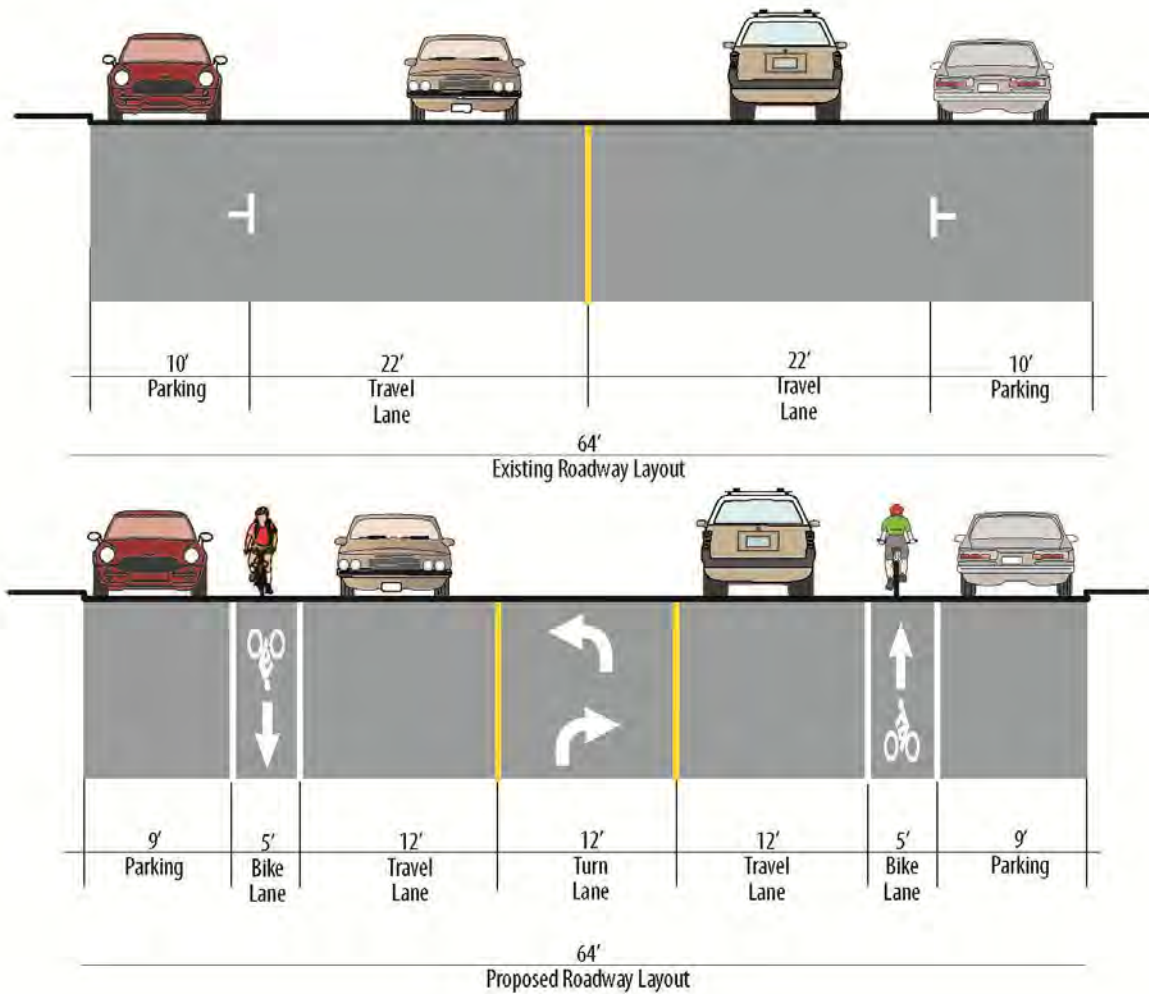
Saturnino Road

This roadway extends from Indian Canyon Drive on the west to Avenida Caballeros on the east. The western portion between Indian Canyon Drive and Calle El Segundo is classified as a Collector. East of Calle El Segundo, the roadway is classified as a Secondary Thoroughfare. Traffic volumes on this street are anticipated to be lower, given the short length of the street. Given this condition, it is recommended that the full length of the roadway remain as a two-lane street (a single lane in each direction), with the wider section east of Calle El Segundo offering opportunities for improved bicycle facilities.

Saturnino Road (Between Indian Canyon Drive and Calle El Segundo)

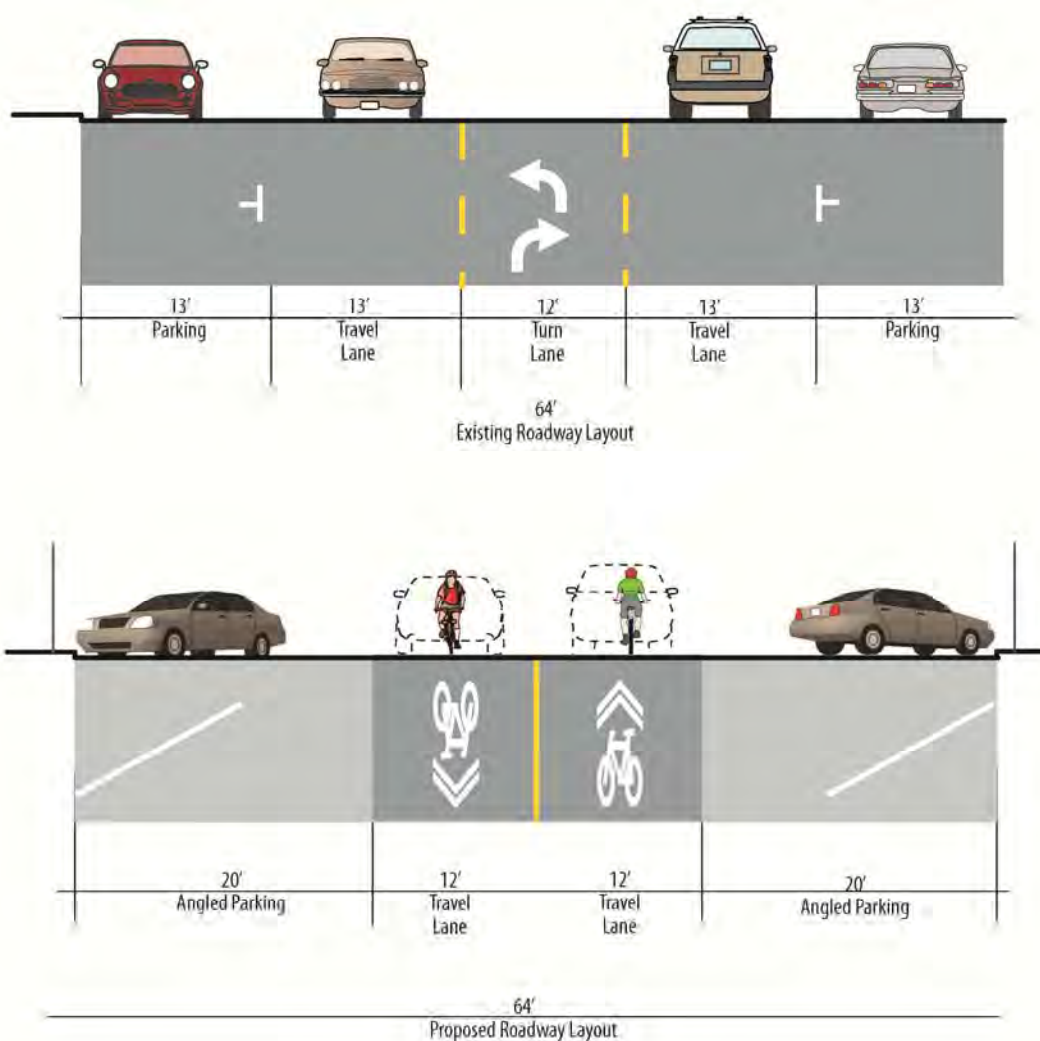


Saturnino Road (Between Calle El Segundo and Avenida Caballeros)



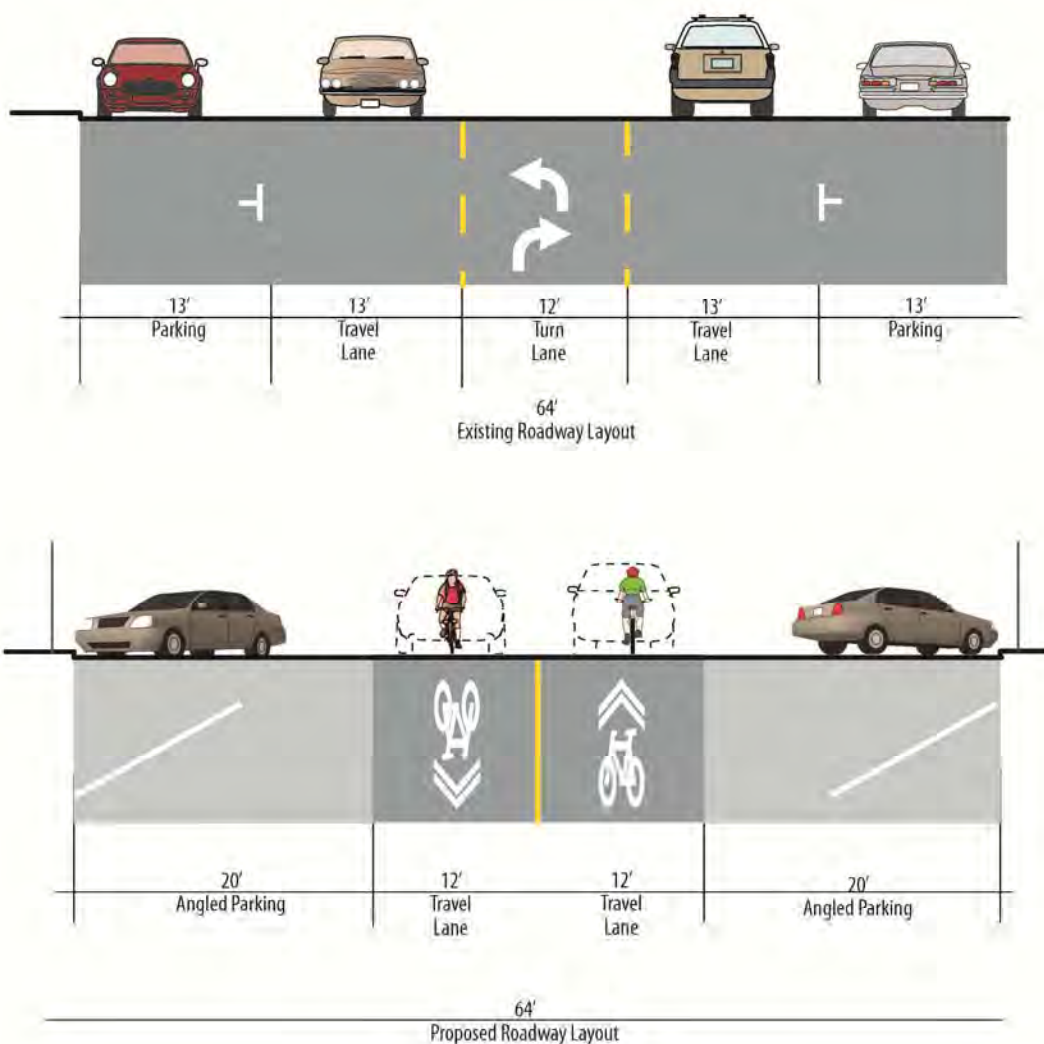
Calle Encilia

Existing roadway widths are generally wider than is needed for vehicle travel. This roadway is designated as a Collector Roadway, but has the street width and right-of-way width of a secondary arterial. This width is likely to remain, creating an opportunity to add diagonal on-street parking. The existing Class III bikeways can be enhanced with signage and sharrows, and a conversion to diagonal parking would simultaneously narrow the space assigned to vehicular through-travel, and increase the available on-street parking supply to accommodate future growth and additional development. Eight foot wide sidewalks (6' wide north of Amado Road) should be provided on both sides of the street. As an alternative to diagonal on-street parking, 5' Class II bike lanes could be installed with 12' travel lanes, 9' parallel on-street parking areas, and a 12' turn lane.



Calle El Segundo

Existing roadway widths are generally wider than is needed for vehicle travel. This roadway is designated as a collector roadway, but has the street width and right-of-way width of a Secondary Thoroughfare. This width is likely to remain, creating an opportunity to add diagonal on-street parking. The existing Class III bikeways can be enhanced with signage and sharrows, and a conversion to diagonal parking would simultaneously narrow the space assigned to vehicular through-travel, and increase the available on-street parking supply to accommodate future growth and additional development. Sidewalks should be a minimum of 5' wide and located adjacent to a 4' wide landscaped parkway. As an alternative to diagonal on-street parking, 5' Class II bike lanes could be installed with 12' travel lanes, 9' parallel on-street parking areas, and a 12' turn lane.



Calle El Segundo



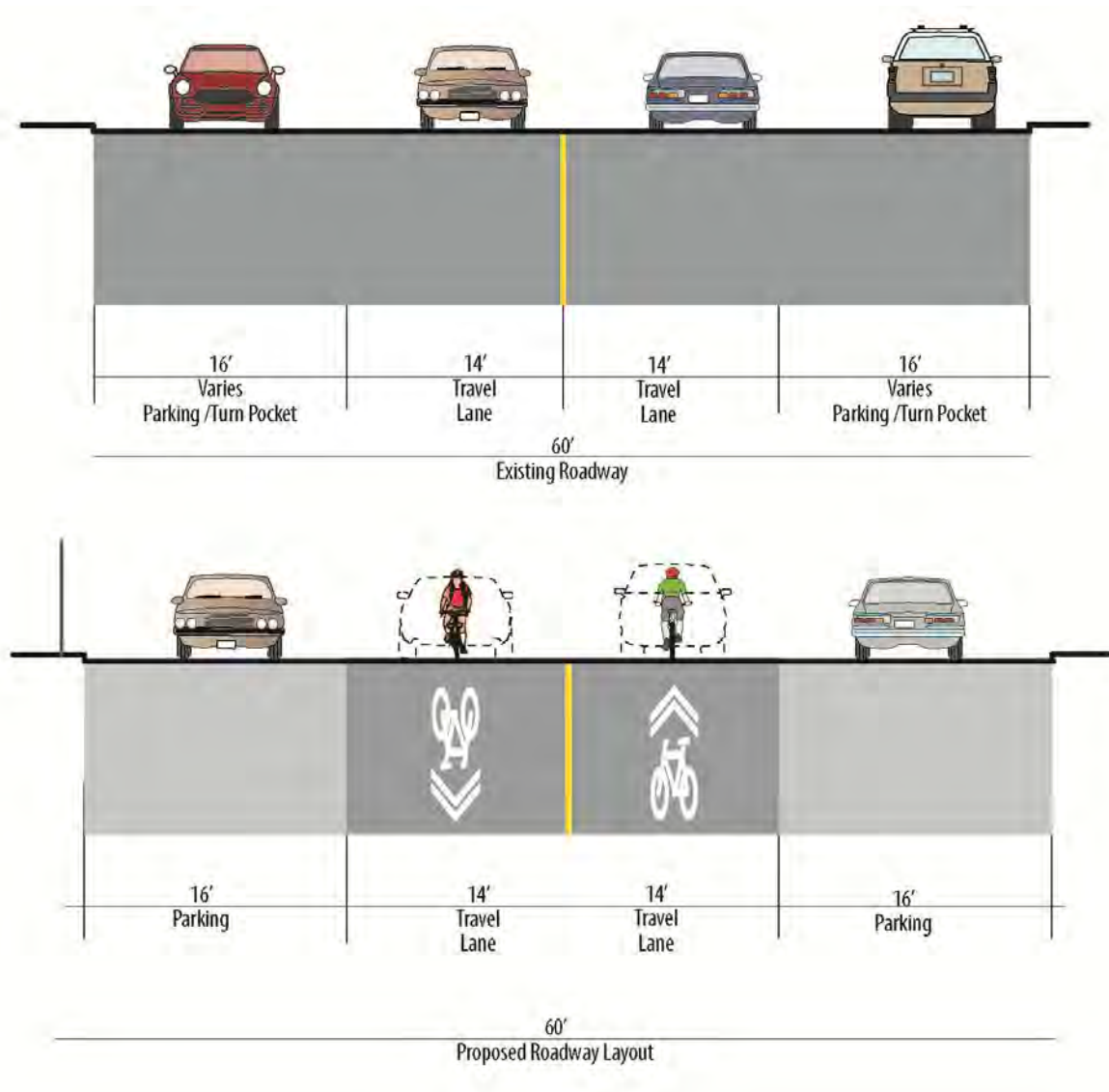
Alejo Road

Alejo Road is a major east-west thoroughfare lined almost exclusively with residential parcels. The southern side of the street is within the Section 14 boundary and has wider and more consistent sidewalks than the north side of street. The street right of way changes throughout the corridor from two to four lanes. Some meandering sidewalks line the southern edge with most landscape buffered. Street parking is used sporadically throughout, though most residences back onto street. General Plan calls for an 80' or 60' wide right -of-way depending on the segment of the street right of way. Current traffic operates of LOS 'A'. A Class III bike route exists throughout the corridor.

Design Solution

- Provide for a meandering 6' wide sidewalk (where possible) on the south side of the street.
- Maintain current right-of way width and monitor the need for implementation of General Plan traffic lane designations in the future.
- Additional street trees and landscape buffers where feasible.
- Add pedestrian lighting.
- Additional landscaping adjacent to private property residential back walls.
- Textured crosswalks at Indian Canyon Drive, Avenida Caballeros and Sunrise Way.

Alejo Road



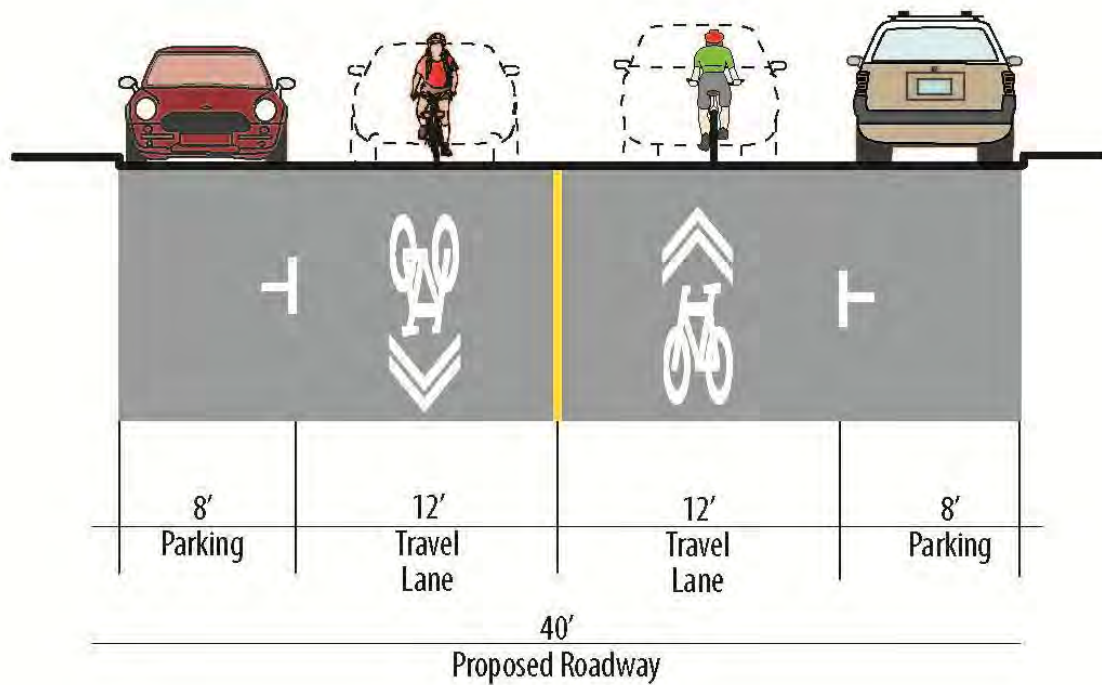
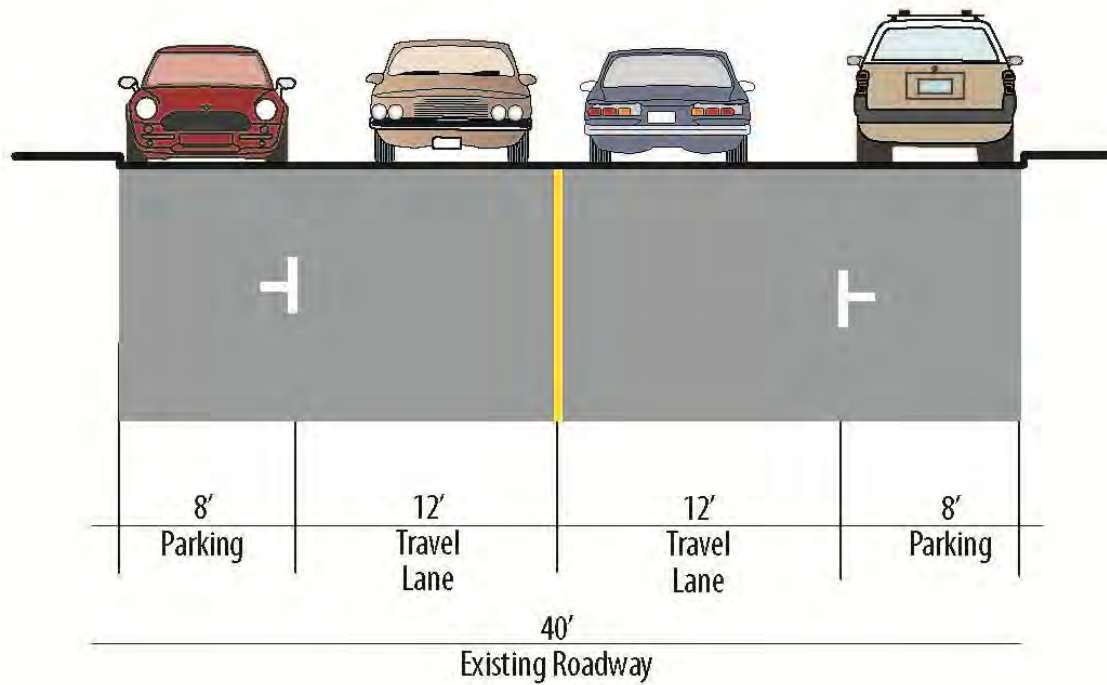
Hermosa Drive

Hermosa Drive is a north-south Collector Roadway that primarily serves residential parcels and uses. This roadway parallels Sunrise Way through Section 14 and provides an opportunity to offer bicyclists and pedestrians an alternative route to Sunrise with lower traffic volumes and traffic speeds. On-street parking is permitted or proposed throughout the length of the corridor.

Design Solution

- Install a Class III bicycle boulevard along the full length of Hermosa Drive.
- Add street trees and landscape buffers where feasible.
- Add pedestrian-scale lighting
- Provide improved pedestrian and cyclist crossing opportunities at Amado Road and Tahquitz Canyon Way, if and when these intersections become signalized.

Hermosa Drive



Baristo Flood Channel

The Baristo Flood Channel represents an excellent opportunity to serve an existing travel demand pattern in a way that increases safety for bicyclists and pedestrians, and provides an excellent recreational corridor as well. Near-term, the existing maintenance road can be improved with pavement, striping, and a fenced barrier. Long-term, the channel may be covered with an at-grade “lid,” which can be designed to accommodate Neighborhood Electric Vehicles (NEV’s) as the region’s network of NEV facilities grows.

Street crossings for this multi-use path would occur at-grade and would require the installation of crosswalks at a minimum. Along higher volume streets, such as Avenida Caballeros, in-pavement or overhead flashing lights may be warranted.



Baristo Flood Control Channel, Multi-Use Path



Calle Alvarado at Tahquitz Canyon Way

The conversion of Calle Alvarado to a pedestrian plaza between Andreas Road and Tahquitz Canyon Way is intended to enhance the pedestrian connection between the Convention Center and land uses located along Tahquitz Canyon Way. A traffic signal may be warranted to facilitate pedestrian crossings at Tahquitz Canyon Way. While not depicted here, it is also possible that Calle Alvarado could also be modified to provide two-way traffic to enhance access to the Convention Center from Tahquitz Canyon Way.



Calle Alvarado



5.6 Implementation

The implementation of Complete Streets starts with updating plans, policies, and procedures to include Complete Streets principles and standards. In addition to updating the Section 14 Specific Plan, development proposals and site plans can be updated to ensure that the requirements for Complete Streets are met. The City of Palm Springs General Plan Circulation and Land Use Elements are also important documents that should incorporate Complete Streets principles to guide future planning and decision-making.

In addition to incorporating Complete Streets in local documents, it is also important to incorporate these principles into the development and review process. Certain policies and procedures should require developers and property owners to support Complete Streets implementation. Requirements can include regulations that require bicycle and pedestrian accommodations in new developments, aesthetic standards that make the walking environment more pleasant, bus services in private developments, and bicycle parking requirements.

Ongoing efforts should be made to further the knowledge of transportation planners, agencies, and community members. This can include training and educational opportunities to help people understand the meaning of Complete Streets and how it will affect the future of transportation.

In order to expand the implementation of Complete Streets outside of Section 14, the Agua Caliente Band of Cahuilla Indians should work closely with the community, the City of Palm Springs, the Coachella Valley Association of Governments, and other jurisdictions and institutions to create an integrated regional network. Collaboration on design standards and treatments for the roadways belonging to different jurisdictions will ensure that there is consistency in the Complete Streets network.

The implementation of pilot projects such as those identified in this document can build local support among residents and business owners. The success of a pilot project such as a streetscape improvement would show the public that Complete Streets are beneficial to the roadway network.

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CHAPTER 6

Land Use Regulations and Development Standards

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CHAPTER 6 – LAND USE REGULATIONS AND DEVELOPMENT STANDARDS

This Chapter presents the land use regulations and standards that control the type and character of development that is allowed within Section 14. Section 6.5 identifies alternative zoning standards as well as incentives that encourage development of consolidated projects, and Chapter Seven provides design guidelines that give direction for building and site design.

Refer to the PSZO for nonconforming uses; however, the 10-year abatement of nonconforming uses, as defined in PSZO, is not required in Section 14.

6.1 Land Use Regulations

Table 6-1 lists the land uses allowed in each of the land use designations identified in Chapter 4 as follows:

Permitted Uses

Buildings, structures, and land shall be used and buildings and structures shall be erected, altered or enlarged only for the uses described as "Permitted Uses."

Uses Permitted with a Land Use Permit

The uses described as "Uses Permitted with a Land Use Permit" may be permitted subject to approval of a Land Use Permit, as provided for in the PSZO.

Uses Permitted with a Conditional Use Permit

The uses described as "Uses Permitted with a Conditional Use Permit" may be permitted subject to approval of a Conditional Use Permit, as provided for in the PSZO.

Table 6-1 Allowable Land Uses							
(P) = Permitted, (L) = Land Use Permit, (C) = Conditional Use Permit, (-) = Prohibited							
LAND USE	REO	RA	LSC	NC	HR	MR	MBR
Commercial							
Automobile Sales and Service:							
<i>Automobile parts and supplies</i>	-	-	-	P	-	-	-
<i>Automobile sales (exotic or antique/classic automobiles only)</i>	C	C	-	-	-	-	-
Business support services and facilities (including graphic reproduction, computer services, etc.)	P	C	C	P	-	-	-
Drive-through/drive-in facilities	-	-	-	C	-	-	-
Eating and Drinking Establishments:							
<i>Restaurants, full/limited service (including alcohol sales and outdoor dining)</i>	L	L	L	L	-	-	-
<i>Restaurants, take-out only</i>	-	-	-	L	-	-	-
<i>Nightclubs, bars, and cocktail lounges</i>	C	C	C	-	-	-	-
Financial institutions (banks, savings & loans)	C	-	-	P	-	-	-
Health/fitness centers	P	C	P	P	-	-	-
Hotels and resort/condo hotels (consistent with the standards of the RA land use Zone in all other zones)[i]	C	P	C	C	C	-	-
Indoor amusement/entertainment centers (live performance theaters, cinemas, auditoriums, meeting halls, bowling, arcade, etc.)	P	P	C	-	-	-	-
Live/work units	L	C	L	-	-	-	-
Retail Sales:							
<i>Convenience stores (CUP required if beer and/or wine sales are included)</i>	-	-	P	P	-	-	-

Table 6-1 Allowable Land Uses							
(P) = Permitted, (L) = Land Use Permit, (C) = Conditional Use Permit, (-) = Prohibited							
LAND USE	REO	RA	LSC	NC	HR	MR	MBR
<i>Food and beverage sales (specialty, e.g. deli, coffee, bakery, produce, etc.)</i>	P	C	P	P	-	-	-
<i>Farmers market</i>	L	-	L	L	-	-	-
<i>General, 10,000 square feet or less of Gross Leasable Area</i>	P	P	P	P	-	-	-
<i>General, between 10,000 and 20,000 square feet of Gross Leasable Area</i>	C	C	C	P	-	-	-
<i>General, between 20,000 and 50,000 square feet of Gross Leasable Area</i>	C	-	-	P	-	-	-
<i>Grocery stores</i>	-	-	-	P	-	-	-
<i>Liquor stores</i>	-	-	C	C	-	-	-
<i>Outdoor sales and displays, incidental to primary use, including within the public right-of-way</i>	L	L	L	-	-	-	-
Offices							
<i>Business and professional</i>	P	C	P	P	-	-	-
<i>Medical and dental</i>	C	-	P	P	-	-	-
<i>Outdoor entertainment centers (sports facilities, sound stages, amusement parks, etc.)</i>	C	C	C	-	-	-	-
<i>Personal & convenience services (barber, beauty/nail salon, spa, tailor, dry cleaner, self-service laundry, etc.)</i>	C	C	P	P	-	-	-
<i>Pet stores and grooming</i>	-	-	-	P	-	-	-
Public & Semi Public							
<i>Automobile parking lot/structure (primary use)</i>	C	C	C	C	C	-	-
<i>Government offices</i>	P	C	C	P	-	-	-

Table 6-1 Allowable Land Uses							
(P) = Permitted, (L) = Land Use Permit, (C) = Conditional Use Permit, (-) = Prohibited							
LAND USE	REO	RA	LSC	NC	HR	MR	MBR
Libraries and museums	P	P	-	-	-	-	-
Open space (public gardens, parks, and plazas, including incidental/accessory recreational facilities)	P	P	P	P	-	-	-
Post Office branches	-	-	-	P	-	-	-
Public use and public utility structures and facilities	C	C	C	C	C	C	C
Schools (vocational, trade, career, etc.)	C	C	C	C	-	-	-
Residential							
Multi-family residences[ii], [iii]	C	C	C	-	P	P	P
Single-family residences[iv]	-	-	-	-	C	P	P
Timeshares (consistent with the PSZO)	C	C	C	-	C	C	C
Other							
Casino (only with Tribal Council approval)	C	C	-	-	-	-	-
Temporary uses (festivals; carnivals; outdoor uses; merchandise sales and displays; etc.)	L	L	L	L	-	-	-
[i] Subject to a CUP if more than 10% of the guest rooms contain kitchen facilities. [ii] Only as part of mixed-use projects in the REO land use zone. [iii] Consistent with the regulations and standards of the HR land use zone in the RA, REO and LSC land use zones. [iv] Minimum density of five (5) dwelling units per acre in the HR land use zone.							

6.2 Commercial Development Standards

Development located in land use designations Specialty Retail-Entertainment-Office (REO), Resort-Attraction (RA), Local-Serving Commercial (LSC), or Neighborhood Commercial must comply with the development standards presented in Table 6-2. If a particular development standard is not listed, the provisions of the PSZO shall apply.

6.3 Residential Development Standards

Development located in land use designations High Density Residential (HR), Medium Density Residential (MR), or Medium Density Residential Buffer (MBR) must comply with the development standards presented in Table 6-3. If a particular development standard is not listed, the provisions of the PSZO shall apply.

6.4 Parking Standards

The Specific Plan proposes alternate minimum parking standards for select nonresidential uses that are consistent with the mixed use nature of the area, the proximity of Section 14 to downtown Palm Springs, and the Complete Streets improvements identified in Chapter 5. For all other residential and nonresidential uses not specifically identified in this Section, the minimum parking standards contained in Section 93.06.00 of the PSZO shall apply. All required parking for a particular development shall be provided on the parcel containing the use or uses generating the demand, or on a different legal parcel, provided that all of the spaces are within acceptable walking distance of the building entrance of any use, and shared parking covenants and easements are in place.

The alternative standards proposed in this Section are intended to assure that off-street parking areas are properly integrated into new development, with adequate capacity, while recognizing that commercial and mixed-use development near downtown support a greater percentage of trip making by modes other than private automobiles. In addition, opportunities for shared parking exist in Section 14 where some of the parking spaces used by commercial and retail

business during the day can be used by residents and others in the evening, further reducing the number of parking spaces needed to be provided.

To thoroughly examine parking demand within Section 14 and determine where the Specific Plan's minimum parking standards could deviate from the PSZO, the IBI Group conducted a parking study that took into consideration, among other things, Section 14's proximity to downtown and the improvements proposed as part of the Complete Streets Plan presented in Chapter 5. The report prepared by the IBI Group, which is included as Appendix C, provides a complete analysis for the alternative minimum parking standards identified in Table 6-4. In addition to these alternative minimum standards, the following general parking requirements shall apply within Section 14:

Bicycle Parking

The changes to the street network presented in Chapter 5 are intended to encourage trips by alternative modes, with special emphasis on active transportation. With this in mind, bicycle parking needs to be provided for all new development. Each development shall provide a minimum number of bicycle parking spaces equal to five (5) percent of the minimum parking provided for automobiles, but no less than a minimum of four bicycle parking spaces (either bicycle racks or lockers) shall be provided. The implementation of this requirement allows for the potential reduction in number of automobile parking spaces for certain uses that are likely to be reached by bicycle.

Shared Parking

Shared parking allows parking facilities to be used more efficiently as it takes advantage of peak activity periods among different facilities or functions. Non-residential land uses shall be permitted to share parking either on the same parcel or on a nearby parcel (within up to 300 feet of the subject building for the non-residential uses proposed in Section 14) provided that a parking analysis is conducted that complies with the requirements established by the PSZO.

Table 6-2 Commercial Development Standards				
Development Standard	Specialty Retail-Entertainment-Office (REO)	Resort Attraction (RA)	Local Serving Commercial (LSC)	Neighborhood Commercial (NC)
Floor Area Ratio	A maximum floor-to-area ratio of 1.0 shall be permitted, except for consolidated projects (see Section 6.5).		A maximum floor-to-area ratio of 1.0 shall be permitted, except for consolidated projects.	A maximum floor-to-area ratio of 0.50 shall be permitted, except for consolidated projects.
Hotel Density		A maximum density of 86 rooms per acre shall be permitted.		
Building Height	A maximum height of 35 feet shall be permitted, except for-high-rise buildings subject to the approval of a CUP pursuant to the provisions of the PSZO. The maximum height of high-rise buildings shall be 100 feet, not including appurtenances on the buildings, as measured from any point of the natural elevation of the ground at the building line, before grading, to the maximum projection on top of the building above the same point.		A maximum height of 35 feet shall be permitted, except for consolidated projects.	
Open Space	Thirty percent of the building site shall be landscaped, which may include all of the front yard setback and side yard setback on a corner lot. For hotel developments and high-rise buildings, a minimum of 40% of the site area shall be developed as usable landscaped open space and outdoor living and recreation area; the required landscaping for surface parking areas shall not be included in the 40% open space requirement.			Thirty percent of the building site shall be landscaped, which may include all of the front yard setback and side yard setback on a corner lot
Compatibility with Surrounding Development	The rear and side walls of buildings which are visible from adjacent lots or streets shall be treated with an equivalent design quality as the front wall. The walls of any parking structure or that portion of any structure used for parking shall be designed to substantially screen vehicles in the structure from a view of a person on a public street. The walls of the parking structure shall be similar in color, material, and architectural detail with the building it serves.			
Building Location	Buildings should be located as close as possible to the required front setback.			
Primary Frontage	Tahquitz Canyon Way and Indian Canyon Drive shall be considered as the primary frontage; Calle Encilia and Avenida Caballeros shall be considered the primary frontage where REO and RA lots do not abut Tahquitz Canyon Way and Indian Canyon Drive.		Indian Canyon Drive shall be considered as the primary frontage.	
Ground Floor Facade Treatment	Visual interest along the ground floor wall along the primary frontage shall be provided in the form of pedestrian entrances, display windows, and other features that provide visual interest and establish a pedestrian-friendly environment. Where buildings are not within 25 feet of the primary frontage, visual interest shall be provided with decorative walls, trellises, landscaping, and other devices.			
Pedestrian Access	Direct pedestrian access shall be provided from buildings to the sidewalks on Tahquitz Canyon Way and Indian Canyon Drive.		Direct pedestrian access shall be provided from buildings to the sidewalk.	
Front Yard Setback	The minimum setback along Indian Canyon Drive shall be 5 feet, and the minimum setback along all other streets shall be 20 feet.			
Features Required within the Front Setback	<u>On Tahquitz Canyon Way:</u> - Adjacent to the public sidewalk on the property side, low groupings of boulders, desert garden landscaping, and/or dedicated spaces for public art works or interpretive exhibits shall be provided. <u>On Indian Canyon Drive:</u> - 5 feet of hardscaping designed as an extension of the public sidewalk. <u>On all other Streets:</u> - at least 50% of the front yard setback shall be maintained in decorative landscaping; the remainder may be maintained in decorative paving.			

Table 6-2 Commercial Development Standards				
Development Standard	Specialty Retail-Entertainment-Office (REO)	Resort Attraction (RA)	Local Serving Commercial (LSC)	Neighborhood Commercial (NC)
Features Permitted within the Front Setback	<ul style="list-style-type: none">- Pedestrian access walkways and plazas, consistent with the guidelines provided in Chapter Seven.- Lights to illuminate pedestrian access ways, vehicular driveways, landscaped areas and/or buildings.- Open trellis structures or pergolas over the sidewalk, subject to architectural approval.- Landscaped areas, consistent with the landscape guidelines in Chapter Seven.- Pedestrian amenities, such as decorative trash receptacles, benches, water elements, bicycle parking areas, public art and sculpture, and bus shuttle stops, subject to architectural approval.- Outdoor dining areas, subject to a Land Use Permit and architectural approval.- Vehicular driveways, but not parking.- Signs in accordance with the provisions of the PSZO.			
Side Yard Setback	<p><u>On Indian Canyon Drive and Calle Encilia:</u> The minimum interior side yard shall be 5 feet. The minimum side yard at a corner shall be 10 feet on the street side. Where the side yard abuts Tahquitz Canyon Way, the side yard shall be 20 feet.</p> <p><u>On all other public streets:</u> The minimum side yard shall be 20 feet. Where the side yard abuts Indian Canyon Drive, the side yard shall be 5 feet.</p> <p>A minimum of 50% of all side yards adjacent to a street shall be maintained in landscaping consistent with the streetscape guidelines in Chapter Seven. Carport structures may be permitted within the side setback area where parking is permitted.</p>			
Rear Yard Setback	<p>The minimum rear yard setback shall be 20 feet.</p> <p>A minimum of 50% of all rear yards adjacent to a street shall be maintained in landscaping consistent with the streetscape guidelines in Chapter Seven. Carport structures may be permitted within the rear setback area where parking is permitted.</p>			
Setbacks for High-Rise Buildings	High-rise buildings within Section 14 are exempt from the setback requirements identified in 93.04.00 of the PSZO; however, high-rise buildings shall have a minimum setback of one (1) foot of horizontal setback distance from any residential district for each one (1) foot of vertical rise of the building. Additional site-specific setbacks may be imposed through the CUP process based on the relationship of the high-rise building to its surroundings.			
Minimum Lot Area	Lots shall be a minimum of two gross acres.		Lots shall be a minimum of 9,600 square feet.	Lots shall be a minimum of two gross acres.
Off-Street Parking	<p>No parking areas shall front on Tahquitz Canyon Way or Indian Canyon Drive, unless 25 feet of landscaped area is provided between the property line and the parking is screened by a low, decorative wall. Stand-alone parking structures may be permitted subject to the approval of a CUP pursuant to the provisions of the PSZO.</p> <p>Parking shall be provided consistent with the standards identified in Section 6.4.</p>			
Service Access	Where REO, RA, and LSC lots abut more than one street, direct access to service areas shall not be provided from Tahquitz Canyon Way or Indian Canyon Drive.			Off-street loading and trash areas shall be provided consistent with the provisions of the PSZO.

Table 6-3 Residential Development Standards			
Development Standard	High Density Residential (HR)	Medium Density Residential (MR)	Medium Density Residential Buffer (MBR)
Palm Springs Zoning Ordinance	The provisions of the R-4, Large-Scale Hotel and Multiple-Family Residential Zone shall apply.	The provisions of the R-2, Limited Multiple Family Residential Zone shall apply.	The provisions of the R-G-A(8), Garden Apartment & Cluster Residential Zone shall apply.
Exceptions:			
Building Height	A maximum height of 35 feet shall be permitted.	A maximum height of 24 feet shall be permitted. ¹	
Lot Size	Lot size and setback requirements may be reduced for single-family residential development if it can be demonstrated through the CUP process that the reductions are necessary or desirable, and are not detrimental to neighboring uses (existing or future permitted).		
Setbacks			
Single-Family Residences	In addition to the above exceptions, the provisions of the R-1-D single-family residential zone shall apply.		
Additional Performance Standards:			
Common Open Space	Incorporation of a minimum area of the required common open space at grade, or the level of the first habitable floor, and designed so that it is easily accessible and of sufficient size to be usable by all residents.		
Architectural Features	Incorporation of architectural design detail and elements which provide visual character and interest, avoiding flat planar walls and box-like appearances.		

¹ Resolution No. 23853 approved by the City Council on July 15, 2015.

Table 6-4 Alternative Minimum Parking Standards			
LAND USE	UNIT	RATE (spaces:unit)	NOTES
Commercial			
Automobile parts and supplies	SF of GFA	1:350	
Business support services & facilities (including graphic reproduction, computer services, etc.)	SF of GFA	1:325	
Eating and Drinking Establishments			
<i>Restaurants, full/limited service (including alcohol sales and outdoor dining)</i>	SF of GFA where public is served	1:40	High-Turnover (Sit-Down) Restaurant w/o Bar or Lounge
	SF of GFA where public is served	1:60	Fast-Food Restaurant w/o Drive-Through Window and Fast-Food Restaurant w/ Drive-Through Window outside of "D" parking combining zone
<i>Restaurants, take-out only</i>	SF of GFA	1:200	
Health/fitness centers	SF of GFA	1:450	Plus 1 additional space per employee
Indoor amusement/entertainment centers (live performance theaters, cinemas, auditoriums, meeting halls, bowling, arcade, etc.)	seats	1:4	Theaters, Cinemas
Retail Sales			
<i>Convenience stores (CUP required if beer and/or wine sales are included)</i>	SF of GFA	1:250	
<i>Grocery stores</i>	SF of GFA	1:250	
<i>Liquor stores</i>	SF of GFA	1:250	
Offices			
<i>Business and professional</i>	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF	1:300	One rate regardless of area
<i>Medical and dental</i>	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF	1:200	One rate regardless of area
Public & Semi Public			
Government offices	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF	1:250	One rate regardless of area
Libraries and museums	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF	1:300 (Museum)	One rate regardless of area
		1:500 (Library)	
Post Office branches	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF	1:250	One rate regardless of area
Schools (vocational, trade, career, etc.)	SF of GFA	1:200	
SF = Square Feet, GFA = Gross Floor Area			

“D” Downtown Parking Combining Zone *Expansion*

The “D” downtown parking combining zone of the PSZO shall be expanded to include the area south of Alejo Road, north of Tahquitz Canyon Way and west of Avenida Caballeros, as this area within Section 14 has the strongest connection to downtown Palm Springs. Approval of this expansion would trigger the need for a corresponding amendment to the PSZO.

On-Street Parking

As with shared parking, the PSZO includes provisions for on-street parking credit in the “D” downtown parking combining zone, where mixed-use developments may be credited for on-street parking spaces that are directly adjacent to the development at the rate of one off-street parking space for every two on-street spaces. The credit is dependent on the provision of additional pedestrian-related amenities above that are required by the PSZO that are useable and accessible to the general public.

There are extensive amounts of on-street parking currently provided along local and collector streets within Section 14, and the additional on-street parking that will be implemented as part of the Complete Streets Plan identified in Chapter 5 would increase this amount even further. As a result, these on-street parking spaces shall be taken into consideration and credited toward the minimum parking requirements identified in the parking analysis conducted for adjacent developments, as provided for in the PSZO.

6.5 Consolidated Projects Standards and Guidelines

With a significant amount of vacant and underutilized land available for development in Section 14, an exciting opportunity exists for consolidating individual parcels/allotments into larger development sites. Larger, consolidated sites provide the chance to develop integrated projects that offer greater amenities, creative building designs, greater options for site access, and ultimately a stronger impact. To encourage consolidation of parcels and ultimately fulfillment of its vision, the Specific Plan provides both development incentives and flexible zoning standards for development.

This Specific Plan provides incentives for the following two types of consolidated projects:

- Commercial or mixed-use development on sites designated as REO, RA, LSC, or NC on the Land Use Plan in which at least two or more parcels/allotments totaling five (5) or more acres combined are consolidated for one planned project.
- Residential or hotel development on sites designated as HR on the Land Use Plan in which at least two or more parcels/allotments totaling five (5) or more acres combined are consolidated for one planned project.

The development incentives and flexible zoning for consolidated projects include:

- Development may reach a FAR intensity up to 3.0.
- Development on consolidated residential sites designated HR may reach a density of up to 60 dwelling units per acre.
- Consolidated projects on sites designated RA or REO on the Land Use Plan may be developed under either the RA or REO land use designations.
- Consolidated projects on sites designated LSC, or NC on the Land Use Plan may be developed under those land use designations, or either the RA or REO land use designations, or any combination thereof.
- An expedited approval process for consolidated projects that are consistent with all Specific Plan development standards and guidelines (see Chapter Eight).
- Financial incentives consistent with the program funding recommendations in Chapter Eight, including transient occupancy tax rebates and public financing partnerships for required offsite improvements, could also be provided to consolidated projects on a case by case basis.



CHAPTER 7

Design Guidelines

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CHAPTER 7 – DESIGN GUIDELINES

The Design Guidelines presented in this Chapter will provide direction to property owners, developers and the staff responsible for implementation of the Specific Plan as to the character of development that the Specific Plan's Vision embodies. The Design Guidelines are intended to be used within Section 14 by City and Tribal Staff in evaluating development proposals, and by developers and property owners in the preparation of their development proposals.

The Design Guidelines seek to encourage development and building rehabilitation of Section 14 in a manner that is visually bold and exciting, reflective of the region's indigenous setting, harmonious with its surroundings, attention to detail, and related to human scale. They are meant to encourage individual expression in the development of land and buildings while maintaining continuity in the design of the urban environment. The Design Guidelines establish a high standard for design quality, but are flexible enough to allow individual expression and imaginative solutions.



7.1 Architectural Character and Building Design

7.1.1 Architectural Character

To distinguish Section 14 and enhance its unique sense of place, buildings should have a timeless and permanent quality that addresses the heritage and climate of the region. As the primary activity foci in Section 14 – and its most visible and image-creating streets – building architecture on Tahquitz Canyon Way and Indian Canyon Drive should enhance the relationship between building facades and the public realm to create a vibrant streetscape.

It is not the intention of the Specific Plan to impose an architectural or visual theme to development in Section 14. There are, however, common historic architectural styles and philosophies that could serve as the basis and inspiration for future designs. These styles should help foster a building consistency in Section 14, and strengthen its sense of place by relating to indigenous characteristics.



Frey House II. Chimay Bleue. <http://www.flickr.com>

The heritage of Palm Springs and the Coachella Valley is inseparable from its climate, especially as reflected in its building designs. Historically, building designs have either responded to the desert climate or imitated forms that did so. For example, Spanish Colonial Revival designs feature white exteriors to reflect the bright sun, and thick walls and small window openings to protect building interiors from heat. Modern architecture, which in Palm Springs includes the work of Richard Neutra, John Lautner,

Stewart Williams, Albert Frey, Don Wexler, and William Cody has a much more amicable relationship with the desert. Rather than keep it out, modern buildings seek to meld the indoors

with the outdoors. Natural elements such as rocks and water flow from the outside to indoors, while interior building features such as flooring or walls extend to the outdoors. Large, uninterrupted expanses of glass bring the desert environment even closer to the building.



Kaufman House. Tim Street-Porter/Esto. <http://www.nytimes.com>

Cahuilla heritage, while intimately related to the desert environment, is not as readily reflected in built form. Historically, structures of the Tribe were round buildings made from indigenous materials, such as palm fronds, arrowweed, tule reeds, mud, and other natural materials. While replication of materials in modern structures would be difficult, round forms would be intriguing and enriching. Also, there are many visual images and symbols of relevance to the Tribe's culture that could be reflected in building designs. Rather than just a simple replication and application of these images as decoration, the shapes and essence of these symbols should be abstracted into the form and detailing of building designs. In this way, these symbols are not cheapened and commercialized, but are still manifested in Section 14's built environment.

Building designs should not be copies of historic buildings or objects, but should reflect and to some extent incorporate their positive features. Features and visual images common to styles and themes discussed above are described in Table 7-1.

Table 7-1 Features of Appropriate Architectural Styles and Visual Images

Spanish Colonial Revival	50s/60s Modern	Cahuilla Imagery and Symbols
<ul style="list-style-type: none"> • Pitched roof • Terra cotta roof tile • Stucco exterior • Muted colors • Deep-set window/door openings • Arched doors and windows • Towers • Decorative tile • Wrought iron ornamentation • Carved wood ornamentation • Wood highlights • Balconies • Courtyards 	<ul style="list-style-type: none"> • Skewed, angular roof forms • Angled, cantilever roof extensions • Extension of flooring or walls to outdoors • Bold, eye-catching accent colors • Large expanses of glass • Smooth, uninterrupted walls, often free-standing • Modern metals, such as aluminum, as decoration 	<p><u>IMAGES</u></p> <ul style="list-style-type: none"> • Baskets • Pottery • Hunting <p><u>SYMBOLS</u></p> <ul style="list-style-type: none"> • Regional fauna • Regional flora • Parallel lines • Anthropomorphic figures • Trident forms • Concentric circles • Maze-like patterns • Lightning bolts

7.1.2 Materials and Colors

Relationship to Palm Spring's Heritage. Use of materials that relate to the desert climate and heritage of Palm Springs is encouraged. These materials include the following:

- Stucco walls in off-white and/or muted tones;
- Wood highlights;
- Terra cotta or ceramic tile roofs;
- Built-up roof with parapets and metal or canvas awnings;
- Decorative ceramic tiles;
- Stone, such as flagstone, marble, travertine, granite;
- Decorative metal highlights, such as aluminum, copper, wrought iron.



La Plaza. <http://www.mementopalmsprings.com>

Quality Materials. Use of quality materials is encouraged. These materials include the following:



Exterior Stucco. <http://www.bmi-products.com>

- Smooth finish stucco; for example, exterior stucco, applied with a smooth trowel finish and painted with elastomeric paint is preferred.
- Screed expansion joints are favored, which are integrated with the design of windows and doors.

- Pre-cast concrete panels for structures taller than two stories.
- Cut stone, tile or other smooth, durable material on the ground level (the base) for visual interest at the street level and for ease of graffiti removal.
- Wood, steel or aluminum and clear glass on store-fronts, windows, doors, or atrium spaces.



She She Kids. <http://www.thegardensonelpaseo.com>

Harmonious Colors. Use of light or medium neutral colors on buildings is preferred over dark colors which tend to absorb heat and make a building appear more bulky. Strong colors may

be used for accents on awnings, door trim, window mullions, window trim, towers or pedestrian amenities, provided such colors are clearly secondary to a more neutral base color.



7.1.3 Massing/Building Bulk

Articulation of Building Form. Structures should be articulated in form and should not be designed as single massive blocks. To reduce bulk and create visual interest, buildings, particularly those over two stories, should employ architectural devices such as stepped terraces, changes in vertical and horizontal planes, varied roof heights, and multi-planed roof forms.



Walkable Places/Livable Spaces. <http://www.nctcog.org>

The inclusion of bold and unusual building shapes and volumes is encouraged to create visual interest at a distance. These elements could include round towers, cantilevered roofs, exaggerated, cantilevered overhangs, elliptical facades, and arches.

Pedestrian Interest. The form of the building and its architectural details should be designed to create visual interest at the pedestrian level, usually the ground level. Larger-scale and high-rise buildings especially should be designed with one or two stories that relate to and reinforce a pedestrian-level character. Techniques may include the following:

- Staggering the face of the building.

Chapter 7: Design Guidelines

- Recessing doors and windows.
- Providing attractive and varied display windows.



Walkable Places/Livable Spaces. <http://www.nctcog.org>

- Visually extending interior spaces outside through the use of the same paving material; for example quarry tile or similar paving material could be used inside as well as on the sidewalk in front of the entrance.
- Use of ceramic tile, marble, finished metal, or other accent material at the base of the facade to vary the vertical plane of the facade.
- Providing awnings, overhangs, pergolas or other devices for weather protection which relate to the overall scale of architectural details.

Building Entrances. Along Tahquitz Canyon Way and Indian Canyon Drive, building entrance should front onto the public sidewalk and its design should be emphasized in the volume of the facade.



Street Corner Articulation. Building volumes at corners should be shaped and articulated to respond to pedestrian crossings.

Design Treatment on All Facades. Where the rear and sides of a building are visible from adjacent streets or an adjoining residential area, they should receive equivalent design treatment as the front facades.

Blank Walls. To maintain visual interest, no building wall facing a public street should extend more than 25 feet vertically or horizontally without a visual break. Such a break could be created by a recess in the exterior wall or architectural detailing.

7.1.4 Roofs

Roof forms should reflect the historic patterns found in Palm Springs. Use of full shed roofs, gabled and hipped roofs, flat roofs into a parapet, flat roofs that are finished with a cornice, flat roofs with an overhang and curved roofs are acceptable. Mansard roofs are not acceptable, as they are inconsistent with the character of the area. All roof mounted equipment shall be screened from all vantage points.

Variation in roof line height and planes is encouraged to create a lively environment. Exaggerated, cantilevered, angular or other bold roof shapes also are encouraged.



Vivante of Palm Springs. Nexus Companies.

7.1.5 Windows and Doors

Special Design Elements. Entry doors and windows fronting on or visible from public streets should be treated as special design features that are highlighted with treatments such as recessing or special trim.

Entry Orientation and Relationship to the Street. Primary entrances to buildings should be oriented to the major street or be directly accessible from the major street. The main entrance should be easily identified and should not be oriented directly toward a rear parking lot. Entrances facing the street should not be located below grade or above grade.



Consistent Sizes and Shapes. Windows should be designed with as much consistency as possible. Too many different sizes and shapes of windows are discouraged.

Building Security Systems. Building security measures, where desired, should include an interior electric security system, vandal-proof glazing, or if metal grills or shutters are necessary, the grills and shutters should totally recess into overhead cylinders or pockets that completely conceal the grill or shutter in the daytime.

7.1.6 Shade Structures and Devices

A primary ingredient and theme in the design of all projects should be to incorporate shade structures and devices with or without landscaping elements. Shade structures and devices could include the following:

- Wood trellis with vines and flowering cascading plants.

- Arcades and pergolas of masonry or stone columns and wood trellis, which are typical in Mediterranean climates;
- Lacy metal pavilions which cast interesting shadow patterns;
- Canvas awnings and tents;
- Pierced-metal and glass awnings suspended by cables.



Pamona College. <http://www.liberalartscolleges.com>

7.1.7 Parking Structures Character and Design

Screening of Undesirable Elements. Structured parking should be designed so that sloping floors are not visible from adjacent streets and to minimize views of light sources and cars from nearby streets and sidewalks. Parking structures that face major streets should have a substantial portion of the ground floor frontage in pedestrian-serving uses.

Compatibility with the Principal Structure. Parking structures should be built using the same materials as the principal structure. If necessary, parking structures may be designed with small vertically oriented openings to give the appearance of a building with windows, and increase the aesthetic value. Where appropriate, ground floor retail or office uses should be incorporated into parking structures with frontage on a major arterial. Terracing of parking levels and/or partially berming of the first level, should make a structure compatible with adjacent lower-scaled developments (Figure 7-1).

Compatibility With Adjacent Residential. Parking facing adjacent residential neighborhoods shall be screened from such neighborhoods as required in the Palm Springs Zoning Ordinance (PSZO), Section 93.06.00. Structures and screening devices shall be designed to be

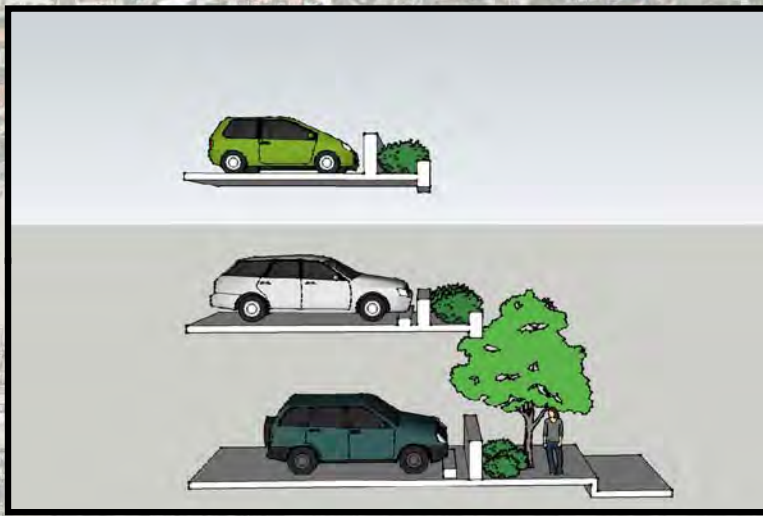


Figure 7 - 1a

Figure 7 - 1b



Figure 7 - 1c



Figure 7 - 1d



Techniques to Screen Vehicles in Parking Structure from Direct View of Pedestrian and Adjacent Residential

Figure 7 - 1

compatible with these neighborhoods by the use of decorative block, special color treatment, landscaping and the terracing of parking structure floors to reduce height and mass.

Security for Parking Facility Users. Visibility is a key concern in assuring security in parking structures. Parking facilities and public access ways shall be well lit by light sources, but shielded from adjacent residential. Parking structure stairs should be designed in such a way as to allow full visibility of stairways on a minimum of two sides.

7.2 Site Design and Planning

7.2.1 Building and Parking Orientation

Commercial buildings should be placed with a street orientation to emphasize the pedestrian environment, avoid a "sea of parking" visible from the street, and to create the sense of an edge along the street. Buildings should be located close to major arterials, with parking in the rear, or if necessary, on the side. Due to off-street parking requirements it may not be possible to create a continuous building edge along the entire length of an arterial; however, all sites should be designed to maximize the sense of an edge along the street using design techniques such as:

- Orienting the longer dimension of the building along the arterial rather than the shorter dimension.
- Extending decorative low walls from the building in combination with landscaping to screen or soften parking areas and create an edge.
- Placing an arcade or trellis structure between a parking area and the sidewalk.

7.2.2 Access and Circulation

Access and circulation should be designed to provide a safe and efficient system on and off the site by reducing curb cuts, providing adequate maneuvering area, and using shared driveways. For safety and to improve the pedestrian environment, curb cuts in major arterials should be reduced.

The elimination and/or consolidation of existing driveways shall be encouraged in all site planning. In particular:

- New development should locate driveways from secondary streets or alleys.
- Adjacent developments should use shared parking and driveways, wherever possible.
- Acceleration and deceleration lanes should be limited from major arterials, and utilized only when necessary for traffic safety.

Additionally, pedestrian movement cannot be dictated by vehicular driveways. Commercial developments should incorporate pedestrian pathways from the street to facilitate foot traffic to and from the site. The goal of this guideline is to stimulate the streetscape and vitalize commercial activity.

7.2.3 Parking Site Design

The location of on-site parking is critical to implementation of the Section 14 Specific Plan Vision. Parking is to be primarily located in the rear or side of a site or in subterranean parking structures, in order that buildings may front on major arterials. As security is a concern, parking should be designed and illuminated to promote safety.

Pedestrian scale and walkability can be added to parking lots through the following methods:

- Create visible segments in large parking lots with several smaller lots by building placement and location of landscaped areas.
- Use landscape screening along all street edges.

Green Parking Lot Design. Parking lots shall be viewed as opportunities to introduce landscape-based stormwater management, also known as “green parking lots.” In contrast with traditional site-design, which may direct treated runoff into the City’s stormwater infrastructure, a green parking lot uses landscape and/or permeable paving systems to capture,

slow, and filter runoff. This method re-introduces the natural hydrologic system of the desert floor in an urban environment, and provides numerous benefits, such as:

- Reduce stormwater runoff.
- Relieve existing infrastructure that may not be capable of handling significant storm events.
- Reduce the volume of stormwater collected on city streets.
- Reduce capacity requirements for retention basins.
- Add visual interest to an ordinary parking lot.
- Prevent pollutants found on parking lot surfaces from entering the Coachella Valley's stormwater channels and the Whitewater River.



Green Street Planters. <http://www.epa.gov>

The green parking lot design concept should also be taken a step further, and used along street frontages to achieve the same benefits. With this design, street and parking lot pollutants have a chance to be filtered through natural absorption within the landscape. Ultimately, impervious surfaces are reduced, including pollutants collected in the stormwater runoff.

Stormwater management infrastructure is a key element to any development in the Coachella Valley – including Section 14. Green parking lots or green street design should vary with each project site, as several factors must be taken into consideration when designing this infrastructure:

- Site characteristics.
- Construction and long-term maintenance requirements.
- Soil conditions and hydrology.
- Stormwater management requirements.



Green Street Planters. <http://www.epa.gov>

As infill development continues, this type of stormwater infrastructure shall be incorporated into all site designs to prevent a significant jump in water runoff. Installing this green infrastructure will also assist in managing existing runoff in accordance with the desert's natural filtration system.

Recommendations for Plug-in Electric Vehicles (PEVs) Parking. Installation of electric vehicle infrastructure in existing and new developments in Section 14 is encouraged. The following design guidelines are intended to ease the transition to low-emission vehicles.

- Design for expansion: Each site design should provide electrical, associated ventilation, accessible parking, and wiring connection to transformer to support the additional potential future electric vehicle charging stations.
- Size: Electric vehicle charging stations should use standard parking space dimensions (see Section 93.06.00(E) of the PSZO).
- Site placement of PEV parking: placement of a single electric vehicle charging station is preferred at the beginning or end stall on a block face (Figures 7-2a and 7-2b).
- Signage should differentiate between PEV parking only and charging stations.

7.2.4 Open Space and Landscaped Areas

Landscaping and open spaces should be designed to be an integral part of the site plan and to be compatible with the streetscape concepts outlined in Chapter Five. Buildings should be arranged not only to form a street edge along pedestrian streets, but to form shaded paseos, plazas, and courtyards. Landscaping should provide buffers and transitions, improve the visual environment, provide serenity, shading, and improve the pedestrian environment. Arbors, trellises, courtyards and decorative paving of building entrances, driveways and pedestrian ways shall be incorporated into the site design.

Plazas and Courtyards. Plazas and courtyards should be essential elements in the design of all projects, especially residential developments. They should be designed to create a comfortable and intimate environment for people by implementing the following:



Sonny Bono Fountain. cemil97. <http://www.flickr.com>

- Plazas and courtyards facing major streets should abut the sidewalk and should not drop below or rise above the elevation of the sidewalk.
- Plazas and courtyards in commercial areas should be physically and visually accessible from the public sidewalk. Security fences, walls and entry gates should not block views into the plaza
- Plazas and courtyards in commercial areas should provide at least one sitting area for each 100 square feet of open area, in addition to any outdoor dining.

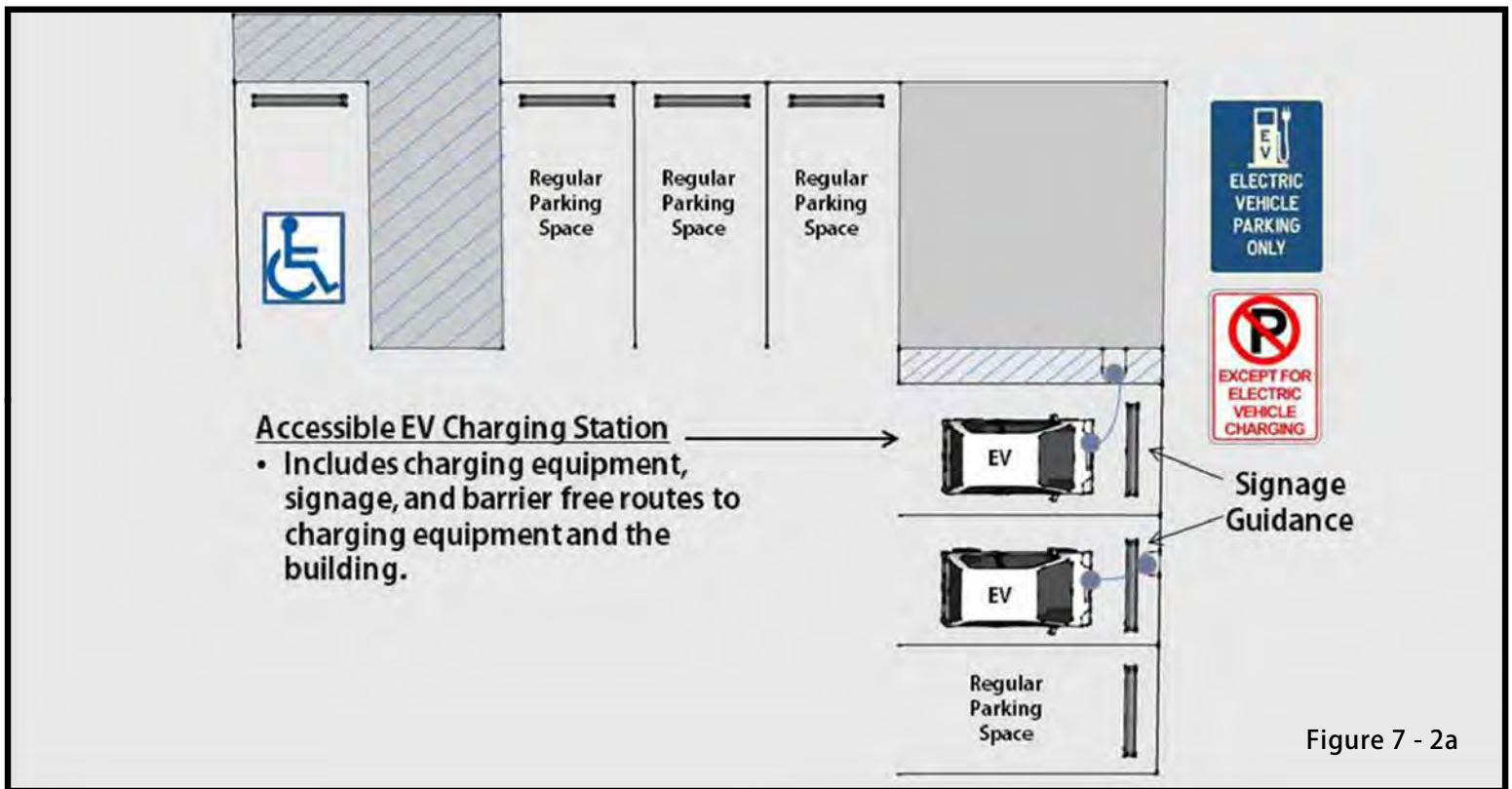


Figure 7 - 2a

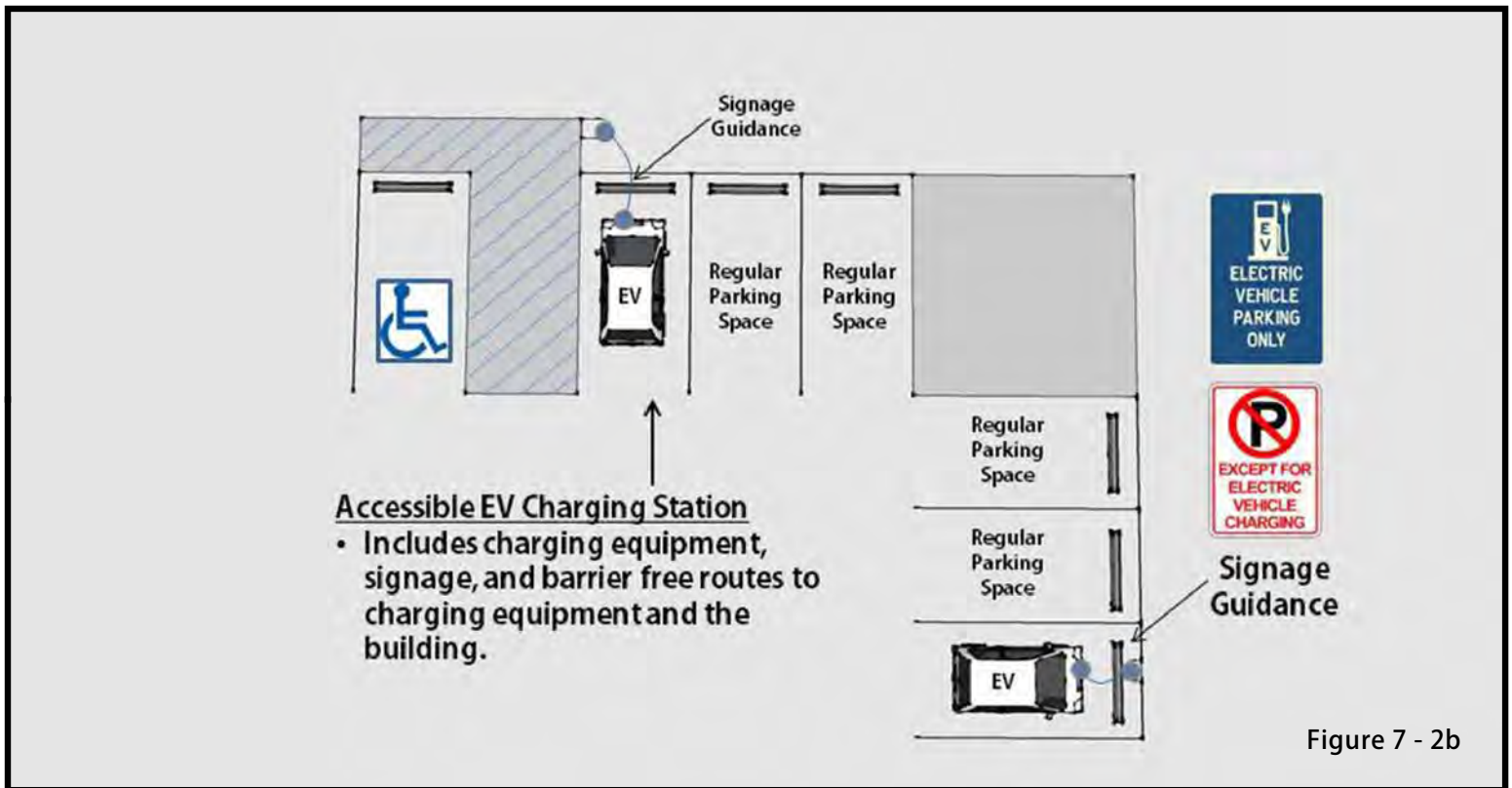


Figure 7 - 2b



Suggested EV Charging Station Placement

Figure 7 - 2

7.2.5 Fences/Walls

The use of fencing or walls should be consistent with the architectural character of buildings, and not interfere with pedestrian connections. Solid, continuous walls and fences are discouraged in commercial areas, unless needed for screening, to create a sense of street edge or for safety purposes. If fences are necessary for security, a simple wrought iron fence is preferred. Chain link is not permitted except during construction.

The design of walls and fences shall be compatible with that of the principal structure or structures on the site. No wall or fence visible from a street shall extend more than 25 feet horizontally without a visual break created by an articulation and/or architectural detailing in the wall plane facing the street. Articulation and detailing could include:

- A staggering of the wall;
- An indentation in the wall;
- A rhythmic spacing of columns; and/or
- A series of raised planters.



7.2.6 Lighting

Dramatic lighting of the entertainment resort areas along Tahquitz Canyon Way and Indian Canyon Drive is encouraged. For example, special lighting of unique features such as a palm grove, a dining tent, a water feature, or a paseo leading to a major anchor is recommended.

In general, lighting on site should provide for a safe and pleasing environment. Enough lighting should be provided to light rear parking lots safely, but light should be shielded from the sky and adjacent residential uses. All lighting discussed above shall be in accordance with the Palm Springs Zoning Ordinance. For streetscape lighting, see Sections 5.2.1 and 5.2.3.

7.2.7 Preservation of Existing Site Features

Existing site conditions, such as mature trees, natural drainage courses, mountain views, and historic structures should be incorporated into a proposed development. These elements have the ability to enrich the quality of life in Section 14 by adding to the character of the community. For this reason, it is important that these site features be preserved to the fullest extent practicable.

7.3 On-Site Landscaping

7.3.1 General Landscaping

Water Conservation. Landscaped areas should be designed in accordance with the City of Palm Springs Municipal Code Chapter 8.60 relating to water efficient landscape requirements.

Plant Materials. Planting designs on private property should focus on the extensive use of drought tolerant plant materials and native plant species of the desert environment. Plant material may be arranged in a formal or informal pattern that creates an attractive "oasis" environment, which complements architectural features and/or vehicular/pedestrian circulation paths. Palm tree and shade tree selections and locations shall simulate native desert plant

environments. The selected tree and its location should provide seasonal interest, sun/shade configurations, and appropriate ultimate growth rates/compatibility.



The necessity of complying with the City of Palm Springs water efficiency ordinance, Municipal Code Chapter 8.60 and associated landscape audit schedules should be a guide for the appropriate selection of plant material compatible with the native desert environment. Complementing and transitioning from existing landscaping, blending and harmonizing with proposed plant selections on major thoroughfares and arterials, and blending with the native desert landscape plantings are issues that should influence plant material selection. The following plant materials are suggested choices for on-site landscaping

Table 7-2 Suggested Plant Material

Trees	
Botanical Name	Common Name
Acacia smallii	Acacia Minuta
Brahea armata	Mexican Blue Palm
Brahea edulis	Guadalupe Palm
Cercidium floridum	Blue Palo Verde
Cercidium praecox	Sonoran Palo Verde
Chilopsis linearis	Desert Willow

Table 7-2 Suggested Plant Material

Trees (con't)	
Botanical Name	Common Name
Platanus racemosa	California sycamore
Pinus eldarica	Mondell Pine
Prosopis pubescens	Screw Bean
Washingtonia filifera	California Fan Palm
Shrubs	
Botanical Name	Common Name
Abutilon palmerii	Desert Abutilon, Indian Mallow
Agave deserti	Desert Agave
Aloe vera	Medicinal Aloe
Bougainvillea species	Bougainvillea
Calliandra eriophylla	Fairy Duster
Calliandra inequilatera	Pink Powder Puff
Dodonaea viscosa	Purple Hopseed Bush
Encelia farinosa	Desert Encelia
Eriogonum fasciculatum v. poliofolium	Flattop Buckwheat
Fallugia paradoxa	Apache Plume
Fouquieria splendens	Ocotillo
Hyptis emoryi	Desert Lavender
Justicia californica	Chuparosa
Larrea tridentata	Creosote Bush
Leucophyllum frutescens	Texas Ranger 'greencLOUD'
Leucophyllum laevigatum	Chihuahuan Sage
Prosopis pubescens	Screw Bean
Rhus ovata	Sugar Bush
Ruellia peninsularis	Blue Ruellia

Table 7-2 Suggested Plant Material

Vines	
Botanical Name	Common Name
Bougainvillea species	Vining Bougainvillea
Macfadyena unguiscati	Cat's Claw Vine
Parthenocissus tricuspidata	Hacienda Creeper
Vitis californica	California Wild Grape
Ground Covers	
Botanical Name	Common Name
Baccharis X 'Centennial'	Prostrate Desert Broom
Dalea capitata	Golden Dalea
Dalea greggii	Trailing Indigo Bush

Installation Standards. Trees selected other than palm trees should be planted from 15-gallon containers minimum and larger box sizes in more visible or prominent spaces. Palm trees should be installed with mature brown trunk development of 20 feet in key accent areas and/or entries.

Shrubs and vines should be planted from a one-gallon size container minimum at spacing appropriate to the plants' horticulturally designated growth size (i.e. do not overplant or crowd). Accent vines and shrub groupings should be planted from five-gallon or 15-gallon sizes depending upon planting space.



Ground covers should be planted from flat sizes to one-gallon container sizes maximum at an appropriate spacing to achieve soil coverage after three growing seasons. Planting of ground covers with organic mulch top dressings are strongly advised due to their water saving qualities.

Rain Gardens. Plants that require frequent irrigation should be confined to high visibility areas, such as entries, patios, promenades, plazas, and also low-lying areas that occur or are designed to catch and/or retain annual rainfall run off. Such areas are often referred to as rain gardens, which are an effective tool for capturing water runoff collected from rooftops and paved surfaces, and prevent the runoff from reaching the street. Rain gardens are also useful in filtering and slowly releasing runoff water to recharge the aquifer. In the desert, rain gardens can resemble a dry creek bed with boulders, river rock, and drought tolerant plant material.



Rain gardens should not be composed of turf, but rather native desert plant material that simulates the natural filtration process of the desert floor. Suggested plant material for a desert rain garden is shown in Table 7-3. These low-maintenance plants require no pesticides and will help keep the landscape looking healthy year round. Creative rain garden designs are strongly encouraged.

Table 7-3 Suggested Rain Garden Plant Material

Trees	
Botanical Name	Common Name
Eysenhardtia orthocarpa	Kidneywood
Olneya tesota	Desert Ironwood
Prosopis velutina	Velvet Mesquite
Quercus toumeyii	Toumey Oak
Sapindus saponaria	Western Soapberry
Vaquelinia corymbosa heterodon	Coahuilan Rosewood
Yucca elata	Soaptree Yucca
Shrubs	
Botanical Name	Common Name
Abutilon palmeri	Indian Mallow
Acacia angustissima	Prairie Acacia
Aloysia gratissima	Bee Bush
Aloysia wrightii	Wright's bee bush
Amorpha fruticosa	False Indigo
Anisacanthus thurberi	Desert Honeysuckle
Asclepia subulata	Desert Milkweed
Berberis haematocarpa	Algerita
Bouvardia glaberrima	Bouvardia
Calliandra californica	Baja Fairy Duster
Calliandra eriophylla	Native Fairy Duster
Calylophus hartwegii	Yellow Evening Primrose
Capsicum annuum	Chiltepin
Celtis pallida	Desert Hackberry
Cercocarpus montanus	Mountain Mahogany
Cleome isomeris	Bladder Bush

Table 7-3 Suggested Rain Garden Plant Material

Shrubs (con't)	
Botanical Name	Common Name
<i>Condalia warnockii</i>	Mexican Crucillo
<i>Coursetia glandulosa</i>	Baby Bonnets
<i>Cowania mexicana</i>	Mexican Cliffrose
<i>Crossosoma bigelovii</i>	Rhyolite Bush
<i>Dalea pulchra</i>	Indigo Bush
<i>Eriogonum fasciculatum</i>	Wild Buckwheat
<i>Erythrina flabelliformis</i>	Southwest Coral Bean
<i>Eysenhardtia texana</i>	Texas Kidneywood
<i>Fallugia paradoxa</i>	Apache Plume
<i>Fendlera rupicola</i>	Cliff Fendlerbush
<i>Flourensia cernua</i>	Tarbush
<i>Fouquieria splendens</i>	Ocotillo
<i>Guardiola platyphylla</i>	Guardiola
<i>Haplophyton crooksii</i>	Hierba de la Cucaracha
<i>Hibiscus cardiophyllus</i>	Texas Red Hibiscus
<i>Hibiscus coulteri</i>	Desert Rose Mallow
<i>Hibiscus denudatus</i>	Desert Hibiscus
<i>Hyptus emoryi</i>	Desert Lavendar
<i>Indigofera suffruticosa</i>	Indigo
<i>Jatropha cardiophylla</i>	Limberbush
<i>Keckiella antirrhinoides</i>	Bush Penstemon
<i>Koeberlinia spinosa</i>	Allthorn
<i>Lycium exertum</i>	Wolfberry
<i>Lycium parishii</i>	Parish Wolfberry
<i>Macrosiphonia brachysiphon</i>	Rock Trumpet

Table 7-3 Suggested Rain Garden Plant Material

Shrubs (con't)	
Botanical Name	Common Name
Menodora scabra	Rough Menodora
Parthenium incanum	Mariola
Psoralea arguta	Smoke Tree
Rhus microphylla	Littleleaf Sumac
Rhus trilobata	Squawbush
Senna covesii	Desert Senna
Senna wislizenii	Shrubby Senna
Sphaeralcea ambigua	Globeamallow
Stanleya pinnata	Prince's Plume
Stegnosperma halimifolium	Tinta
Tecoma stans	Trumpet Bush
Trixis californica	Trixis
Vaqueria corymbosa heterodon	Coahuilan Rosewood
Yucca elata	Soaptree Yucca
Zauschneria californica	Hummingbird Trumpet
Zexmenia hispida	Devil's River

Solar Exposure. Assessment of solar exposure should be an important factor in the selection and arrangement of plant material. Drought tolerant trees and/or shrubs, such as those suggested above, are useful for treating southern and western building facades. Buildings surrounded by plant material have increased insulation from solar heat, while adding aesthetic appeal to the exterior. Whenever possible, this shading principle should be implemented in parking areas, pedestrian paths, and open space areas which include outdoor seating.

Irrigation and Maintenance. An automatic irrigation system should be installed and operational with the final installed landscaping prior to issuance of a Certificate of Occupancy for a project. All landscaped areas should be irrigated using an automatic irrigation system installed underground that relies primarily on bubblers/drip irrigation to minimize water loss and apply water directly to the root zone. Turf and shrub systems should be used as necessary for specific design requirements and valved separately for water efficiency. The irrigation of native plant communities should be viewed as temporary for the initial period of plant growth establishment. Once native plant materials have rooted and are surviving on their own, supplemental water should be avoided if possible. It is important not to mix the temporary irrigation system of the native desert plant communities with non-native ornamental systems. Permanent irrigation systems are to be periodically adjusted and maintained throughout the life of the project.

Runoff Prevention. Water waste (runoff, low head drainage, and overspray), and any form of inefficient landscape irrigation where water flows onto roadways, adjacent property or non-irrigated property is prohibited. Not only does overspray waste water, it also creates runoff (a common source of water pollution), and dangerous conditions on pedestrian pathways. For the various reasons mentioned above, permanent irrigation systems are to be periodically adjusted and maintained throughout the life of the project to prevent overspray.



Lawn areas should be buffered by plant materials or rock/stone borders that can capture overspray and allow for percolation. Designing ornamental lawn areas adjacent to impervious surfaces (such as sidewalks and driveways) is an antiquated technique, and is not considered acceptable landscape design in Section 14.

Tree Topping. Stunning landscape design can be nullified by poor maintenance and pruning techniques. Topping is a common mistake in tree pruning that refers to the excessive cutback of tree branches to stubs or the main trunk. This disturbance in the natural tree structure permanently degrades growth and causes small clusters of weaker stems to grow below the stub cuts. The abnormal growth of weaker stems can also create unnecessary wind impact on the tree, which may lead to unstable and/or uprooted trees during times of high winds. Proper tree pruning is important to preserve the aesthetic value and life-span of the tree.



Tree Topping. <http://www.cheapcharliestreeservice.com>

7.3.2 Landscaping of On-Site Parking

Perimeter. Landscaping should be provided along the perimeter of any surface parking lot which abuts public rights-of-way except at pedestrian or vehicular entrances and at alleys. Additionally, a four (4) foot screen wall shall be added to shield parking from adjacent right-of-ways. To maintain activity and visual interest along the streetscape, each screen wall shall provide a pathway approach and ingress for pedestrians. These entryways shall be placed no less than every five (5) parking spaces.

Landscaping Within a Surface Parking Lot. The provisions of PSZO Section 93.06.0 shall apply.

7.3.3 Potential Landscape Treatment of Vacant Parcels on Tahquitz Canyon Way

As the “Grand Boulevard of Indian Culture,” Tahquitz Canyon Way should establish a visual link to Cahuilla culture that is not dependent on private development. Currently, large vacant parcels along Tahquitz Canyon Way create expansive sight lines that do not clearly define the physical form of the street. This undefined space reinforces a disjointed relationship between the pedestrian and the streetscape, thus creating an uncomfortable walking environment. From the perspective of vehicular traffic, Tahquitz Canyon Way may be viewed as a desolate environment if the sight lines along the streetscape are not distinctive.

The purpose of this landscape treatment is to resolve the undefined space along Tahquitz Canyon Way in a manner that is cost-effective, low maintenance, and flexible when necessary. To create sight lines and bring the streetscape down to a pedestrian scale, the native Blue Palo Verde (*Cercidium floridum*) tree could be used in a formal pattern along the front of vacant parcels along Tahquitz Canyon Way. The uniform placement of a single plant species on vacant parcels can help create a visual allée of trees that not only brings the physical environment down to a human scale, but it also adds aesthetic value and pedestrian comfort to the streetscape.



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CHAPTER 8

Implementation

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CHAPTER 8 - IMPLEMENTATION

Implementation of the Specific Plan will be one of the keys to a successful future for Section 14 and downtown Palm Springs. This Chapter, in addition to describing the necessary steps to amend the Specific Plan, also defines development approval procedures for proposals within Section 14 and outlines a series of actions that should be taken to make the Specific Plan successful, including:

- Recommended Implementation Actions
- Program Funding

The implementation recommendations provide both a near-term and long-term series of action priorities which should be pursued diligently by the Tribe and the City. The Specific Plan is a physical framework within which to direct the initiatives for further economic development activity which will increase the property values, draw millions of additional visitors, and provide further economic diversification for the property holders, the City, and the many companies that will cluster within and adjacent to Section 14.

The conceptual focus from which the implementation recommendations begin, emphasizes the fact that Section 14 represents the best chance for all parties to achieve their common objectives in and for Palm Springs. It is the location that can attract additional urban recreational uses, commercial entertainment, lodging, conferencing, and retail activity, and it is the most logical area for expansion of the Palm Springs downtown core. The continuing transformation of the Coachella Valley economy, which still remains today largely reliant upon the visitation and purchasing power of the rest of vast Southern California, will be influenced by the initiatives which will be generated in Section 14. If the Tribe and the City are unable to stimulate and support quality development within Section 14, Palm Springs will be surpassed by competitive locations elsewhere in the Coachella Valley.

8.1 Adoption/Amendment of the Specific Plan

State law requires that a specific plan be consistent with the community's general plan. This Section generally describes the current policies and designations of the City of Palm Springs General Plan, and identifies the necessary amendments to it upon the successful adoption/amendment of the Specific Plan.

8.1.1 Palm Springs General Plan

The Palm Springs General Plan, amended and adopted in 2007, defines the land use and design policies that guide development in the City. The current General Plan land use designations within Section 14 include three commercial and two residential types that generally mirror the Specific Plan land use designations. Although the same land use designations used throughout the City occur within Section 14, the regulations associated with these designations in some cases vary on Indian lands. For example, while the General Plan High Density Residential designation allows a hotel density of 43 rooms per acre in the City, on Indian lands the allowable density is 86 rooms per acre. Similarly, the height limit established in the City's Zoning Ordinance is 30 to 60 feet within the City's jurisdiction, while on Indian lands it is 100 feet.

The General Plan describes a distinctive approach to residential densities by establishing a maximum density for each residential land use category with an open lower range. The upper limit for each category represents the potential maximum density that is allowed if certain criteria are met. The General Plan clarifies this rule by stating that "[the] purpose of this concept is to ensure that the City continues to achieve the high-quality development for which it is known." The criteria used to determine the applicability of the higher densities can be found in the New Housing Opportunities section of the General Plan, which include the following:

- Quality architecture,
- Consistency with existing context/neighborhood, or establishment of a distinctive environment where none exists,

- Open space above minimum requirements,
- Lot consolidation,
- Parking facilities that are sensitive to the streetscape,
- Social or cultural amenities, and
- Preservation of natural or built resources.

The Specific Plan utilizes a similar "threshold concept" and permits increased density for consolidated projects which meet established development criteria. The Palm Springs General Plan also gives particular attention to a vision for both the Central Business District and the Tahquitz Canyon Corridor and designates land along Indian Canyon Drive as part of the Central Business District. A summary of relevant goals, policies, and actions in the General Plan include the following:

- Maintain and enhance the City's status and image as a premier resort destination and cultural center in the Coachella Valley (Goal LU7).
 - Encourage a diversity of high-quality commercial uses, attractive to both the resident and the visitor, including retail, entertainment, cultural, and food sales, in appropriate areas of the City (Policy LU7.1).
 - Ensure that visitor-serving uses such as hotels, restaurants, and entertainment uses that generate high levels of activity are developed in close proximity to the Palm Springs Convention Center (Policy LU7.2).
 - Maintain strong working relationships with the Agua Caliente Band of Cahuilla Indians and to ensure that new development in Section 14 contributes to and enhances the City's goal of a destination resort (Action LU7.1).
- Strategically introduce mixed- and multi-use infill projects in underutilized areas to create neighborhood activity centers serving the day-to-day needs of nearby residents, employees, and visitors (Goal LU8).

- Encourage new mixed/multi-use developments in areas that are currently vacant or underutilized (Policy LU8.1).
- Encourage flexibility of design in development by allowing both a vertical and/or horizontal mix of uses (Policy LU8.2).
- Allow designated mixed/multi-use areas to contain buildings that are taller than the surrounding neighborhood (Policy LU8.4).
- Provide pedestrian links from the commercial, office, and retail uses within mixed/multi-use areas to minimize vehicular traffic (Policy LU8.5).
- On-site parking is encouraged to be accessed from side streets or public alleys to minimize traffic impacts on major streets and to avoid interruption in the street-front design of commercial centers (Policy LU8.7).
- Maintain a vibrant, pedestrian-friendly Downtown that serves as the economic, civic, historic, cultural, and recreational center of the City (Goal LU10).
 - Encourage development of housing and mixed-use land uses Downtown to increase activity in this area (Policy LU10.2).
 - Provide a logical transition between land uses and the built environment in Downtown and those proposed in the Section 14 Specific Plan (Policy LU10.7).
 - Encourage higher density housing at the perimeter of the downtown retail area (Policy LU10.10).
 - Develop a phasing and funding program for the necessary streetscape and infrastructure improvements within Downtown (Action LU10.1).

The Specific Plan is consistent with the above land-use goals, policies, and actions.

Amendments to the General Plan

Although the Specific Plan is consistent with the overall goals, policies, and intent of the Palm Springs General Plan, there are several areas that should be amended to support the vision of the Specific Plan. These include the following:

- The land use map.
- The circulation plan map.

The minor land-use modifications that are needed seek to more closely reflect existing land use patterns in Section 14. The circulation modifications identified on Figure 5.7 in Chapter 5 will allow for the creation of a multi-modal (pedestrian, bicycle, shuttle) and attractive environment within the right-of-way and account for specific conditions related to existing developments.

Figure 8-1 illustrates the existing General Plan Land Use Designations for Section 14. Figure 8-2 illustrates the following necessary modifications to the General Plan Land Use Designations after the adoption of the Specific Plan:

- Parcels located at the northwest and southwest corners of Tahquitz Canyon Way and Sunrise Way should be redesignated Neighborhood/Community Commercial from Tourist Resort Commercial.
- The area north of the Spa Resort Casino Parking lot and south of Alejo Road between Calle Encilia and Calle El Segundo should be redesignated Tourist Resort Commercial from Medium Density Residential.
- The area north and south of Tahquitz Canyon Way between Amado Road, Indian Canyon Drive, Calle Encilia, and approximately 160 feet north of Arenas Road should be redesignated Tourist Resort Commercial from Central Business District or Public/Quasi Public.

In addition to land use policies, the Palm Springs General Plan also outlines a direction for circulation and transportation systems in the City. The circulation element of the General Plan classifies roadways by categories that describe their general character, capacity and right-of-way width. Streets within Section 14 are classified by the General Plan as Major Thoroughfare, Secondary Thoroughfare, and Collector Street. Collector streets are usually two lanes and carry traffic from minor streets to major arterials; Secondary Thoroughfares serve as connectors to major thoroughfares for local traffic; and, Major Thoroughfares are higher capacity streets of four or more lanes which connect Palm Springs to regional highways.

Modifications to the circulation plan include:

- Amado Road should be redesignated from a Major Thoroughfare between Indian Canyon Drive and Avenida Caballeros to a Secondary Thoroughfare.

8.1.2 Specific Plan Amendments

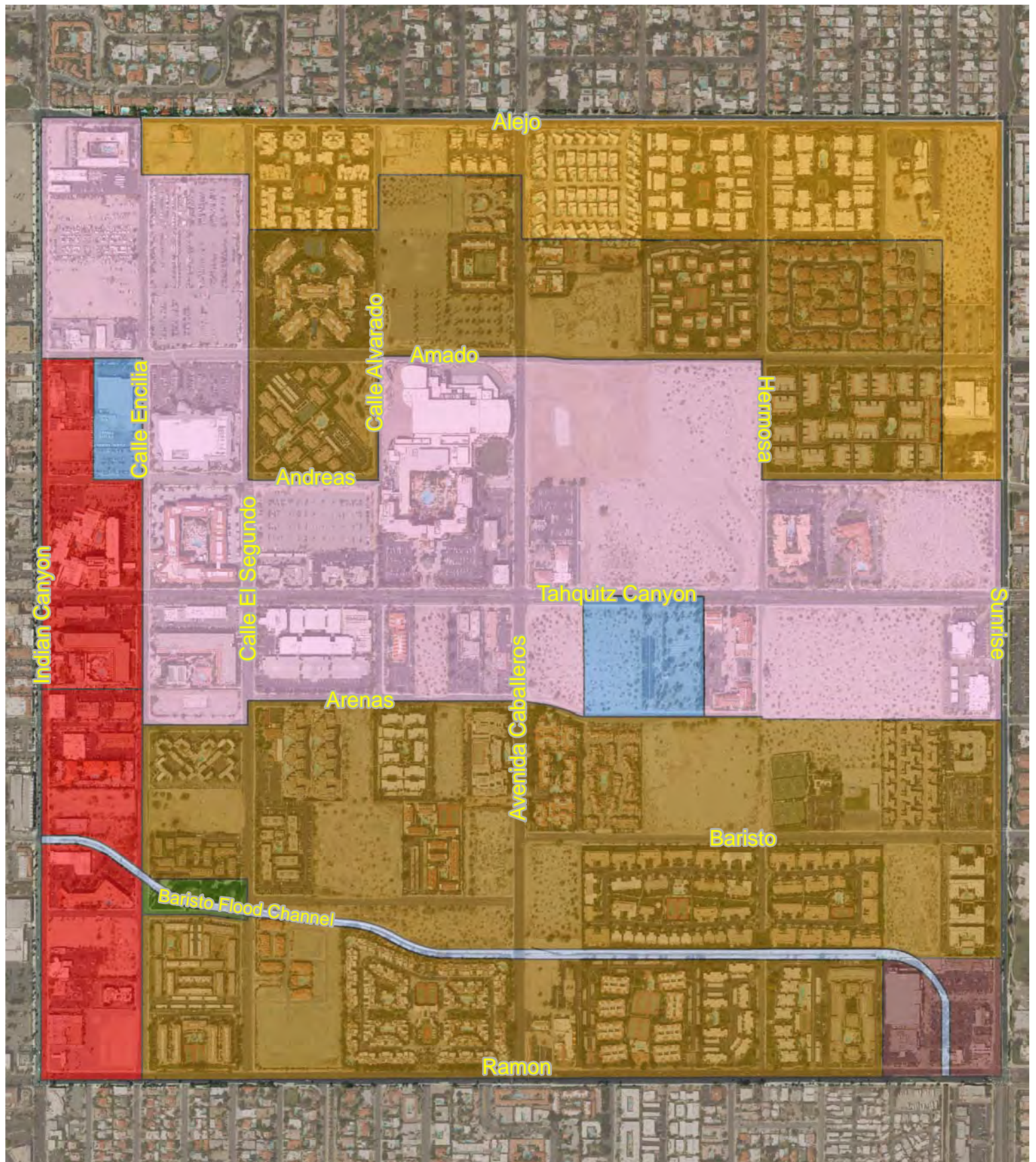
Amendments to the Specific Plan require review and approval by the Palm Springs Planning Commission and City Council.

8.1.3 Palm Springs Zoning Ordinance

In general, the Specific Plan takes precedence over the City's Zoning Ordinance. However, if there are matters covered in the Zoning Ordinance which are not covered in the Specific Plan, then the Zoning Ordinance takes precedence. Likewise, any amendments to the Zoning Ordinance made after the adoption of the Specific Plan must be consistent with the Specific Plan, and shall govern in matters of silence on the part of the Specific Plan.

8.2 Development Review

The Specific Plan recognizes that the development process needs to be streamlined and that specific requirements for approval need to be clearly defined. A quicker and clearer process will especially help to facilitate development on the extensive amount of Indian land in Section 14, which is typically leased, rather than sold.

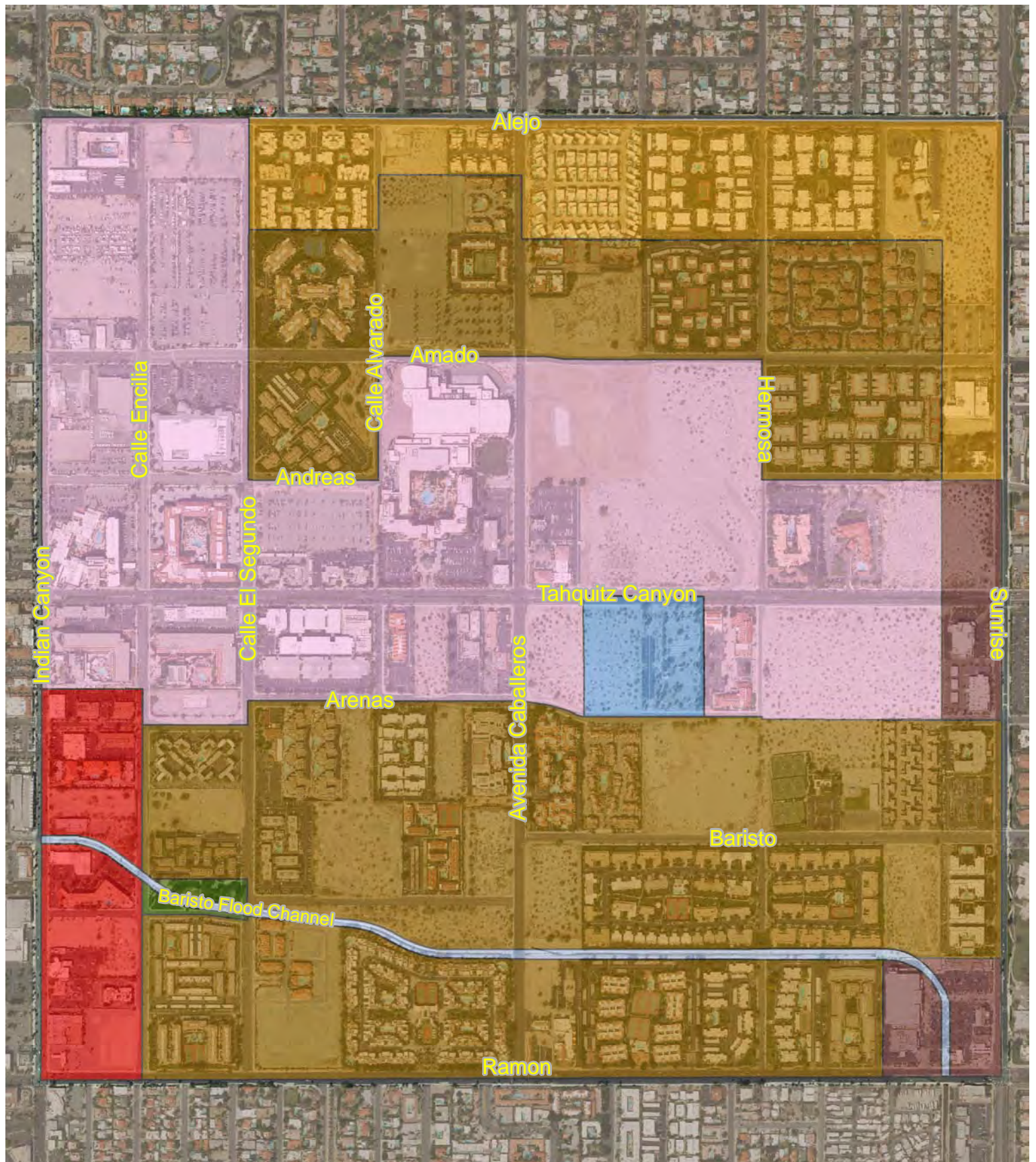


- HIGH DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- TOURIST RESORT COMMERCIAL
- CENTRAL BUSINESS DISTRICT

- NEIGHBORHOOD COMMUNITY COMMERCIAL
- PUBLIC/QUASI PUBLIC
- OPEN SPACE - PARKS/RECREATION
- WATERCOURSE ZONE



Figure 8 - 1
Existing General Plan Land Use Designations



- HIGH DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- TOURIST RESORT COMMERCIAL
- CENTRAL BUSINESS DISTRICT

- NEIGHBORHOOD COMMUNITY COMMERCIAL
- PUBLIC/QUASI PUBLIC
- OPEN SPACE - PARKS/RECREATION
- WATERCOURSE ZONE



Figure 8 - 2

Proposed General Plan Land Use Designations

The City of Palm Springs Department of Planning Services in cooperation with the Planning Commission will continue to be responsible for the review and approval of most development proposals. Once the Specific Plan is adopted, staff generally will implement its standards and guidelines for development through the City's standard development review process, with the design guidelines in Chapter Seven specifically identifying how projects are to be designed to be compatible with, and enhance, Section 14.

8.2.1 City Project Approval Process

Currently, every proposed project within Section 14 is subject to a review process through the City. At a minimum, applications for architectural approval shall be reviewed by City Planning Staff. For larger projects, review and approval by the City Planning Commission shall be required. Generally, for most projects the steps include the following:

1. Filing of application.
2. Initial review by City Planning Staff to determine if plans and application information are complete.
3. If incomplete, the required information must be resubmitted.
4. Review and a recommendation by the Architectural Advisory Committee.
5. Review and approval by the Planning Commission:
 - a. Conceptual Development Plan (not mandatory).
 - b. Preliminary Development Plan.
 - c. Final Development Plan.

8.2.2 Unique Specific Plan Processes

The Specific Plan outlines in more detail than the General Plan and Zoning Ordinance the types of land uses that would be acceptable for each parcel and for consolidated parcels. Owners of land should now be able to rely on the use standards and guidelines outlined in the Specific Plan.

Architectural/Design Review

Design review is required of all projects in Section 14, guided by the development standards and design guidelines in Chapters Six and Seven. Design review would be conducted in a manner similar to that described in Section 94.04 of the Palm Springs Zoning Ordinance (PSZO).

8.2.3 Appeals Process

An appeal from any determination, decision or requirement of City staff, Planning Commission, or City Council shall be made in accordance with Municipal Code Section 2.05, or to the Tribal Council in conformance to the appeal procedures established in the Agua Caliente Land Use Appeal Ordinance (Tribal Ordinance No. 5), whichever is applicable.

8.3 Recommended Implementation Actions

Initially, the Tribal Council will make a recommendation to the City Council to adopt the proposed Specific Plan. However, the Tribe need not wait for the full adoption of the Specific Plan by the City of Palm Springs. Many of the Specific Plan components are actionable at the present time, which include the following:

- Commitment of the Tribal Council to carry out the Specific Plan implementation actions. A program management assignment must be made, and resources pledged to carry forward the multiple implementation tasks.
- Initiation of a joint Capital Improvement Program for the next five years (and beyond) between the Tribe and the City of Palm Springs.

The following three implementation elements compose the Tribe's economic development strategy for Section 14:

- The Tribe should encourage positive marketing of both vacant and built properties on behalf of itself and the allottees, including those existing leaseholders whose properties need improvements via renovation and property value.

- The creation and implementation of realistic project development inducements by the Tribe, including leasehold land assembly and, on a case-by-case basis, joint Tribal and allottee development projects.
- The formulation of new partnerships with the City, including funding commitments for public infrastructure upgrades in and on the perimeter of Section 14.

Because there are many players who must be coordinated with in order to achieve effective development and ongoing business attraction and activity in Section 14, it will be necessary for the Tribe to designate appropriate staff with the responsibility to carry out the above implementation tasks.

8.4 Public Infrastructure Phasing

Public infrastructure phasing should focus on a program of public right-of-way improvements that will reinforce connectivity between the downtown retail and restaurant district and Section 14. One of the intents of the phasing program should be to enhance the pedestrian movements between downtown and Section 14 as soon as funding can be found in the new partnerships recommended between the Tribe and the City.

8.5 Program Funding Recommendations

As identified in the Market and Fiscal Analysis prepared for Section 14 (see Appendix A), upon buildout of the area over the next 20 years, new development will increase various public tax revenues to the City, which are anticipated to more than offset potential additional public service costs associated with this development. This additional revenue could help fund the public improvements identified in the joint Capital Improvement Program that would be initiated by the City and the Tribe for Section 14.

The remainder of this Section provides focused recommendations concerning the types of initiatives and partnerships which should be arranged between the Tribe and the City, and their

public agency partners in order to aggressively initiate faster paced private and public development in Section 14. Each of the primary entities is dealt with in this series of proposed actions.

8.5.1 Agua Caliente Band of Cahuilla Indians

The Tribe should consider allocating the Spa Hotel transient occupancy tax it receives toward sustaining and supporting economic development projects and program marketing activities in Section 14. As and when opportunities arise, the Tribe should also seek uniquely eligible Federal grants (for Native American communities) for selected public project inducements and infrastructure. For example, the Tribe receives annual Tribal Transportation Program (TTP) funding from the Federal Highway Administration for the planning, design, construction, and maintenance of public roads that provide access to and within the Reservation. The Tribe should allocate a portion of this revenue to fund some of the public improvements that would be identified in the joint Capital Improvement Program for Section 14.

8.5.2 Bureau of Indian Affairs - Continuation with Technical Assistance

The BIA provides a highly responsive and local capacity to assist the Tribe and the many allottees in the development of land lease agreements with the private sector. The Tribe should advocate the continued presence of the local BIA staff and the array of technical skills which they possess. It is also appropriate that the Tribe and the BIA work together to develop and implement the new leasing regulations enacted through the HEARTH Act (Public Law 112-151) in November 2012.

The BIA staff in Palm Springs are a key resource for the Tribe and to some degree, the Tribe depends on the continuation of the staffing resource and the intermediary skills and functions of that group. In general terms, BIA staff are funded annually by the Federal government as part of the normal appropriations process. It will be in the best interests of the Tribe to support BIA Palm Springs Office staff efforts to obtain more local authority for real estate project development technical assistance.

8.5.3 City of Palm Springs

Transient occupancy tax rebate opportunities should continue to be offered to the hotels within Section 14, which funding could then go toward facility upgrades, marketing programs, and special events within Section 14. The intent would be to stimulate additional economic activity within Section 14, thereby generating additional tax revenue to the City that would offset the cost of the transient occupancy tax rebate.

The City should also consider allocating a portion of Measure J funding to fund some of the public improvements identified in the joint Capital Improvement Program for Section 14. This Measure J funding could be combined with additional TTP funding from the Tribe to leverage additional state and federal funding. Therefore, as opportunity presents itself, the City should pursue, with the Tribe, the potential for unique Federal grant eligibilities which may flow because of the Federal trust lands within Section 14. In the future, as part of its Citywide capital improvements programming, the City will, undoubtedly, utilize future funding resources such as gas tax, MAP-21 funds, etc., on the perimeter arterials which bound Section 14.

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APPENDIX A
TECHNICAL BACKGROUND DATA
UTILITIES ASSESSMENT

APPENDIX A – TECHNICAL BACKGROUND DATA:

UTILITIES ASSESSMENT

Water

Water for Section 14, T4S, R4E, San Bernardino Base Meridian, located in the Coachella Valley, is currently provided by the Desert Water Agency (DWA). The Coachella Valley is fortunate to have a ground water aquifer available to provide a source of domestic supply to its many users. The DWA service area, including Section 14, is located within the Palm Springs Subarea from this source. Additional water supply is contracted through the Metropolitan Water District (DWA) and the State Water Project (SWP); however, since there is no direct pipeline from the SWP to the Coachella Valley, DWA trades its SWP allotment with MWP's Colorado River allotment, which is accessible to DWA's aquifer recharge basins located near Windy Point. By supplementing the natural groundwater replenishment in the Coachella Valley with Colorado River water imported through the Colorado River Aqueduct, sufficient water supply should be available throughout the 20-year planning horizon for Section 14 Specific Plan.

Water conservation and ground water basin recharge represent significant project impacts. DWA and the Coachella Valley Water District (CVWD) have implemented water conservation programs targeted to reduce current overdraft conditions, provide alternate supply, and reduce the demand for ground water. DWA also operates a treatment plant capable of producing high level treated effluent, which is sent over to its recycling facility where the effluent is treated further before being delivered for irrigation use. This and similar efforts throughout the Coachella Valley will help reduce the impact of increased development on potable water supply sources.

The full buildout of Section 14 is expected to add an additional 2,178 dwelling units, 1,267 hotel rooms and approximately 298,304 square feet of commercial building floor space. The additional water demand to serve the full buildout of Section 14 is projected to be an average

annual daily demand of 1.36 million gallons per day (mgd) or 872 gallons per minute (gpm). This average annual daily demand was based on an estimated water consumption of 500 gallons per day (gpd) per dwelling unit, 120 gpd/room and 80 gpd/200 sq. ft. of floor space for high density residents units, hotels and commercial development respectively. The estimated maximum average day demand for new development in Section 14 is 2.72 mgd or 1,744 gpm based on a peaking factor of 2.0.

The existing water facilities in Section 14 are adequate to serve the existing conditions and can provide adequate domestic service to new development throughout the Section. Pipe extensions and upsizing requirements should be reviewed on a project by project basis. Fire flow delivery is dependent on the type and size of new structures, and the requirements of the local fire agency. Analysis and determination of adequacy of the water system to deliver fire flow must be evaluated on a project by project basis.

Development should be limited to the capacity of the water system for firefighting, as proposed in the DWA General Plan. The existing network consists of a series of pipeline distribution systems varying in diameters from 6 inches to 16 inches, which is supplied by two 30-inch diameter transmission lines located in Sunrise Way and Roman Road. The DWA General Plan provides for the addition of two 24-inch diameter transmission lines in Indian Canyon Drive and Calle Encilia to convey larger quantities of water north of Section 14.

All future water system improvements should follow the following development standards:

1. Water facilities will be designed and constructed in accordance with the Desert Water Agency standards and specifications, American Waterworks Association, American National Standards Institute and the Standard Specifications for Public Works Construction, 2012 Edition (Green Book).
2. Water design will be reviewed and approved by the Riverside County Health Department.

3. The capital costs of all on-site and off-site facilities necessary to serve individual project sites will be the responsibility of the applicant. Such facilities will be dedicated to DWA, after construction, for the agency to maintain and operate. Where such facilities must extend beyond the project site to link into existing facilities, a reimbursement agreement can be formulated with the DWA to reimburse the applicant for costs. DWA will be responsible for the cost of upsizing pipes to 12" or greater.
4. Water conservation measures must be incorporated into each individual project plan to include water saving devices and systems, and the use of surface water and/or reclaimed water for irrigation wherever possible.

Sewer

Sewer service for Section 14 is provided by the City of Palm Springs. The City operates a 10.9 mgd treatment plant that treats influent to the secondary level using primary mechanical and secondary biological processes. A portion of the effluent is then sent to another plant, operated by DWA, for additional processing for irrigation use and to recharge ground water. The City's wastewater treatment plant is currently operating at approximately 52% of design capacity, and there are no plans over the facility's 20-year planning horizon to increase capacity, which is currently more than adequate.

The City sewer system is comprised of vitrified clay and plastic truss pipes ranging in diameters from 6-inches to 42-inches and constructed as early as 1941. Sewers within Section 14 vary in diameter from 8-inches to 24-inches. Sewer conveyance through this section is generally southeasterly, with the large diameter collectors located in the east-west streets. Pump stations are used to relieve stress on overburdened collectors by pumping north to less stressed collectors

The Baristo Road Trunk sewer is the major conveyance for all the flow tributary from the north and generated within that portion of Section 14 located north of the Baristo Flood Control

Channel. Flow from the north half of the section is conveyed east in the Tahquitz Canyon trunk, south in the Sunrise Way collector and finally to the Baristo trunk and ultimately the City operated treatment facility. Additional flow for the remaining portion of the section north of the channel is conveyed directly in the Baristo trunk sewer to the same outfall. Sewer generated for that portion of the section south of the channel and additional tributary flow from the west is collected in the Indian Canyon collector, conveyed east beyond the section in the Ramon Road trunk and ultimately arrives at the City treatment facility.

The additional wastewater expected to be generated from full buildout of Section 14 as projected by the Specific Plan will be 0.62 mgd. The additional wastewater demand was calculated using an average day demand of 250 gpd per dwelling unit, 60 gpd/room and 20 gpd/2000 sq. ft. of floor space for an additional 2,178 dwelling units, 1,267 hotel rooms and approximately 298,304 sq. ft. of commercial building floor space projected for Section 14.

This sewer conveyance system adequately services existing development within Section 14. The City of Palm Springs 2009 Sewer Master Plan identifies the Indian Canyon 12-inch collector sewer as being deficient to convey the ultimate build-out flow. This collector line should be upsized to 15-inches prior to new development growth in the southwest quarter of Section 14. New development in the rest of Section 14 should be well serviced by the existing trunk sewer facilities.

All new collector lines required to serve the future developments will need to be approved by the City of Palm Springs to assure compliance with their 2009 Sewer Master Plan as well as the following development standards:

1. Sewer facilities will be designed and constructed in accordance with the City of Palm Springs standards and specifications, American Waterworks Association, American National Standards Institute and the Standard Specifications for Public Works Construction, 2012 Edition (Green Book).

2. The capital costs of all on-site and off-site facilities necessary to serve individual project sites will be the responsibility of the applicant. Such facilities will be dedicated to the City, after construction, for maintenance and operation. Where such facilities must extend beyond the project site to link into existing facilities, a reimbursement agreement can be formulated with the City of Palm Springs to reimburse the applicant for costs.

Drainage

Drainage relief for Section is provided by the Riverside County Flood Control and Conservation District. The section lies within the level valley floor portion of the Coachella Valley and is comprised of an alluvial fan. Drainage is primarily generated by the San Jacinto Mountains to the west, then flows through the Tachevah and Tahquitz Canyons into retention/debris basins constructed on the valley floor at the terminus of both canyons. Basin overflow is collected in the Tachevah outlet and Line 15 storm drains, conveyed into Section 14 to the Baristo Channel, through the Section to Tahquitz Creek, Palm Canyon Channel and ultimately to the Salton Sea.

Local flows for the west half of Section 14, generated within the Section and from flows tributary to the north and west, can be collected in the Tachevah Outlet and Line 15 storm drain collection systems. Master plans outlets, 24-inch and 63-inch diameter, were provided for this purpose in Calle Encilia and Calle El Segundo respectively. Drainage flows generally southeasterly until intercepted by the Baristo Flood Control Channel. Development of the northerly portion of the east half of Section 14, upstream of available storm drain facilities, should maintain existing runoff rates and detain the increased runoff resulting from the development. The runoff rate increases due to the conversion of natural ground to impervious surfaces by the construction of buildings, roads and parking lots. The detention facilities should be located on the subject property and will generally consist of an unlined pond, constructed below the surrounding surface area. The property owner would be required to route all on and off-site storm flows to this pond allowing only the existing/undeveloped runoff rate to spill out of the pond and travel along its natural course. The construction of this detention facility will allow

the owner to construct without constructing lengthy off-site storm drains and without any adverse effect to property downstream of the subject property.

An alternative to construction of on-site detention facilities would be to extend drain pipes from the Baristo Channel north to the development site. The drains should be extended to the point where the ten-year storm flow exceeds the capacity of the street, from curb to curb. The storm drain improvement will need to be analyzed for each new development in Section 14 at which time final location and size will be established. Both the City of Palm Springs and Riverside County Flood Control and Water Conservation District will review all storm drain improvements plans to assure compliance with the master storm drain plan and their standards of design.

Electric

Electric power for Section 14 is currently served by the Southern California Edison Company (SCE), which maintains major transmission lines in addition to their normal distribution lines through the section. These lines are predominately underground; however, overhead lines occur above Alejo Road and through easements approximately 300 feet west of and parallel to Sunrise Way and in the northwest corner of the section. Because of the capacity of their facilities located within and around Section 14, SCE anticipates providing continued and increased service with no significant impact.

Natural Gas

Gas service for Section 14 is currently served by the Southern California Gas Company (SCG), which maintains major transmission lines in addition to their normal distribution lines through the Section. Because of the capacity of their facilities within and around Section 14, SCG anticipates providing continued and increased service with no significant impact.

Telecommunications

Telephone service to Section 14 is provided by Verizon California, Inc., and Time Warner provides cable television service to the area. There are currently adequate telecommunication facilities available to serve the needs of Section 14. Data transmission, connectivity to the internet, and other wired and wireless data transmission systems are provided by a variety of carriers and providers.

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APPENDIX B
MARKET AND FISCAL ANALYSIS
SECTION 14 MASTER DEVELOPMENT PLAN

The Economics of Land Use



Final Report

Market and Fiscal Analysis Section 14 Master Development Plan Update

Prepared for:



The Agua Caliente Band of Cahuilla Indians

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1. INTRODUCTION

Purpose

This Report updates the market analysis prepared in 1994 for the Section 14 Master Development Plan, a one-square mile area in central Palm Springs under the sovereign authority of the Agua Caliente Band of Cahuilla Indians (Tribe). The Land Use Plan which governs development in Section 14, originally approved by the Tribe in 2002 and adopted by the City in 2004, includes market analysis providing direction and guidance to the Plan's mix of uses. The objective of the Plan is to maximize the value of property given current and projected market conditions, while achieving high quality development consistent with the Palm Springs Downtown and with the Tribe's overall vision for the area.

Section 14 is 640 acres (one square mile) located due east of downtown Palm Springs and bounded by Indian Canyon Drive, Ramon Road, Sunrise Way, and Alejo Road. The site currently supports a mix of hospitality, residential, and parking uses, and contains a significant quantity of raw land. The Palm Springs Convention Center is located in Section 14, as well as the Tribally owned Spa Resort Casino and Hotel.

Since the Master Plan was adopted in 2004, significant changes in land use have taken place in the planning area and in neighboring Palm Springs districts. More significantly, the recession that began in 2007 and the subsequent flat recovery have altered the market landscape. Consequently, many of the assumptions that supported the land uses and development strategy in the approved Master Plan are no longer valid.

This Report also includes an evaluation of the potential fiscal and economic impacts of Section 14 development on the City of Palm Springs. These impacts include a potential increase in visitors, residents and employees, additional spending within the City, and an increase in various public revenues that can help to fund improvements in public facilities and services.

Organization of the Report

The following chapter provides a summary of key findings, followed by a chapter providing additional background on the current Section 14 land uses and Master Development Plan. The prospects for each major land use are addressed in separate, subsequent chapters. The final chapter describes potential fiscal and economic impacts that may result from new development and buildout of Section 14. Additional technical assumptions and reference data is included in appendices to this report.

The findings in this Report are based on currently available data, interviews with industry professionals, and the authors' experience with similar projects. Actual future development prospects and outcomes will depend on economic conditions, decisions by property owners and developers based on a range of individual financial and market conditions, and actions by local government that will influence development activity.

2. SUMMARY OF FINDINGS

1. Section 14 is well-positioned to benefit from an improving economy and growth in Palm Springs as a premier resort destination.
Section 14 offers 123 acres of vacant land (excluding land currently in pre-development) in proximity to the revitalizing Downtown. As visitation grows, demand will increase for revitalized and new retail development as Downtown retail extends east of S. Palm Canyon Drive towards the Convention Center. Section 14's residential land can absorb increasing demand from a range of users interested in a location relatively near the Palm Springs Downtown. The ability of Section 14 to capture demand will partially depend upon circulation, landscaping and other urban design improvements to encourage linkages between the Downtown and Section 14.
2. A growing baby boomer retiree market and increasing representation from the LGBT community and millennial cohort will be attracted to Palm Springs and Section 14's hotel, retail and residential offerings.
Concerts and festivals in the region, a revitalized Downtown with expanding retail and hotel amenities, and Palm Springs' growing reputation as a fashionable destination will help to support demand for new development in Section 14. Successful development depends not only on the linkages to Downtown noted above, but also the ability of the Tribe, allottees, and fee owners in Section 14 to consolidate parcels for efficient development.
3. Demand for residential land over the next 20 years is likely to consume all Section 14 residentially-zoned land.
At current maximum allowable densities, Section 14 would require approximately 29 acres of additional residentially-zoned land. However, continued growth in demand for single-family attached, townhouse, and small-lot single-family detached products could increase the shortfall due to their lower average densities.
4. Demand for hotel land in Section 14 over the next 20 years is anticipated to total 600 to 800 rooms.
Significant demand for new hotels in Section 14 over the next 10 years is not expected, as there are nearly 600 rooms in the Palm Springs development pipeline, including 200 units in Section 14. The current Section 14 zoning allows almost 1,300 new rooms, which is approximately 12 acres greater than projected 800-room demand over 20 years. Any new hotel development is likely to occur generally to the west of Avenida Caballeros to take advantage of linkages between the Convention Center and the Downtown. The east end of Tahquitz Canyon Way is not a likely development site due to its relative distance from Downtown.
5. Over the next 20 years, increased population may support the addition of a neighborhood center.
At an estimated 35,000 square feet, this center would serve new population in Section 14 as well as the balance of the City. The likely locations would be oriented near northwest or southwest corners of Section 14 to maintain some distance from existing centers, which are distributed along Sunrise Way between the southern and northern ends of the City.

6. Demand for approximately 60,000 square feet of new office space is estimated over the next twenty years for Section 14.

This demand will come in step with Palm Springs residential, commercial and visitor growth as well as a growing retirement population, and will contribute to the need for office space. Additional demand for commercial space will derive from retirees engaged in part-time or full-time "encore" careers, and potentially from a growing cluster of "creative class" workers drawn by the City's urbane and fashionable character. Section 14's locational attributes and existing office concentration will allow it to capture a significant portion of this projected growth. However, demand for office is not likely to be evident for the next several years.

7. The Tribe may consider changing current zoning designation to accommodate the projected mix of residential, retail, office, and hotel uses.

Projected residential demand exceeds the existing supply of residentially zoned land by a significant margin, whereas projected demand for retail, office, entertainment, and hotel uses do not require all available land. Zoning changes to convert a portion of existing commercially zoned land to residential use can accommodate expected demand.

8. New growth and development in Palm Springs will generate a net increase in tax revenues and other economic benefits to the City of Palm Springs and to the Tribe. At build-out of the projected new uses in Section 14 after 20 years, the City could experience nearly \$4.8 million annually (in 2013\$) in additional major tax revenues in excess of potential increased public service costs due to new Section 14 development. Additional economic benefits include new jobs and expenditures by increased visitors and residents, which in turn generate indirect and induced economic benefits. To the extent a net tax benefit accrues to the City, it could help to fund improvements to the area including circulation and landscaping to enhance linkages between the Downtown and Section 14, and provide for related maintenance costs.

3. BACKGROUND

As described in the City of Palm Springs' General Plan,

"The area encompassing the present City of Palm Springs was discovered centuries ago by the Agua Caliente Band of Cahuilla Indians, who established their village around the natural hot mineral springs known for their medicinal and healing capabilities. In 1877, the Southern Pacific Railroad completed its line through the desert to the Pacific Ocean. Early development in Palm Springs was associated with attempts to establish agricultural activity in the area and the southern portions of the Coachella Valley. In the 1920s, the region became a retreat for successful business and movie personalities, who took advantage of the warm weather, the remote location, and the hot water spas. The tourist and resort community of Palm Springs developed over the following decades ... In 1938, the City of Palm Springs was officially incorporated."



















The Agua Caliente Band of Cahuilla Indians has authority to regulate Indian Trust lands, which include Section 14. Section 14 is a 640-acre (one square mile) area located due east of downtown Palm Springs and bounded by Indian Canyon Drive, Ramon Road, Sunrise Way, and Alejo Road. The site currently supports a mix of hospitality, retail, residential, and associated parking, and contains a significant quantity of vacant land, as shown in MAP 1. The Palm Springs Convention Center is located in Section 14, as well as the Tribally owned Spa Resort Casino and Hotel, in addition to a number of other hotel properties.

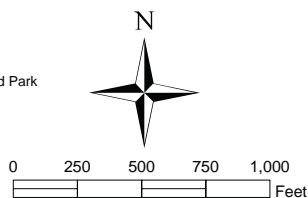
Development covers approximately 74 percent of the total land area in Section 14, including approximately 3.7 million square feet of developed retail, office, services, and multifamily residential. These existing uses are summarized in TABLE 1.



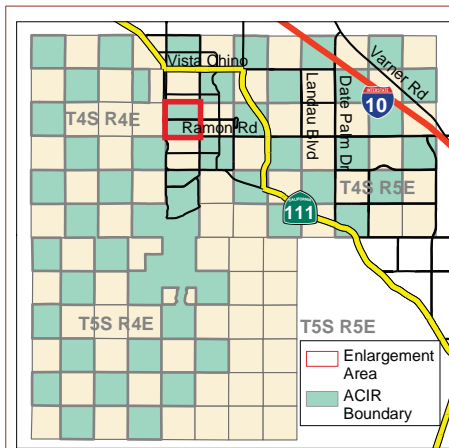
T4SR4E, SECTION 14 EXISTING LAND USE

Map 1

- | | | |
|--|--|---|
|  HR - Residential High 21-30 du/ac |  P - Public | |
|  MR - Residential Medium 15 du/ac |  NSP - Neighborhood/ Specialized Park | |
|  MBR - Residential Medium-Buffer 8 du/ac |  CH - Church | |
|  SFR - Residential Single Family |  C - Cemetery | |
|  RA - Resort Attraction |  W - Watercourse | 0 |
|  REO - Retail/Entertainment/Office |  FEE 56A Allotment Number |  |
|  NC - Neighborhood Commercial |  17 Residential Density, du/ac | |
|  LSC - Local Servicing Commercial |  Non-Conforming Use |  |



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Boundary data in this map is for representation purposes only.
It does not cover questions of location which a survey map may disclose.

Table 1 Summary of Existing Uses in Section 14

Category	Land		Vertical Use	
	Acres ⁽¹⁾	%	#	Metric
Residential	257	40%	3,326	Units
High Density Residential	71	11%		
Medium Density Residential	82	13%		
Medium Density Residential Buffer	78	12%		
Single Family Residential	26	4%		
Commercial	82	13%	1,078,865	Sq.Ft.
Local Serving Commercial	18	3%		
Neighborhood Commercial	23	4%		
Retail/Entertainment/Office	41	6%		
Resort Attraction	102	16%	1,600	Rooms
In Pre-Development⁽²⁾	18	3%		
Other⁽³⁾	55	9%		
Vacant	123	19%		
TOTAL⁽⁴⁾	637			

(1) All acreage is approximate

(2) Proposed Dolce hotel and Vivante assisted living projects

(3) Cemetery, church, neighborhood park, watercourse, circulation, other public

(4) Total acreage, based on data sourced from the Tribe, is slightly less than the 640 acres in a square mile.

Sources: CoStar, Census, Agua Caliente Tribe, Economic & Planning Systems, Inc.

Section 14 Master Development Plan

The Master Development Plan, developed over the course of several years, was approved by the Tribe in 2002 and adopted by the City in 2004. It includes a Specific Plan with development standards and guidelines, and implementation strategies. Under a contract with the City of Palm Springs,¹ the Tribe has delegated its land use authority over allotted trust land to the City. As a result, the City conducts all land use regulation on fee property and allotted trust land in Section 14. The Tribe retains its land use authority on Tribal Trust land thus enforces the Specific Plan on its own properties within Section 14.

¹ Land Use Contract (1977) between the Agua Caliente Band of Cahuilla Indians and the City of Palm Springs.

Since the formulation of the Master Development Plan, significant changes in land use have taken place in the planning area and in neighboring Palm Springs districts. More significantly, the recession that began in 2007 and the subsequent flat recovery have altered the market landscape.

Key land use changes that have occurred since the Plan's approval:

- The Convention Center underwent a significant expansion in 2005; this expansion was considered in all of the projections in the Plan.
- The Spa Resort Casino, owned and operated by the Agua Caliente Band of Cahuilla Indians, opened in November 2003.
- The Extended Stay America hotel opened in 2003.
- The Vivante assisted living project was approved in 2012 for development on parcels fronting on Tahquitz Canyon Way.
- Some residential development occurred since Plan adoption, although the recession largely brought development to a halt. More recently, an improving economy has begun to generate activity in the real estate market, resulting in increased sales and interest in new construction throughout the region.

Plans are moving forward for development of the approved Museum Market Plaza in the Palm Springs Downtown. The project will continue to enhance the Downtown as a major destination. Section 14 borders the Downtown, and linkages with the Downtown will be an important element in Section 14 development, as well as the enhancement of the Downtown.

Vision

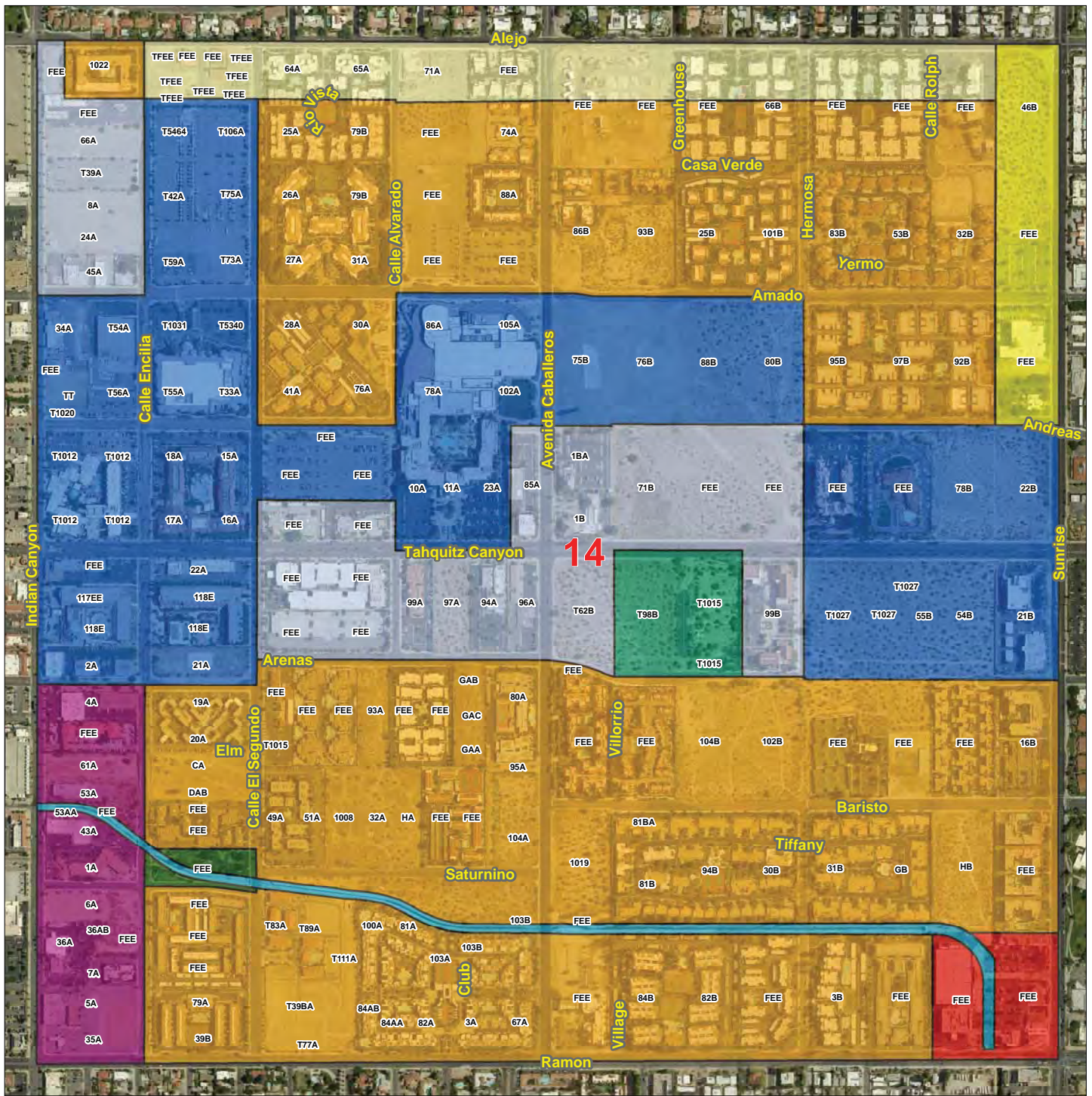
The vision for Section 14 is expressed in the Development Master Plan:

- That Section 14 should be a unique and cohesive district with its own identity, which is separate but linked to downtown Palm Springs.
- That the entire section should be seen as a high-quality and integrated destination resort and living environment.
- That its character should reflect both the desert and oasis environment, and should emphasize the area's Indian heritage and culture.
- That Section 14's assets, such as its mountain views and existing hotels, casino, and Convention Center, along with new attractions, should serve as the basis for a lively, visually exciting place.

The analysis contained in this current report recognizes the continued validity of this vision, and identifies possible implementation measures in light of current trends, projected market conditions, and relationships between Section 14 and the Downtown.

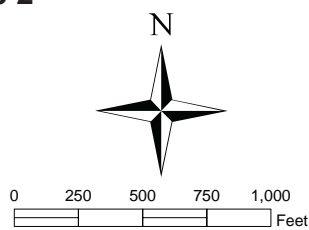
Development Capacity

Current zoning establishes potential maximum amounts and types of new development, as shown in MAP 2. A number of factors influence actual buildout, including market conditions, design, extent of lot consolidation, mixed-use developments, and specific type and configuration of development over the next twenty years. For planning and evaluation purposes, an illustrative buildout potential is summarized in TABLE 2.



AGUA CALIENTE INDIAN RESERVATION **T4SR4E, SECTION 14** **BASE LAND USE PLAN Map 2**

- | | |
|---|--|
| HR - Residential High | C - Cemetery |
| MR - Residential Medium | W - Watercourse |
| MBR - Residential Medium-Buffer | FEE, 56A Allotment Number |
| REO - Retail/Entertainment/Office | |
| RA - Resort Attraction | |
| NC - Neighborhood Commercial | |
| LSC - Local Serving Commercial | |
| NSP - Neighborhood/ Specialized Park | |



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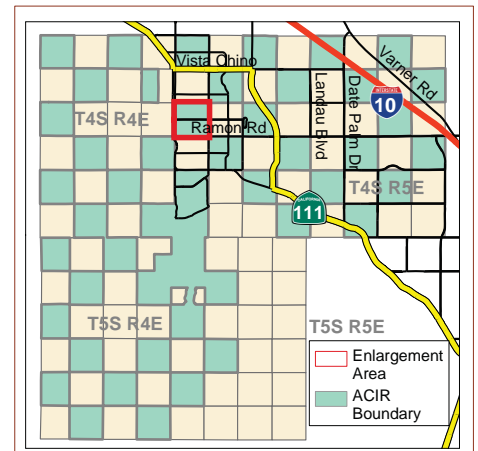


Table 2 Summary of Section 14 Development Capacity

Land Use Category	Capacity		Demand (20 Years)	
	Vacant Land	Build-Out ⁽²⁾	Land	Build-Out ⁽²⁾
Residential	67 ac	2,178 Units	96 ac	2,282 Units
High Density (Condos)	56	1,972	43	1,495
Med. Density (SFA)	7	173	21	530
Med. Buffer (Small-lot SFD)	4	33	32	257
Commercial	24 ac	298,304 Sq.Ft.	8 ac	96,000 Sq.Ft.
Local Serving Retail	5	52,103	3	35,000
REO				
Retail				
Entertainment				
Office			5	61,000
Subtotal REO	19	246,201	5	61,000
Hotel	32 ac	1,267 Rms	20 ac	800 Rms
TOTAL ⁽¹⁾	123 ac		124 ac	

(1) Does not include properties under development: the Dolce (10 ac) and Vivante (8 ac)

(2) Density for Build-Out Assumptions: 35 du/ac Condos, 25 du/ac SFA, 8 du/ac small-lot SFD, 0.30 FAR REO, 0.25 FAR Local-Serving Retail, 40 rooms/ac Hotel

Source: Economic & Planning Systems

Subsequent sections of this report evaluate the potential type, timing, mix and location of various uses, given a review of market conditions.

Planning and Development Issues

A number of issues affect development potentials in Section 14. These issues include (but are not limited to):

- Market conditions constrain the development of certain types of uses originally envisioned in the Master Development Plan, and/or the amount and location of those uses, while encouraging other uses not originally considered for specific areas of Section 14.
- Revitalization of the Palm Springs Downtown and desirable linkages influence future development in Section 14.
- Achieving certain types of development, and efficient utilization of land, may require parcel consolidation among multiple ownerships.

- Successful development is dependent on the planning and construction of projects configured and priced appropriately to the market.

This Report provides information to help address a number of planning and development issues which may influence the update of the Master Development Plan.

4. TRADE AREA TRENDS

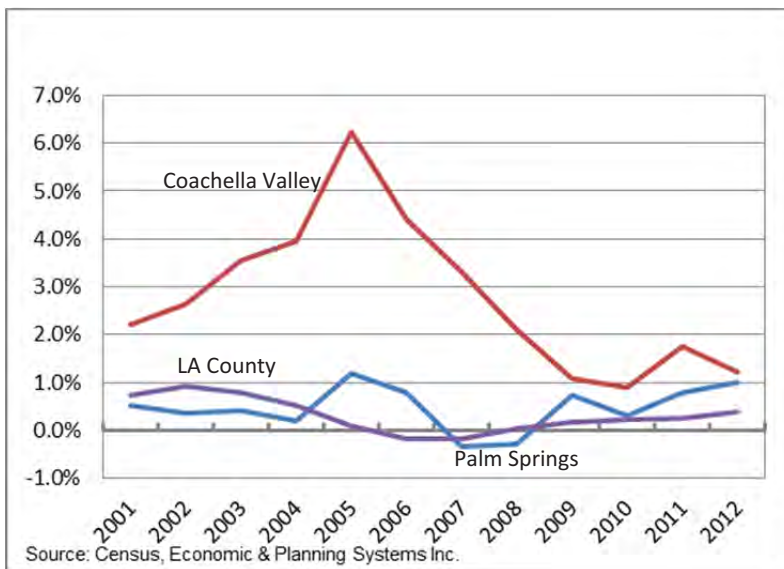
With a total population of nearly 345,000 in 2010, the Coachella Valley market includes the nine major cities that extend 30 miles along Highway 10 from Desert Hot Springs in the north to Coachella in the south, as shown in MAP 3.

Population

From 2000 to 2010, the Coachella Valley grew 35 percent, nearly tracking the 41 percent growth of Riverside, the fastest-growing County in the state. Palm Springs, by contrast, exhibited modest total growth of 4 percent over the entire period. Palm Springs' historically low growth rate is attributable primarily to the fact that Palm Springs is the most established, mature, and built-out city in the Coachella Valley. Since the 1950s, real estate entrepreneurs looking for low-cost land—first golf community developers and more recently home builders—found it generally by looking south to cities such as La Quinta, Indio, and Coachella.

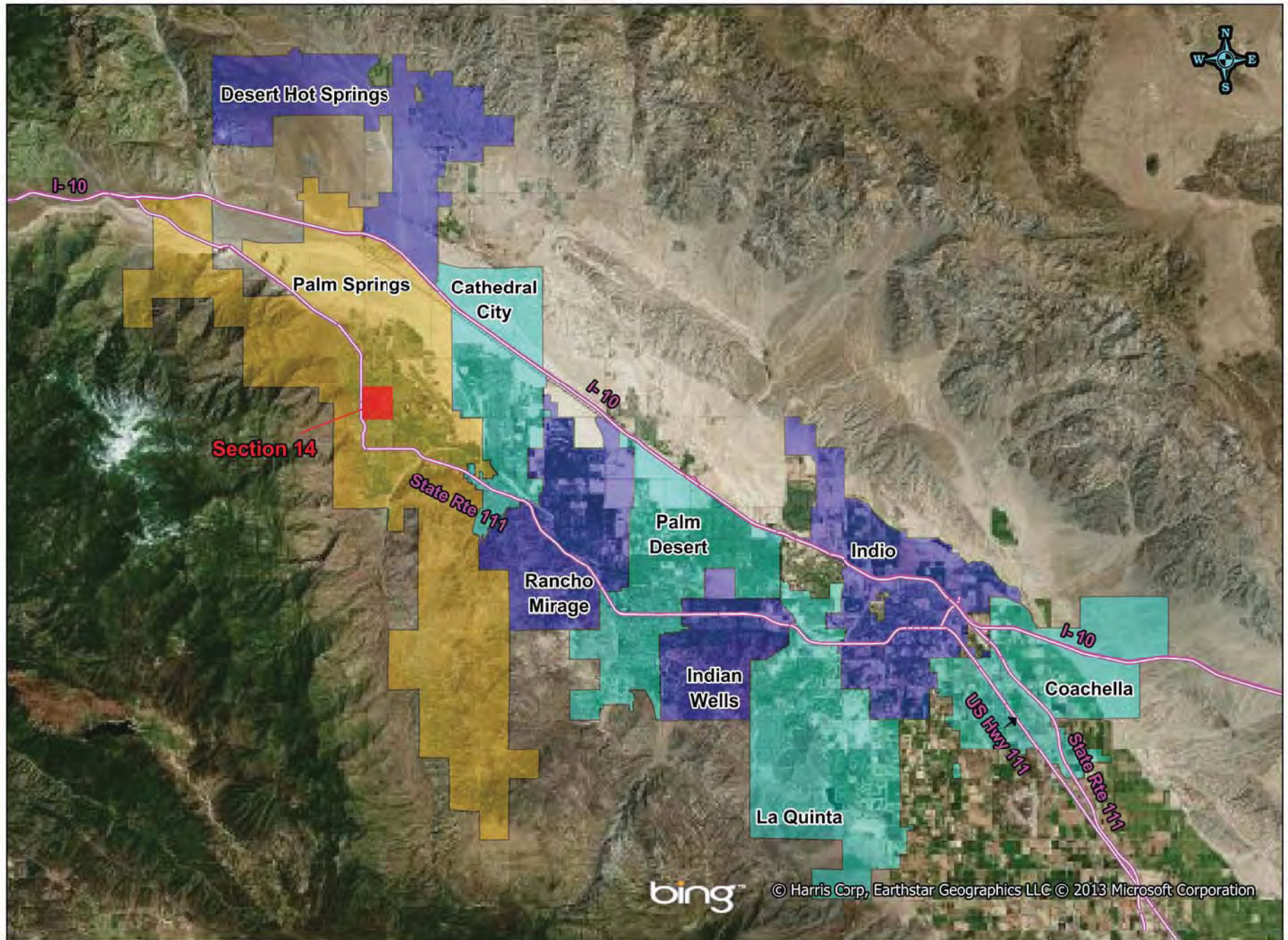
As shown in FIGURE 1, the fastest growth during the decade occurred during the market run-up, in which speculative home building helped attract strong in-migration into Riverside County.

Figure 1 Annual Population Growth Rates 2001-2012



Recent 2012 annual growth rates approached about 1 percent. Compared to Palm Springs' growth during the past decade, which averaged about 0.4 percent annually, a 1 percent annual growth rate suggests improved prospects as the economy and real estate markets recover, and other factors discussed below contribute to improved growth rates.

Map 3
Section 14 in Regional Context



Demographic Characteristics

The average age of Palm Springs residents is above the average for the Coachella Valley. Household size is smaller, due to a high proportion of older residents and the LGBT population, especially relative to other communities in the Coachella Valley, as shown in TABLE 3.

Table 3 Summary of Demographic Characteristics

Area	Palm Springs		Coachella Valley ⁽¹⁾	
	2010	2000-10 Change	2010	2000-10 Change
Population	44,552	4%	346,518	35%
Median Age	52	10%	41	10%
Average Household Size	1.93	-6%	2.67	1%

(1) "Coachella Valley" includes Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, Rancho Mirage

Source: SCAG RTP 2012 Growth Forecast, by City; Economic & Planning Systems

Population Growth Forecasts

While the Coachella Valley as a whole is projected to achieve a 1.9 percent average annual growth rate over the long-term as real estate conditions stabilize, generally on par with projected Riverside County growth of 1.7 percent, projections indicate lower Palm Springs growth of approximately 1 percent annually as summarized in TABLE 4². Both rates exceed Los Angeles County's rate of growth.

Table 4 SCAG Population Projections

Area	Year			Avg. Annual 2008-35
	2008	2020	2035	
Palm Springs	43,400	48,900	56,100	1.0%
Coachella Valley⁽¹⁾	335,200	429,100	551,100	1.9%
Riverside County	2,128,000	2,592,000	3,324,000	1.7%
Los Angeles County	9,778,000	10,404,000	11,353,000	0.6%

(1) "Coachella Valley" includes Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, Rancho Mirage

Source: SCAG RTP 2012 Growth Forecast, by City; Economic & Planning Systems

² Southern California Association of Governments

Household growth in Palm Springs is expected to exceed population growth, leading to a falling persons-per-household rate. This trend potentially will have implications for the demand for housing units, as discussed in the next chapter.

Economic Trends

Employment in Palm Springs has grown overall approximately 1 percent annually since 2000, more than double the 0.4 percent annual rate of population growth. As summarized in TABLE 5, losses occurred in most major categories between 2002 and 2010, which were more than offset by significant gains in "Health Care and Social Assistance", and "Educational Services" categories. Jobs in "Accommodations and Food Services" businesses ended the period with no significant change.

Although the recession is one significant factor contributing to losses in most industries, the trends are also reflective of the shift of businesses, with the exception of "Accommodations and Food Services", to other cities within the Coachella Valley.

Table 5 Palm Springs Primary Jobs by Industry, 2002-2010

Job Category	Jobs		% change
	2002	2010	
Accommodation and Food Services	5,117	5,130	0%
Health Care and Social Assistance	1,839	4,564	148%
Retail Trade	1,894	1,751	-8%
FIRE¹, Information, Professional/Technical	2,903	2,440	-16%
Educational Services	1,023	1,151	13%
Manufacturing, Wholesale, Transp/Warehousing	2,048	1,884	-8%
Construction	1,054	903	-14%
Arts, Entertainment, and Recreation	775	580	-25%
Other²	2,566	2,514	-2%
TOTAL	19,219	20,917	9%

Note: Excludes secondary/part-time jobs and self-employment.

(1) Fire includes Finance, Insurance, and Real Estate

(2) Other: Public Administration, Agriculture, Mining, Waste Management, Other Services

Source: LEHD Census, Economic & Planning Systems

Upward trends in hotel occupancies and taxable sales in Palm Springs in recent years, as the California economy emerges from recession, are a positive factor supporting employment growth forecasts summarized in the following section.

Employment Growth Forecasts

Consistent with past trends, employment in Palm Springs is predicted to outpace population growth, as shown in TABLE 6. This is likely to occur as Palm Springs continues to redevelop and enhance its Downtown and expands its draw as a regional and national resort destination. While the job projections are not forecasted by industry, it is anticipated that increases in the City's base of visitor-serving businesses correspondingly will increase employment in related industries. In addition, as Palm Springs continues to cater to retirement segments of the market, the demand for health-related industries and jobs will continue to grow.

Table 6 SCAG Employment Projections

Area	Year			Avg. Annual 2008-35
	2008	2020	2035	
Palm Springs	36,300	44,400	52,300	1.4%
Coachella Valley	142,600	181,100	230,800	1.8%
Riverside County	664,000	939,000	1,243,000	2.3%
Los Angeles County	4,340,000	4,558,000	4,827,000	0.4%

(1) "Coachella Valley" includes Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, Rancho Mirage

Source: SCAG RTP 2012 Growth Forecast, by City; Economic & Planning Systems

The employment trends suggest that future demand from users of office space is not likely to be significant, with the exception of health and education-related uses. Health uses typically are centered in or around medical facilities, and will also be associated to some degree with assisted living facilities.

5. RESIDENTIAL

Historically, Palm Springs has been known as a retirement and resort community, rather than a major job center. This orientation has increased in recent years as other cities in the region have attracted office and regional retail uses from Palm Springs, provided the base for the majority of new job growth, and generally created lower-cost housing opportunities for employees.

The redevelopment of the Palm Springs downtown will further enhance the City's attractiveness as a destination for retirees, tourists, owners of second homes, and convention and special event attendees. While new Palm Springs development cannot provide some of the visitor amenities, such as golf courses, afforded by other communities in the region, the Downtown's retail appeal, nightlife, and range of hospitality offerings provide a unique and growing pedestrian-oriented opportunity not available in the surrounding communities.

Demand for Housing

Demand for nearly all real estate uses in Palm Springs suffered during the recent recession. Pricing for single-family and multifamily homes declined precipitously, and the majority of residential and hotel real estate projects in the planning and pre-development phase were put on hold. However, the single-family home market has been the first sector to rebound in the City. While prices are still below the peak, the trend has been upward.

As the residential market normalizes, Palm Springs residential demand mix is expected to follow recent patterns, illustrated in TABLE 7, which break out into three residential types: upscale single-family detached homes on large lots; single-family attached homes, such as townhomes; and multifamily properties—both condo and rental. A fourth category may also be emerging as a popular option in Palm Springs: small-lot detached housing. An example of this housing type in Section 14 is the Morrison (at Alejo Road and Avenida Caballeros), a high-density small-lot single family gated development that sold out quickly upon being offered for sale. Featuring contemporary design and amenities such as a small pool for each unit, the Morrison appeals to the same younger buyers who have helped make Palm Springs a fashionable destination once again.

Palm Springs residential demand has been driven historically by both the in-migration of retirees and second home purchases for seasonal, recreational, or occasional use. According to the Census, in 2010, such occasional-use housing made up 23 percent of all units. As a result, the City has a high ratio of residential units per capita, a ratio that increased from 0.72 in 1990 to 0.81 in 2010. By comparison, the Coachella Valley averaged 0.59 units per capita in 1990 and 0.54 in 2010.

Table 7 Residential Summary: Palm Springs and Coachella Valley

Residential Units	Palm Springs		Coachella Valley	
	2010	2010 Share	2010	2010 Share
Total	36,261	100%	186,714	100%
Single Family Detached	12,878	36%	101,152	54%
Single Family Attached	9,018	25%	31,990	17%
MF: 2 to 9 units	5,967	16%	25,518	14%
MF: 10 to 19 units	2,617	7%	5,705	3%
MF: 20+ units	3,413	9%	8,383	4%
Mobile Home/Other	2,368	7%	13,966	7%

Sources: 1990 and 2000: ESRI; 2010 Census and Esri; Economic & Planning Systems

A reasonably conservative method of estimating future residential demand is to assume a consistent ratio of units per capita based on historical norms. With the population expected to grow roughly 1 percent per year, based on SCAG projections, and a ratio of 760 homes per 1,000 permanent residents (an average of 1990, 2000, and 2010, which encompasses both boom and recession periods for vacation home development), Palm Springs housing demand can be expected to total 3,600 units over ten years and 7,500 units cumulatively over 20 years. The ability of Section 14 to capture a share of this growth will depend on a number of factors discussed in the next section.

Prospects for Section 14

Section 14 includes 67 acres of vacant, residentially-zoned land with a capacity for approximately 2,178 units at an average density of 32 dwelling units per acre (current average maximum zoning densities). The majority of the vacant residential land in the current Plan is zoned for medium and high-density housing. Lower density zoning is limited to buffer areas along the northern portion of Section 14 bordering existing lower-density residential areas.

The emphasis on higher-density residential will ultimately help to maximize the number of residents and second-home visitors occupying homes in proximity to the Downtown; this residential density creates a positive synergy by increasing spending and patronage of the Downtown, while at the same time providing desirable housing opportunities, and increasing their value, by virtue of being within walking distance of the Downtown amenities. In the nearer term, there has been demand for somewhat lower density multifamily projects in the range of 10-12 units per acre. These projects include attached single-family and townhome units.

Section 14 could capture a significant share of projected growth in Palm Springs household demand, as well as the demand for second-homes and vacation units, due to its proximity to the Downtown. Section 14 cannot offer large, single-family homes within golf course communities; however, it can appeal to a number of growing segments of the market:

- Offer retiree housing options by catering to Boomer tastes for more urban living than other retirement cities of such as Indian Wells, Palm Desert, and Rancho Mirage.
- Offer vacation home/second home buyer options for buyers without children (either empty nesters or child-less couples).

Workforce housing is not a strong option, as many lower-cost opportunities are available in nearby cities.

Vacant land in Section 14 represents about 10 percent of medium-to-high-density vacant land capacity within the City's Sphere of Influence. Section 14 potentially could capture a much greater share of the demand for this land, assuming the land is priced competitively and parcels can be consolidated for the purpose of efficiently developing residential projects.

For single-family detached and multifamily residential types, which contributed 60 percent of all new residential units in Palm Springs from 2000 to 2010, it is estimated that Section 14 could capture up to 50 percent of future demand for the reasons described earlier:

- Proximity to the Downtown;
- Readily-developable land with infrastructure;
- No annexation requirements or significant environmental issues.

Notwithstanding future downturns in the market, this level of capture would equal an average of about 114 units annually over a twenty-year period for a total demand of 2,282 units.

6. HOTELS

Palm Springs offers a range of accommodations, including budget motels, extended stay, and upscale properties totaling over 5,000 rooms (see TABLE 8). The only addition to the room base in Palm Springs in the last fifteen years has been the Extended Stay America in the southeastern corner of Section 14, on Tahquitz Canyon Way.

Table 8 Section 14 and Palm Springs Hotel Inventory

Area	Hotels	Rooms	%
Section 14	9	1,600	30%
Other Palm Springs	<u>40</u>	<u>3,751</u>	70%
TOTAL	49	5,351	100%

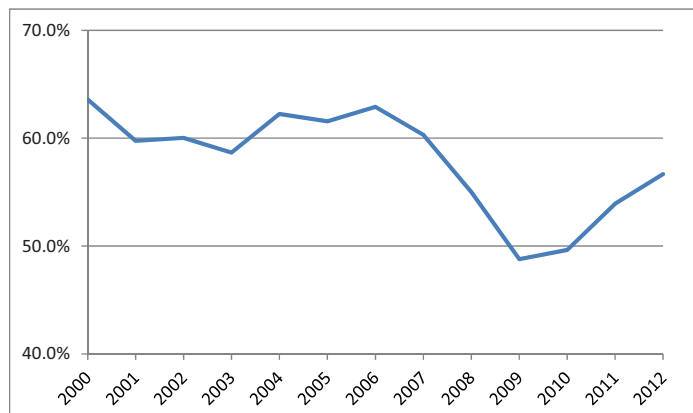
Source: Smith Travel Research, 4/18/2013

The cyclical nature of the tourism industry, compounded by the effects on leisure and business travel from the Great Recession, have dampened hotel revenues over the past decade and discouraged new development. However, there have been several examples of acquisition and upgrading of existing, older properties in Palm Springs, demonstrating the underlying strength of the market. Despite the seasonality of the visitor market (with the summer months attracting a much smaller crowd), a number of factors contribute to the area's continued appeal:

- The Convention Center is relatively large and generates 55,000 room nights to Palm Springs annually;
- Abundant natural amenities and vistas, and outdoor recreation opportunities;
- Casino gaming, nightlife and entertainment offered by the Downtown; and
- Proximity to the Los Angeles/San Diego metro markets, a major source of visitation.

FIGURE 2 shows the recovering market, illustrated by increasing occupancy rates through 2012. This trend is likely to continue, as the first quarter of 2013 (not shown) indicates improvement over the same 2012 period.

Figure 2 Average Occupancies – Mid and Upscale Hotels



Source: Smith Travel Research

The outlook for existing hotels is good as the economy continues to recover, with the Southern California market beginning to rebound. The construction of the Museum Market Plaza and the planned new Kimpton Hotel at the site should further enhance the Palm Springs Downtown as a destination and visitor attraction.

Several hotel projects are in various stages of planning, entitlement and development, as summarized in TABLE 9.

Table 9 Planned Hotel Projects in Palm Springs

Hotel	Rooms	Comments
Section 14		
Hotel Dolce (Mondrian)	200	Finalizing financing
Other		
Kimpton Palomar	128	
The Arrive	32	Awaiting plan check
Port Lawrence	200	In entitlement process
Palm Mountain Resort	74	Renovation approved/on hold; 74 net new rms
TOTAL	634	

Sources: City of Palm Springs, DPU 3/11/13; EPS interviews with developers

The recession, seasonality of the market, and lack of financing have precluded new construction in recent years. While conditions are improving, average occupancy rates are low relative to rates typically required to justify new construction. Nonetheless, specific projects may move forward either by virtue of significant invested capital, or acquisition of a site and/or entitlements at less-than market cost. Locational advantages of certain sites, for example, sites in proximity to the Downtown or to the Convention Center, would have improved prospects for financial viability.

Prospects for Section 14

Section 14 offers one of the few areas in the City with a significant amount of land suitable for hotel development in proximity to the Convention Center and the Downtown. Approximately 32 acres of land in Section 14 are zoned "Resort Attraction" and would accommodate new hotels with a capacity of nearly 1,300 rooms. The zoning also encourages construction of visitor-serving amenities and attractions to complement the hotels.

Despite improving conditions, significant new hotel construction is not likely in the near term, with certain possible exceptions of pipeline projects noted above. Average occupancy rates will need to approach or exceed 70 percent on a sustained basis to justify new construction, roughly a 20 percent increase over current average Citywide rates for mid- and upscale hotels. Even assuming growth in the overnight visitor market of 2 percent annually which exceeds population and employment growth rates in Palm Springs, it is not likely that additional hotels could be supported in Section 14 over the next 10-year period in addition to the planned 200-room Mondrian (Hotel Dolce) if it moves forward, and the other currently planned hotels shown in the table above. Continued growth over the following 10 years could justify up to 800 new rooms in Section 14, assuming no significant competing projects. The projects would likely be located in proximity to the Convention Center and/or to the west of the center.

7. RETAIL

Palm Springs is a major resort destination in the region, with visitors from outside the Coachella Valley area accounting for over half of all retail sales.³ The inventory of retail space has grown to serve this market, as shown on TABLE 10; from 2006 to 2012, Palm Springs' retail inventory expanded by 14 percent, but population only grew 3 percent. Sales tax receipts to the City are expected to grow by 17 percent in 2013 compared to the prior fiscal year.⁴

Table 10 Coachella Valley Retail Performance

	Section 14	Palm Springs	Coachella Valley
Retail and Specialty Sq.Ft.	551,101	5,342,915	26,518,071
SF Added since 1Q2006	-4,073	639,780	3,198,628
Net Change	-1%	14%	14%
Vacancy Rate (1Q13)	3.7%	12.3%	11.1%
Average Rent (nnn,1Q13)	\$1.17	\$1.28	\$1.43
Rent Range (nnn)	\$1.00	\$0.45 - \$3.50	\$0.40 - \$9.00

Source: CoStar, Economic & Planning Systems, Inc.

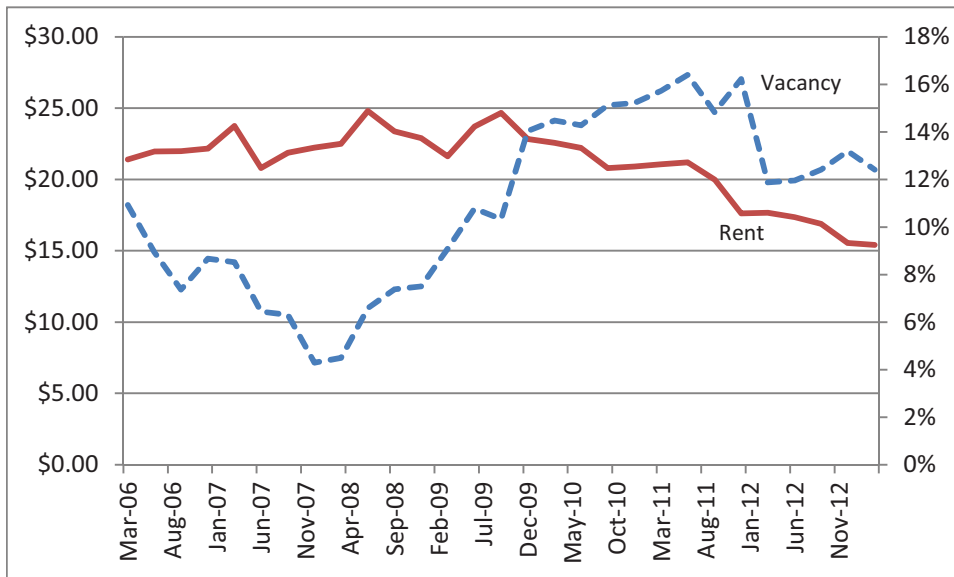
As the economy continues to recover and major Downtown projects such as the Museum Market Plaza are completed, visitation and retail expenditures will continue to grow. The Museum Market Plaza and related public improvements, funded in part by \$43 million in revenue bonds financed by sales tax from the voter-approved Measure J, will construct and add approximately 290,000 square feet of mixed-use retail, restaurant, office, and hotel development, with the first phase scheduled for completion by 2015.

Despite the success of the Downtown as a regional draw, average rents in Palm Springs fell 5 to 10 percent below the Coachella Valley average (see FIGURE 3). Prime locations command higher rents, but much of the retail base in the City consists of aging building stock and a high proportion of small locally owned business tenants in the mix. Since the market peak in 2008, monthly average rents in Palm Springs have fallen from \$2.07 to \$1.28 per square foot and vacancies have risen from 4.3 to 12.4 percent. Downtown improvements and increased visitation will help support renovation of lower-rent properties outside Downtown and Palm Canyon Drive, with corresponding rent and occupancy rate increases eventually supporting new construction.

³ 2011 expenditure study by Buxton, commissioned by the City of Palm Springs.

⁴ City of Palm Springs FY 12-13 Adopted Budget Book

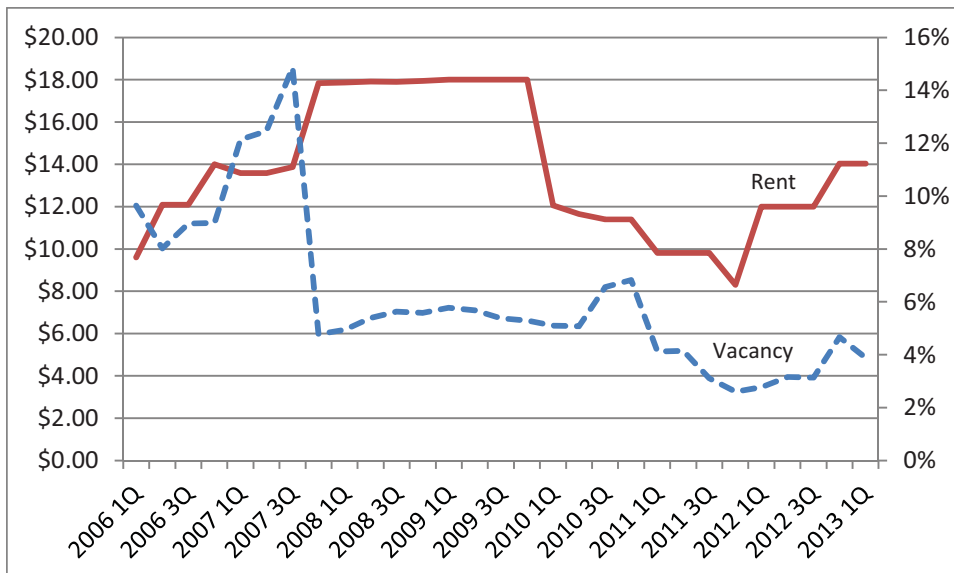
Figure 3 Palm Springs Historical Retail Rents (NNN) and Vacancy



Section 14 Retail

Section 14 retail, as shown in FIGURE 4, has generally underperformed compared to the City as a whole. Since 2006, total retail rents declined slightly while Palm Springs retail rents grew by 14 percent. Section 14 rents currently are 17 percent lower than the Palm Springs average and have consistently lagged with as much as a 64 percent differential since 2006.

Figure 4 Section 14 Historical Retail Rents (NNN) and Vacancy



In Section 14, retail is concentrated in three distinct areas summarized in TABLE 11. The first retail area is the Indian Canyon Drive corridor between Alejo and Ramon Roads, which is characterized by local restaurant, service, and automotive-oriented tenants. Indian Canyon Drive functions as part of the Downtown Palm Springs core but plays a subordinate role to Palm Canyon Drive.

The second retail area consists of a number of parcels on Tahquitz Canyon Way between Indian Canyon Drive and Sunrise Way, which contribute 60 percent of the Section 14 total. The largest of these, The Courtyard at Palm Springs, is a semi-enclosed mixed-use development featuring bank and movie theater uses, among others. Other retail and restaurants along Tahquitz Canyon Way take advantage of proximity to the Convention Center, hotels, and the east-west connection between Palm Springs International Airport and Downtown.

The third Section 14 retail area is the Plaza Sunrise Shopping Center at the corner of Sunrise Way and Ramon Road. Featuring a supermarket, drug store, inline retail and restaurant pads, the center serves the relatively dense residential population within the general area and contributes 20 percent of Section 14 retail.

Table 11 Section 14 Retail Summary

Sub-Area	Leasable Area	%	Key Tenants
Indian Canyon Drive corridor	113,011	21%	Shell, McCormick's Palm Springs
Tahquitz Canyon Way corridor	330,465	60%	Regal Cinemas, Rite Aid, Rabobank, Pacific Western Bank
The Plaza at Sunrise Shopping Center	107,625	20%	Ralph's, CVS, Domino's, Panda Express, Starbucks
	551,101	100%	

Source: CoStar, Economic & Planning Systems, Inc.

Prospects for Section 14

Indian Canyon Drive

As noted above, Indian Canyon Drive is part of but subordinate to the Downtown core. A key factor preserving this status and limiting its potential is the one-way couplet, which encourages drivers to use Indian Canyon Road to exit the area or as feeder back to Palm Canyon Drive. Consequently, many retail establishments fronting Palm Canyon Drive use Indian Canyon Road as a back door for service access and employee parking. Furthermore, the couplet enforces a north-south corridor orientation for Downtown, diminishing east-west flow that would bring more visitors into Section 14. Consequently, improved performance and demand for retail uses on Indian Canyon Drive will depend in part on urban design solutions that help enhance access and circulation between the Convention Center, Section 14 hotels, and Downtown.

Another major influence on retail potential will be the Museum Market Plaza project and Downtown revitalization. While short-term rents and occupancies may be depressed along Indian Canyon Drive due to Downtown draw, new demand is likely to materialize after the new space is absorbed and circulation between downtown and the corridor has improved. Initially, this demand is likely to be realized in the form of renovations and upgrades in uses to serve the spillover from the downtown, and to serve demand related to hotel and convention visitors as well as new residents. These uses are likely to fall into the restaurant and specialty retail categories.

Approximately 15 acres of vacant land along Indian Canyon Drive could potentially accommodate up to 144,000 square feet of new development. However, over the first ten years, activity is likely to consist primarily of upgrading of existing uses with minimal new retail construction. As existing space is utilized at higher rents, and connections are improved between the Downtown and Section 14, new construction may occur. For example, a restaurant row with three new pads could add up to 12,000 square feet and serve demand from both sides of Indian Canyon Drive.

Another influence on retail potential is residential demand. If residential buildout occurs as estimated in this Report, Section 14 could accommodate as many as 4,500 new residents, more than doubling the current population within 20 years. Section 14 and Palm Springs residents are currently well-served by local-serving retail with five supermarket-anchored neighborhood centers within 1.4 miles and one within 4 miles providing nearly 270,000 square feet of grocery area for a population of 45,000, as shown in TABLE 12. However, at the rule-of-thumb rate of 5 supportable supermarket square feet per capita, the expected new residential growth could potentially support a smaller-format supermarket and neighborhood center consisting of 20,000 supermarket square feet with an additional 15,000 square feet of service retail.

Table 12 Palm Springs Super Markets

Supermarket	Address	Distance from Section 14	Leasable Area (Sq.Ft.)	Population/ Mile
Ralph's	425 South Sunrise Way	In Section 14	53,200	9,499
Fresh and Easy	102 South Sunrise Way	50 feet	27,225	9,668
Ralph's Fresh Fare	1733 E Palm Canyon drive	1.1 miles	42,025	6,618
Stater Brothers	1717 E. Vista Chino	1.4 miles	48,600	8,643
Jensen's	2465 E Palm Canyon Dr	1.4 miles	37,700	5,445
Albertsons	1751 N Sunrise Way	1.2 miles	49,280	10,331
Trader Joe's	67720 E Palm Canyon Dr	3.9 miles	10,833	3,185
			268,863	

Source: Economic & Planning Systems, Inc.

Tahquitz Canyon Way

Roughly 13 acres of retail-zoned vacant land along Tahquitz Canyon Way has the capacity for approximately 165,000 square feet of new retail development. However, as with Indian Canyon Drive, Tahquitz Canyon retail performance will likely remain weak until after the Downtown Museum Market Plaza project begins operating. Furthermore, given the large quantity of existing

retail in older structures (totaling 60 percent of all Section 14 retail), renovation and recycling of existing retail will precede new construction for some time. Consequently, no net new retail development is expected in the area over the next 10 to 20 years.

Ramon Road and Sunrise Way/Other Neighborhood Commercial

As noted above, Palm Springs is well-served by neighborhood and community center retail. The neighborhood center at Ramon Road and Sunrise Way, featuring a Ralph's, CVS, and assorted restaurants and services, is one of several nearby centers serving Section 14 and the only one located directly inside the Section 14 boundary. Because there is no contiguous street-fronting vacant land near the Sunrise Center, no new development is expected.

8. OFFICE

Over time, the concentration of office uses in the Coachella Valley has shifted from Palm Springs to other more rapidly growing population centers, both to serve those populations and to locate closer to where office employees live. Consequently, Palm Springs lags the Coachella Valley in all office performance measures, including growth in Rentable Building Area (RBA), lease rates, and vacancy rates. Both Coachella Valley and Palm Springs office markets declined from the 2007 peak, but there is recent evidence of market stabilization, and once growth resumes as expected, the majority of new office development will continue outside of Palm Springs.

From 2000 to 2012, Coachella Valley office inventory grew 28 percent with medical office growing even more quickly at 45 percent. By comparison, Palm Springs office growth was modest, with 8 percent total and 5 percent medical office growth during the same period. During the Great Recession, vacancy rates rose steeply to nearly 17 percent in the Coachella Valley and 13 percent in Palm Springs, but as leasing has picked up, rates have fallen to roughly 10 percent for both. High rents spurred most of the new development in the last decade, with average rents peaking at \$2.50 per square foot in the Coachella Valley and \$2.00 per square foot in Palm Springs. While rents have declined since the Great Recession, they can be expected to stabilize with the tightening inventory. On average, the Coachella Valley has commanded an office rent premium of roughly 20 percent over Palm Springs in the last decade. For a snapshot of Coachella Valley office performance, see TABLE 13.

Table 13 Palm Springs and Coachella Valley Office Performance

	Section 14		Palm Springs		Coachella Valley	
	All Office	Medical Office	All Office	Medical Office	All Office	Medical Office
Office Sq.Ft. (1Q13)	434,428	39,621	2,204,151	543,073	7,935,784	2,070,975
SF Added since 1Q2000	0	0	164,773	24,600	1,756,644	645,209
Net Change Since 1Q2000	0%	0%	8%	5%	28%	45%
Vacancy Rate (1Q13)	9.7%	0%	10.1%	5.0%	10.6%	9.9%
Average Rent (fs)	\$1.08	NA	\$1.23	\$1.50	\$1.41	\$1.57

Source: CoStar; Economic & Planning Systems, Inc.

Prospects for Section 14

Population and employment projections for the Coachella Valley imply strong demand for new office construction. As Palm Springs employment growth is projected to exceed population growth in the City, Palm Springs will continue to play a role as a regional jobs center, although it will likely continue to lose ground to other cities with greater population growth. While most of this employment growth is likely to occur in the City's core tourism industry, significant growth in local medical services—and indirectly, medical office space—will likely remain strong. The Desert

Regional Medical Center, one of three major hospital complexes in the Coachella Valley and one-half mile from Section 14, is likely to generate new demand for medical office uses.

As a destination for baby boomer retirees, demand in Palm Springs for commercial space that caters to their professional needs could grow. Currently, a meaningful proportion of the City's commercial space is leased by retirement-age residents who continue to work. Called "encore" careers by the AARP, this trend in retirement-age work is expected to accelerate. Baby boomer seniors are healthier, more active, and more inclined to work past age 65 than the previous generation. Additionally, analysts have projected that baby boomer retirement could lower national labor force participation and cause a labor shortage, leading to strong opportunities for continued full- and part-time work for seniors.

In Palm Springs, such "encore" careers typically include small locally owned retail and service entities, home healthcare support, consulting, and knowledge-work entrepreneurial efforts, which currently absorb a portion of the City's mid-century-vintage commercial space. Given current vacancies and the high rents usually required to fund construction, it is likely that such encore career users will continue to utilize existing commercial space or work from home rather than support new development. However, if area vacancy rates continue to decline, this trend could help induce construction of new space to accommodate other higher-paying categories of office users.

As the most urbane City in the Coachella Valley, Palm Springs has locational attributes favored by "knowledge workers"⁵, who can work anywhere with a data connection. If the City continues to enhance the Downtown, improve the urban realm with greater walkability, and accrue cachet as a hip and stylish destination, it has the potential to develop as a magnet for "creative class"⁶ workers as well.

Assuming a consistent nexus between office and employment growth, office space should grow proportionately with jobs in Palm Springs. SCAG projects employment to grow in Palm Springs from 2008 to 2035 at nearly twice the rate as historical growth from 2000 and 2012, and office space could also grow twice as quickly. However, given the long-term trend in telecommuting, which may be preferable for Palm Springs residents who have re-located from more traditional employment centers, a more conservative growth rate is more suitable. Consequently, we have

⁵ "Knowledge workers" are workers whose main capital is knowledge. Typical examples may include software engineers, architects, engineers, scientists and lawyers, because they "think for a living". Source: Wikipedia/reference to Davenport, Thomas H. (2005) Thinking for a living, Boston: Harvard Business Press

⁶ "Creative class" is a term coined by sociologist Richard Florida to describe an ascendant socio-economic class consisting of professionals in science, engineering, education, information technology, healthcare, business, finance, media, and art. Florida estimates that creative class workers currently comprise about 30 percent of US workers. According to Florida, members of the creative class workers choose to live in places with cultural, social, and technological climates in which they feel they can best "be themselves". Source: Wikipedia

projected demand for Palm Springs office space to grow at the same historical rate as occurred from 2000 to 2012, which results in demand for 305,000 net new square feet in 20 years.

Section 14 contains a fair amount of vacant land in strategic locations near downtown Palm Springs and along Tahquitz Canyon Way, and so it should benefit from all of the City's locational attributes for new office development. Section 14 currently provides approximately 20 percent of Palm Springs office space, and it should conservatively be able to maintain this proportion going forward. At a capture rate of 20 percent of projected Palm Springs growth, future demand in Section 14 should amount to approximately 60,000 net new square feet of office space.

9. OTHER USES

In the tradition of Palm Springs tourism, which originated with sanitarium, dude ranches, and resort hotels, entertainment and leisure activities typically were packaged with lodging. Starting mid-century, this took the land use form of golf- and tennis-centric residential and hotel communities, most of which were developed south east of Palm Springs in cities with more available land. Today, potential golf and tennis community development is constrained by the lack of land and declining demand, and new residential projects typically feature alternative amenities that are less land-intensive, such as spas and pools.

The ongoing redevelopment of Downtown Palm Springs promises to provide an increasingly viable public realm alternative to the closed environment of resort hotels and gated communities. This will likely stimulate development of typical urban core uses such as retail, restaurants, and bars. Section 14 can participate in this ongoing process by strengthening connections to and facilitating access with Downtown through streetscape and other improvements.

Palm Springs also features a large complement of museums and cultural institutions that serve both the City and the Coachella Valley. While such institutions typically operate independently from the market and require a sufficient endowment to cover operating shortfalls, development of additional cultural institutions in Section 14 could further enhance the City's role as the cultural center for the Coachella Valley.

Palm Springs is not a strong market for new commercial family-oriented location-based entertainment for two primary reasons: demographics and land costs. Palm Springs draws families with children, but the City's current demographics and competitive strengths favor tourist patterns dominated by older couples and younger childless visitors. Furthermore, Palm Springs is more built-out than other Coachella Valley cities, and desirable land is relatively scarce and expensive. Because of these cost factors, a typical low density stand-alone location-based entertainment facility, built at grade with ample surface parking, would require very high customer volume to support new development. For example, Soak City Water Park, which was constructed in Palm Springs in 1986, was last sold in 1999 for approximately \$8.75 per land square foot (in \$2012 dollars) for land and improvements. Developing a similar facility today would be considerably more expensive in both land and construction costs and would not likely be economically feasible.⁷

Another model for family entertainment depends on attractions that are large enough to become family travel destinations in their own right. However, dominant competitors throughout Southern California such as Disneyland Resort and Legoland, coupled with limited available land in Section 14, make such an approach infeasible. With 12 total movie screens in Palm Springs at the Regal Stadium 9 in Section 14 and the Camelot Theaters on East Baristo Road, the City and Section 14 may already be over-screened. Notably, the Museum Market Plaza project, which is currently under construction, eliminated the multiplex use from its original design.

⁷ Elsewhere in the Coachella Valley, particularly Coachella, Indio, Desert Hot Springs, and Cathedral City, the high proportion of young families and lower land costs may result in more feasible economics for a new family-oriented location-based entertainment facility.

There are strong opportunities in Palm Springs for further development of eco-tourism, as the landscape provides extensive opportunities for biking and hiking. Many of these destinations, such as the Indian Canyons and Tahquitz Canyon, are located just outside the urbanized area of Palm Springs. The Non-Motorized Transportation Master Plan adopted in 2010 includes Section 14 and proposes additional biking and pedestrian linkages to better connect nature destinations with existing residential and commercial areas.

Prospects for Section 14

Pedestrian connections between the Convention Center and Downtown are poor, and the existing strong north-south linear orientation of Downtown impedes easy circulation. Public investments in non-motorized vehicle infrastructure and landscaping to better connect Section 14 to the Downtown area and other outdoor destinations could potentially have a catalytic effect on new development by allowing Section 14 to benefit more directly from nearby activity by visitors and residents.

Section 14 is not likely to present a strong option for the development of stand-alone golf or tennis clubs, or other land-intensive recreation use. Furthermore, family-themed entertainment entities do not match up well with the City's resident and tourist demographic. The City is already well represented by movie screens and enclosed performance venues.

There are many potential public or not-for-profit land uses that would make viable contributions to the life of the City, such as a museum. In addition, the City of Palm Springs lacks park land, and there is strong anecdotal demand for more public open space uses such as ball fields and a second dog park.

10. FISCAL AND ECONOMIC ANALYSIS

New development in Section 14 will generate a range of fiscal and economic impacts. The fiscal impacts include various public tax revenues and public service costs to the City of Palm Springs, in addition to those currently received from Section 14. Additional economic impacts will result from new development, as described below.

Economic Impacts

New economic activity will be created within Section 14 as development occurs and accommodates new businesses and residents, as summarized in TABLE 14. This table shows the annual economic impacts (with the exception of total construction value and jobs) that will grow over time in concert with occupancy of new construction. Impacts and key assumptions are described in the following sections. The indirect and induced impacts are based on a regional model⁸ which estimates those impacts on businesses in the broader trade region.

Table 14 Economic Impacts from New Development in Section 14

Item	Annual Amount
Output (Business Sales)	
Direct (Palm Springs)	\$76,526,000
Indirect (Palm Springs and Region)	\$24,428,000
Induced (Palm Springs and Region)	<u>\$24,610,000</u>
Total	\$125,564,000
Employment	
Direct Jobs in Section 14	700
Indirect Jobs (Palm Springs and Region)	200
Induced	<u>210</u>
Total	1,110
Construction	
Value	\$826,200,000
Annual Construction Jobs	4,130
Other Impacts	
Retail Expenditures in Palm Springs (1)	\$31,210,200
Daily Hotel Visitors in Section 14	306,600
Hotel Room-nights in Section 14	204,400

(1) Included in "Output", above.

Source: *Implan 2010 for Riverside County; Economic & Planning Systems*

⁸ Implan 2010 for Riverside County

Output

“Direct” output refers to the total sales and income from all sources to the new businesses locating in Section 14; these sources of income in turn are spent by the businesses on supplies, labor, and profit required to produce the goods and services provided by the businesses. These expenditures will generate additional “indirect” economic activity and support additional jobs at those suppliers. The households holding those direct and indirect jobs will spend a portion of their income in the region, which is an additional source of “induced” output. Total output is the sum of direct, indirect, and induced business income in the region as a result.

Employment

New development in Section 14 will accommodate additional employees. In addition, economic activity generated by these businesses and employees in turn will generate new indirect and induced employment in the region.

Construction

New construction will generate building materials sales in the region, as well as construction jobs. The jobs may include a range of full and part-time jobs over some portion of the construction period; the jobs have been estimated as “full-time equivalent job-years) for purposes of this analysis. The job estimate assumes that approximately 30 percent of the value of construction is labor, and the average wage and benefit per worker is \$60,000 (actual wages will vary by trade and experience).

Other Impacts

New residents and visitors will spend money in Section 14, the City and other cities in the region. Retail expenditures have been estimated assuming \$75 per day per hotel visitor (not including room rates). Resident expenditures are based on household incomes consistent with average home prices, 20 percent of income is spent on taxable retail, and 60 percent of expenditures are captured in Palm Springs.

Fiscal Impacts

Upon buildout of Section 14 over a twenty-year period, new development added to the area will increase various public tax revenues to the City of Palm Springs. As shown in TABLE 15, these additional revenues are anticipated to more than offset potential additional public service costs. This additional revenue could help to fund enhanced services in the City and/or in Section 14. In addition, the Tribe will benefit from Transient Occupancy Tax (TOT) it collects within Section 14. The following section summarizes key revenues and expenditures estimated in the table.

Table 15 Fiscal Impacts from New Development in Section 14

Item	Annual Amount
Revenues	
Property and Possessory Interest Tax	\$1,875,000
Transient Occupancy Tax (TOT)	\$3,525,900
Sales Tax	\$312,000
Measure J Sales Tax	\$312,000
Utility Users Tax	\$418,000
Franchise Fees	\$192,000
Property Tax in lieu of VLF	<u>\$318,000</u>
Total	\$6,952,900
Expenditures	
Administration	\$279,000
Recreation	\$99,000
Police	\$1,093,000
Fire	<u>\$700,000</u>
Total	\$2,171,000
NET, to City	\$4,781,900

Source: Economic & Planning Systems

Property and Possessory Interest Tax

The City receives approximately 22.7 percent of every tax dollar. Section 14 includes both fee and trust land. Fee land is subject to property tax. Allotted trust land that is leased is subject to a possessory interest tax (PIT) imposed by the County of Riverside. The PIT is typically paid by the lessee directly to the County and is of an amount similar to the property tax that would be charged on a similarly situated fee parcel. Tribal trust land, owned by the Agua Caliente Tribal Government, does not pay property or possessory interest tax.

Sales Tax

The City receives 1 percent of taxable sales, including sales occurring within Section 14. In addition, the City would receive another 1 percent as a result of Measure J approved by the Palm Springs voters in 2012. The tax revenue estimate is based in estimated expenditures by new residents and hotel guests. Sales tax will be generated by new retail space, however, this has not been shown since there will be substantial overlap with the estimated resident and visitor expenditures.

Utility Users Tax (UUT)

Consumers of utilities in Palm Springs are taxed on their bills. These revenues have been estimated proportionate to increases the service population (i.e., residents, employees and hotel guests) relative to the UUT generated by the current service population in the City.

Franchise Fees

Franchise fees are paid to the City by utility providers for the privilege of doing business and maintaining utility infrastructure in the City. As for UUT, these revenues have been estimated proportionate to increases the service population (i.e., residents, employees and hotel guests) relative to the UUT generated by the current service population in the City.

Property Tax in lieu of VLF

The State of California no longer provides cities with a significant share of Vehicle License Fees on a per capita basis; instead, an amount equivalent to the prior VLF revenue is now provided in the form of property tax revenues. However, this revenue now increases proportionate to growth in assessed value rather than growth in population. This revenue has been estimated based on the Citywide increase in value due to new development in Section 14.

Expenditures

Expenditures for major service categories (recreation, police and fire) are estimated proportionate to increases in service population due to new development in Section 14. Additional administration are similarly estimated, however reduced by 50 percent assuming that a significant portion of those existing costs are relatively fixed and will not increase in direct proportion to new development.

Transient Occupancy Tax

The City of Palm Springs does not collect TOT from Tribally owned hotel rooms; however, the City will collect a tax on hotel revenues from all other new hotel development. This revenue is estimated based on new hotel rooms (assuming none are Tribally owned hotels) and assumptions of an average daily rate of \$100 and average occupancy of 70 percent. The estimate assumes an 11.5 percent tax applicable to non-group meeting hotels.

APPENDIX A:
Supporting Market Data



Appendix A-1
2010 Coachella Valley Demographic Snapshot
Section 14 Specific Plan Update; EPS Project # 124010

	Section 14	Palm Springs	Coachella Valley ⁽¹⁾	Coachella Valley Cities Excepting Palm Springs							
				Cathedral City	Coachella	Desert Hot Springs	Indian Wells	Indio	La Quinta	Palm Desert	Rancho Mirage
General											
Population	3,179	44,552	346,518	51,200	40,704	25,938	4,958	76,036	37,467	48,445	17,218
Households	1,724	22,746	130,300	17,047	8,998	8,650	2,745	23,378	14,820	23,117	8,829
Housing Units	2,896	34,794	185,507	20,995	9,903	10,902	5,137	28,971	23,498	37,073	14,243
HH/Housing Units	60%	65%	70%	81%	91%	79%	53%	81%	63%	62%	62%
Average HH Size	1.79	1.93	2.67	2.99	4.52	2.98	1.80	3.21	2.52	2.08	1.94
Family HH Rate	32%	38%	63%	66%	91%	65%	61%	73%	69%	57%	55%
Median HH Income	\$36,250	\$45,989	\$54,241	\$45,088	\$43,357	\$34,606	\$111,078	\$52,199	\$77,790	\$53,940	\$76,261
Population by Race											
White	73%	76%	68%	64%	48%	58%	95%	61%	79%	82%	89%
Black	5%	4%	3%	3%	1%	8%	1%	2%	2%	2%	1%
American Indian	1%	1%	1%	1%	1%	1%	0%	1%	1%	1%	1%
Other ⁽²⁾	21%	19%	28%	33%	50%	32%	4%	35%	19%	15%	9%
Hispanic	32%	25%	49%	59%	96%	53%	4%	68%	30%	23%	11%
Population by Age											
Median Age	49	52	41	36	25	31	67	32	46	53	62
Age 18+	85%	86%	76%	73%	61%	69%	94%	70%	78%	84%	89%
Age 65+	26%	27%	19%	14%	4%	10%	55%	12%	21%	33%	44%

(1) 9 Cities including Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, Rancho Mirage

(2) Asian, Pacific Islander, Some Other Race, Two or More Races

Source: Census, Economic & Planning Systems

Appendix A-2
Palm Spring and Coachella Valley 1990-2010 Demographics
Section 14 Specific Plan Update; EPS Project # 124010

Subject	Palm Springs						Coachella Valley Region					
	#			Net Change			#			Net Change		
	1990	2000	2010	1990-2000	2000-2010	1990-2010	1990	2000	2010	1990-2000	2000-2010	1990-2010
<i>Population weighting</i>			13%						100%			
			4,893									
<i>Housing weighting</i>			19%						100%			
General												
Population	40,287	42,807	44,552	6%	4%	11%	191,704	255,790	346,518	33%	35%	81%
Households	18,631	20,516	22,746	10%	11%	22%	73,217	95,504	130,300	30%	36%	78%
Average Household Size	2.15	2.05	1.93	-5%	-6%	-10%	2.59	2.65	2.67	2%	1%	3%
Total Families	10,541	9,464	8,665	-10%	-8%	-18%	48,247	61,766	82,497	28%	34%	71%
Family HH/Total HH	57%	46%	38%	-18%	-17%	-33%	66%	65%	63%	-2%	-2%	-4%
Average Family Size	2.75	2.88	2.82	5%	-2%	3%	3.16	3.30	3.29	4%	0%	4%
Per Capita Income	\$19,802	\$25,957	\$38,054	31%	47%	92%	\$17,396	\$23,134	\$30,919	33%	34%	78%
Housing Units	30,329	30,823	34,794	2%	13%	15%	112,150	133,175	185,507	19%	39%	65%
Population by Race												
Total	40,287	42,807	44,552				191,704	255,790	346,518			
Population Reporting One Race												
White	82%	78%	76%	-4%	-3%	-7%	72%	69%	68%	-5%	0%	-5%
Black	4%	4%	4%	-3%	13%	10%	3%	2%	3%	-7%	11%	4%
American Indian	1%	1%	1%	25%	12%	39%	1%	1%	1%	11%	2%	13%
Asian	3%	4%	4%	20%	16%	38%	2%	2%	3%	13%	30%	47%
Pacific Islander	0%	0%	0%	-4%	15%	10%	0%	0%	0%	-6%	27%	19%
Some Other Race	8%	10%	11%	18%	14%	34%	21%	22%	22%	7%	-3%	3%
Two or More Races	2%	3%	3%	68%	2%	72%	1%	3%	3%	135%	-3%	128%
Hispanic	19%	24%	25%	24%	7%	32%	37%	44%	49%	19%	11%	33%
Population by Age												
Median Age	44	47	52	6%	10%	17%	34	37	41	7%	10%	18%
Age 18+	83%	83%	86%	-1%	4%	3%	75%	73%	76%	-3%	3%	0%
Age 65+	26%	26%	27%	1%	1%	2%	18%	18%	19%	2%	8%	10%

Sources: 1990 and 2000 from ESRI, 2010 from Census and ESRI

Appendix A-3
SCAG Projections
Section 14 Specific Plan Update; EPS Project # 124010

	Population		Projected Growth Households		Employment		% Change '08 - '35			Pop/HH		Jobs/HH	
	2008	2035	2008	2035	2008	2035	Pop	HH	Emp	2008	2035	2008	2035
Palm Springs	43,400	56,100	22,700	30,400	36,300	52,300	29%	34%	44%	1.91	1.85	1.60	1.72
<i>Share of Coachella Valley</i>	<i>13%</i>	<i>10%</i>	<i>18%</i>	<i>15%</i>	<i>25%</i>	<i>23%</i>							
Coachella Valley	335,200	551,100	129,200	205,100	142,600	230,800	64%	59%	62%	2.59	2.69	1.10	1.13
Cathedral City	50,200	64,600	17,100	23,900	13,800	23,900	29%	40%	73%	2.94	2.70	0.81	1.00
Coachella	38,200	128,700	8,600	34,000	6,400	27,900	237%	295%	336%	4.44	3.79	0.74	0.82
Desert Hot Springs	25,200	58,100	8,600	20,900	3,500	6,900	131%	143%	97%	2.93	2.78	0.41	0.33
Indian Wells	4,800	5,800	2,700	3,600	3,900	6,000	21%	33%	54%	1.78	1.61	1.44	1.67
Indio	73,300	111,800	23,000	34,600	21,000	40,000	53%	50%	90%	3.19	3.23	0.91	1.16
La Quinta	36,100	46,300	14,600	17,900	9,200	11,900	28%	23%	29%	2.47	2.59	0.63	0.66
Palm Desert	47,100	56,800	23,000	28,000	37,700	44,500	21%	22%	18%	2.05	2.03	1.64	1.59
Rancho Mirage	16,900	22,900	8,900	11,800	10,800	17,400	36%	33%	61%	1.90	1.94	1.21	1.47
Riverside County	2,128,000	3,324,000	679,000	1,092,000	664,000	1,243,000	56%	61%	87%	3.13	3.04	0.98	1.14
Los Angeles County	9,778,000	11,353,000	3,228,000	3,852,000	4,340,000	4,827,000	16%	19%	11%	3.03	2.95	1.34	1.25

Source: SCAG RTP 2012 Growth Forecast, by City; Economics & Planning Systems

Appendix A-4
1990-2010 Residential Characteristics
Section 14 Specific Plan Update; EPS Project # 124010

Subject	Palm Springs					Coachella Valley Region				
	#			Net Change		#			Net Change	
	1990	2000	2010	1990-2000	2000-2010	1990	2000	2010	1990-2000	2000-2010
General										
Households	18,631	20,516	22,746	10%	11%	73,217	95,504	130,300	30%	36%
Family HH Share	57%	46%	38%	-18%	-17%	66%	65%	63%	-2%	-2%
Median Home Value	\$140,611	\$157,047	\$319,500	12%	103%	\$123,934	\$145,405	\$324,523	17%	123%
Median Rent	\$496	\$565	\$949	14%	68%	\$498	\$549	\$1,045	10%	90%
Housing by Units in Structure										
Total	30,329	30,979	36,261	2%	17%	112,154	133,126	186,714	19%	40%
1, Detached	10,017	10,163	12,878	1%	27%	44,006	60,794	101,152	38%	66%
1, Attached	6,065	6,191	9,018	2%	46%	24,099	25,497	31,990	6%	25%
2 to 9	4,176	4,970	5,967	19%	20%	15,577	17,844	25,518	15%	43%
10 to 19	2,628	2,139	2,617	-19%	22%	6,062	4,606	5,705	-24%	24%
20+	4,227	5,270	3,413	25%	-35%	8,516	11,894	8,383	40%	-30%
Mobile Home/Other	3,216	2,246	2,368	-30%	5%	13,894	12,491	13,966	-10%	12%
Share										
1, Detached	33%	33%	36%			39%	46%	54%		
1, Attached	20%	20%	25%			21%	19%	17%		
2 to 9	14%	16%	16%			14%	13%	14%		
10 to 19	9%	7%	7%			5%	3%	3%		
20+	14%	17%	9%			8%	9%	4%		
Mobile Home/Other	11%	7%	7%			12%	9%	7%		
Use										
Occupied										
Owner-Occupied	36%	40%	38%			40%	47%	46%		
Renter-Occupied	25%	26%	27%			25%	25%	25%		
Total Occupied	61%	67%	65%			65%	72%	70%		
Vacant										
For Rent	4%	3%	5%			4%	2%	4%		
Seasonal/Recreational/Occasional	26%	23%	23%			23%	19%	20%		
Other	9%	7%	6%			8%	7%	6%		
Total Vacant	39%	33%	35%			35%	28%	30%		

Sources:
1990 and 2000: ESRI; 2010 Census and Esri; Economic & Planning Systems

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APPENDIX B:

Fiscal and Economic Assumptions



Table B-1
Summary Project Description

Item	Buildout Total	Residents		Daily Visitors		Employees		TOTAL
		Factor	Total	Factor	Total	Factor	Total	
Residential	2,282 units	1.8 /unit	4,108					4,108
Hotel Rooms	800 rms			1.5 /rm	840	0.5 emp/rm	400	1,240
				70% occ'y				
Retail	35,000 sq.ft.					350 sf/emp	100	100
Office	61,000 sq.ft.					300 sf/emp	203	203
Total							703	5,651

Source: Economic & Planning Systems

Table B-2
Summary Project Description

Item	Buildout		Value			Taxable Sales			Room Revenues		
			Factor		Total	Factor		Total	Factor		Total
Residential	2,282	units	\$300,000	/unit	\$684,600,000	\$6,000	/unit (1) 60% capture in Palm Springs	\$8,215,200	na		
Hotel Rooms	800	rms	\$150,000	/rm	\$120,000,000	\$75	/visday	\$22,995,000	\$150	/rm	\$30,660,000
Retail	35,000	sq.ft.	\$225	/sq.ft.	\$7,875,000	\$300	/sq.ft.	calculated above in resident \$s	na	70% occ'y	
Office	61,000	sq.ft.	\$225	/sq.ft.	<u>\$13,725,000</u>	na			na		
Total					\$826,200,000			\$31,210,200			\$30,660,000

Source: Economic & Planning Systems

(1) Assumes

- 80% downpayment
- 6.0% interest rate
- 30 yr mortgage
- 30% mortgage pmt/income ratio
- \$ 58,000 annual household income
- 20% of income spent on taxable retail
- 50% capture in Palm Springs

Table B-3
Key Fiscal Assumptions

Item	Amount and Estimating Factors		
	City Budget FY12-13		
Property Tax (Possessory Interest)		22.7%	of 1% of value (FY12-13 City budget)
TOT		11.5%	TOT rate (non-group meeting hotels)
Sales Tax			
Measure J Sales Tax			
Utility Users Tax	\$6,525,000	\$73.90	per Service Population
Franchise Fees	\$3,000,000	\$34.00	per Service Population
Property Tax in lieu of VLF	\$3,481,240	9.1%	increase in City A.V.
Total			
Expenditures			
Administration	\$8,702,895	\$49.30	per Service Population*50%
Recreation	\$1,556,806	\$17.60	
Police	\$17,077,854	\$193.40	
Fire	\$10,929,448	\$123.80	
Total			
NET, to City			
Other Key Assumptions:	45,279	Population (DOF, E-1: City/County Population Estimates, 2012)	
	36,300	Employees (Source: SCAG RTP 2012 Growth Forecast, by City)	
	6,707	Overnight Visitors: STR room demand 2012 (resident equivalent: /365*visitors/room)	
	88,286	Service Population	
		9,059 millions Palm Springs A.V. (Auditor, 2012-13)	

Table B-4**Summary of Annual Fiscal Impacts at 20yr Buildout of Section 14**

Item	Annual Amount
Revenues	
Property and Possessory Interest Tax	\$1,875,000
Transient Occupancy Tax (TOT)	\$3,525,900
Sales Tax	\$312,000
Measure J Sales Tax	\$312,000
Utility Users Tax	\$418,000
Franchise Fees	\$192,000
Property Tax in lieu of VLF	<u>\$318,000</u>
Total	\$6,952,900
Expenditures	
Administration	\$279,000
Recreation	\$99,000
Police	\$1,093,000
Fire	<u>\$700,000</u>
Total	\$2,171,000
NET, to City	\$4,781,900

Table B-5
Employment Assumptions for Modeling Economic Activity by Land Use

Land Use	IMPLAN Industry Codes	Project Employment Assumptions	Rooms or Sq. ft.	Estimated Direct Employment
Hotel				
Number of Rooms	411		800	
Rooms per Employee		2.00		
Estimated Employment				400
Retail				
Total Retail Space			35,000	
Sq. ft. per employee		350		
<i>Distribution by Type of Retail:</i>				
Health and personal care	325	10%	3,500	10
Clothing and clothing accessories	327	10%	3,500	10
Sporting goods, hobby, book and music	328	10%	3,500	10
General merchandise	329	10%	3,500	10
Miscellaneous	330	10%	3,500	10
Food services and drinking places	413	50%	17,500	<u>50</u>
Estimated Employment				100
Office				
Total Office Space			61,000	
Sq. ft. per employee		300		
<i>Distribution by Type of Office Use:</i>				
Medical office	394	50%	30,500	102
Professional and business services	368, 374	25%	15,250	51
Financial activities	355, 358	25%	15,250	<u>51</u>
Estimated Employment				203
Total Employment				703

Source: Economic & Planning Systems.

Table B-6

Summary of Annual Economic Impacts at Buildout (2013 dollars)¹

Land Use/ Impact Type	Employment	Output	Labor Income	Value Added
Hotel Use				
Direct Effect	400	\$46,773,455	\$12,590,706	\$26,128,887
Indirect Effect	124	\$14,820,745	\$4,760,880	\$8,434,209
Induced Effect	<u>103</u>	<u>\$12,236,851</u>	<u>\$3,710,416</u>	<u>\$7,611,642</u>
Total Effect	627	\$73,831,052	\$21,062,003	\$42,174,738
Office Uses				
Direct Effect	203	\$23,473,061	\$11,989,030	\$13,646,961
Indirect Effect	68	\$7,901,834	\$2,522,566	\$4,683,407
Induced Effect	<u>87</u>	<u>\$10,278,489</u>	<u>\$3,118,325</u>	<u>\$6,399,122</u>
Total Effect	358	\$41,653,384	\$17,629,920	\$24,729,490
Retail Uses²				
Direct Effect	100	\$6,279,505	\$2,481,094	\$3,859,020
Indirect Effect	13	\$1,705,774	\$484,619	\$1,057,933
Induced Effect	<u>18</u>	<u>\$2,094,582</u>	<u>\$635,231</u>	<u>\$1,303,275</u>
Total Effect	130	\$10,079,861	\$3,600,944	\$6,220,228
TOTAL EMPLOYMENT LAND USES				
Direct Effect	703	\$76,526,021	\$27,060,831	\$43,634,868
Indirect Effect	205	\$24,428,354	\$7,768,064	\$14,175,549
Induced Effect	<u>208</u>	<u>\$24,609,923</u>	<u>\$7,463,972</u>	<u>\$15,314,039</u>
Total Effect	1,116	\$125,564,297	\$42,292,867	\$73,124,456

[1] Based on employment multipliers derived from a 2010 IMPLAN model for Riverside County.

[2] Retail output shown here reflects the retail margin - the portion of gross sales that accrues to retailers - excluding cost of goods, transportation and/or wholesale margins.

Table B-7**Summary of Annual Economic Impacts at 20yr Buildout of Section 14**

Item	Annual Amount
Output (Business Sales)	
Direct (Palm Springs)	\$76,526,000
Indirect (Palm Springs and Region)	\$24,428,000
Induced (Palm Springs and Region)	<u>\$24,610,000</u>
Total	\$125,564,000
Employment	
Direct Jobs in Section 14	700
Indirect Jobs (Palm Springs and Region)	200
Induced	<u>210</u>
Total	1,110
Construction	
Value	\$826,200,000
Annual Construction Jobs	4,130
Other Impacts	
Retail Expenditures in Palm Springs (1)	\$31,210,200
Daily Hotel Visitors in Section 14	306,600
Hotel Room-nights in Section 14	204,400

(1) Included in "Output", above.

Source: *Implan 2010 for Riverside County; Economic & Planning Systems*

APPENDIX C
SECTION 14 SPECIFIC PLAN
PARKING STANDARDS TECHNICAL MEMORANDUM

Agua Caliente Band of Cahuilla Indians

**SECTION 14 SPECIFIC PLAN - PARKING STANDARDS
TECHNICAL MEMORANDUM**

FINAL

JULY 15, 2013



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Agua Caliente Band of Cahuilla Indians

SECTION 14 SPECIFIC PLAN - PARKING STANDARDS TECHNICAL MEMORANDUM

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1.0 INTRODUCTION

This technical memorandum discusses the existing parking standards for the City of Palm Springs, examines the land uses proposed as part of the Section 14 Specific Plan, and identifies potential refinements to the minimum parking standards for select non-residential uses as part of the update to the Section 14 Specific Plan.

2.0 EXISTING CITY OF PALM SPRINGS STANDARDS

The existing parking standards for residential and non-residential land uses in Section 14 conform to the City of Palm Springs existing parking requirements. As part of the update to the Section 14 Specific Plan, no changes are proposed to the recommended parking minimums for residential land uses. Two key areas of focus for the update of the Section 14 Specific Plan are more flexibility for non-residential uses to incorporate mixed-use components and the inclusion of emphasis on complete streets elements into the plan that encourage more trips by walking and bicycling for travel in and through Section 14. These proposed changes to land use and the transportation network within Section 14 are anticipated to contribute to reducing vehicle trips and parking demand for selected land uses within the boundaries of the Specific Plan.

The proposed parking standards for non-residential uses are based on the review of the existing non-residential parking standards for the City of Palm Springs, compared to parking rates observed by and published within the Institute of Transportation Engineers (ITE) Parking Generation Manual (4th Edition) and the Urban Land Institute (ULI) Shared Parking Manual (2nd Edition).

2.1 Review of Parking Standards

There are ten zoning designations identified in the Section 14 Specific Plan. Of these, three are residential categories and seven are non-residential categories. The analysis focuses on the following non-residential zoning designations included in Table 1, which illustrates the permitted uses proposed in the draft Specific Plan: retail / entertainment / office (REO), resort attraction (RA), neighborhood commercial (NC) and local serving commercial (LSC.).

Table 1 – Section 14 Draft Specific Plan Update Land Use Table

PERMITTED USES							
(P) = Permitted, (L) = Land Use Permit, (C) = Conditional Use Permit, (-) = Prohibited							
LAND USE	REO	RA	LSC	NC	HR	MR	MBR
Commercial							
<i>Automobile Sales and Service</i>							
Automobile parts and supplies	-	-	-	P	-	-	-
Automobile sales (exotic or antique/classic automobiles only)	C	C	-	-	-	-	-
Business support services and facilities (including graphic reproduction, computer services, etc.)	P	C	C	P	-	-	-
Drive-through/drive-in facilities	-	-	-	C	-	-	-
<i>Eating and Drinking Establishments</i>							

Agua Caliente Band of Cahuilla Indians

SECTION 14 SPECIFIC PLAN - PARKING STANDARDS TECHNICAL MEMORANDUM

PERMITTED USES							
(P) = Permitted, (L) = Land Use Permit, (C) = Conditional Use Permit, (-) = Prohibited							
LAND USE	REO	RA	LSC	NC	HR	MR	MBR
Restaurants, full/limited service (including alcohol sales and outdoor dining)	L	L	L	L	-	-	-
Restaurants, take-out only	-	-	-	L	-	-	-
Nightclubs, bars, and cocktail lounges	C	C	C	-	-	-	-
Financial institutions (banks, savings & loans)	C	-	-	P	-	-	-
Health/fitness centers	P	C	P	P	-	-	-
Hotels and resort hotels (consistent with the standards of the RA land use Zone in all other zones)[i]	C	P	C	C	C	-	-
Indoor amusement/entertainment centers (live performance theaters, cinemas, auditoriums, meeting halls, bowling, arcade, etc.)	P	P	C	-	-	-	-
Live/work units	L	C	L	-	-	-	-
Retail Sales							
Convenience stores (CUP required if beer and/or wine sales are included)	-	-	P	P	-	-	-
Food and beverage sales (specialty, e.g. deli, coffee, bakery, produce, etc.)	P	C	P	P	-	-	-
Farmers market	L	-	L	L	-	-	-
General, 10,000 square feet or less of Gross Leasable Area	P	P	P	P	-	-	-
General, between 10,000 and 20,000 square feet of Gross Leasable Area	C	C	C	P	-	-	-
General, between 20,000 and 50,000 square feet of Gross Leasable Area	C	-	-	P	-	-	-
Grocery stores	-	-	-	P	-	-	-
Liquor stores	-	-	C	C	-	-	-
Outdoor sales and displays, incidental to primary use, including within the public right-of-way	L	L	L	-	-	-	-
Offices							
Business and professional	P	C	P	P	-	-	-
Medical and dental	C	-	P	P	-	-	-
Outdoor entertainment centers (sports facilities, sound stages, amusement parks, etc.)	C	C	C	-	-	-	-
Personal and convenience services (barber, beauty/nail salon, spa, tailor, dry cleaner, self-service laundry, etc.)	C	C	P	P	-	-	-
Pet stores and grooming	-	-	-	P	-	-	-
Public & Semi Public							
Automobile parking lot/structure (primary use)	C	C	C	C	C	-	-
Government offices	P	C	C	P	-	-	-
Libraries and museums	P	P	-	-	-	-	-
Open space (public gardens, parks, and plazas, including incidental/accessory recreational facilities)	P	P	P	P	-	-	-
Post Office branches	-	-	-	P	-	-	-
Public use and public utility structures and facilities	C	C	C	C	C	C	C

Agua Caliente Band of Cahuilla Indians

SECTION 14 SPECIFIC PLAN - PARKING STANDARDS TECHNICAL MEMORANDUM

PERMITTED USES							
(P) = Permitted, (L) = Land Use Permit, (C) = Conditional Use Permit, (-) = Prohibited							
LAND USE	REO	RA	LSC	NC	HR	MR	MBR
Schools (vocational, trade, career, etc.)	C	C	C	C	-	-	-
Residential							
Multi-family residences[i]	L	C	L	-	P	P	P
Single-family residences[iii]	-	-	-	-	C	P	P
Timeshares (consistent with the PSZO)	C	C	C	-	C	C	C
Other							
Casino (only with Tribal Council approval)	C	C	-	-	-	-	-
Temporary uses (festivals; carnivals; outdoor uses; merchandise sales and displays; etc.)	L	L	L	L	-	-	-

Source: Draft Section 14 Specific Plan

REO – retail/entertainment/office

RA – resort attraction

LSC – local serving commercial

NC – neighborhood commercial

HR – residential high

MR – residential medium

MBR – residential medium - buffer

[i] Subject to a CUP if more than 10% of the guest rooms contain kitchen facilities.

[ii] Only as part of mixed-use projects in the REO and LSC land use zones consistent with the regulations and standards of the HR land use zone.

[iii] Minimum density of five (5) dwelling units per acre in the HR land use zone.

Off-street parking standards for the City of Palm Springs are contained in Section 93.06.00 of Palm Springs Zoning Code. The regulations contained in this section are intended to assure that off-street parking areas are properly designed and integrated into new development, with adequate capacity, circulation and landscape.

Within the City of Palm Springs Zoning Code, Section 93.06.00, Subsection D – Off-street Parking Requirements provides for the majority of the information used in the analysis. Subsections B – General Provisions and C – Design Standards are referenced to provide additional information. Off-street parking requirements are defined for 33 non-residential land uses, but not all uses included in the Draft Section 14 Specific Plan are an exact match to the description included in the Code. For these cases, a similar or comparable use specified is proposed to represent the use.

Each land use was also associated with a land use contained in the ITE Parking Generation Manual (4th Edition) and the ULI Shared Parking Manual (2nd Edition), and the parking requirements and peak usages are summarized in Table 2.

It should be noted that there is a difference in unit of measure for certain uses. While often the measure is in vehicles and/or spaces per square feet of gross floor area (GFA), at times the parking demand is shown as spaces per seat (restaurants, movie theaters) or per gross leasable area (GLA). In order to provide a fair comparison, the measures shown above were normalized to the extent possible.

Table 2 – Comparison of Palm Springs Parking Standards and Peak Parking Utilization

LAND USE	Palm Springs Code minimum requirements				ITE Parking Generation (4th Edition)				Urban Land Institute (2nd Edition)		
	Assigned Land Use No.	Rate (spaces:unit)	Unit	Note	Assigned Land Use No.	Parking Rate (spaces:unit)	Unit	Note	Parking Rate (spaces:unit)	Unit	Note
Commercial											
Automobile Sales and Service											
Automobile parts and supplies	31 Retail Stores Not Otherwise Specified Herein, Including Ice Cream Parlors and Donut Shops	1:300	SF of GFA		843 Automobile Parts Sales	1:468	SF of GFA	2.14 vehicles per 1,000 SF GFA	1:250	SF of GLA	general category - Community Shopping Center <400,000 SF
Automobile sales (exotic or antique/classic automobiles only)	21 Motor Vehicle or Machinery Sales	1:800	SF of GFA	if includes repair, additional 4 spaces plus 4 spaces per service bay are required	N/A	--	--	--	N/A	--	
Business support services and facilities (including graphic reproduction, computer services, etc.)	31 Retail Stores Not Otherwise Specified Herein, Including Ice Cream Parlors and Donut Shops	1:300	SF of GFA		920 Copy, Print and Express Ship Store	1:334	SF of GFA	3.0 vehicles per 1,000 SF GFA	1:250	SF of GLA	general category - Community Shopping Center <400,000 SF
Drive-through/drive-in facilities	TBD	--	--	Category standard, plus compliance to Section 93.06 C.18	N/A	--	--	--	N/A	--	

LAND USE	Palm Springs Code minimum requirements				ITE Parking Generation (4th Edition)				Urban Land Institute (2nd Edition)		
	Assigned Land Use No.	Rate (spaces:unit)	Unit	Note	Assigned Land Use No.	Parking Rate (spaces:unit)	Unit	Note	Parking Rate (spaces:unit)	Unit	Note
Eating and Drinking Establishments											
Restaurants, full/limited service (including alcohol sales and outdoor dining)	30 Restaurants (Freestanding)	1:35	SF of GFA where public is served		931 Quality Restaurant	1:61	SF of GFA	16.41 vehicles per 1,000 SF GFA	1:50	SF of GLA	Fine/Casual Dining: 20: 1,000 SF GLA
						1:2	seats	0.49 vehicles per seat			
		1:3	seats		932a High-Turnover (Sit-Down) Restaurant w/o Bar or Lounge	1:75	SF of GFA	13.5 vehicles per 1,000 SF GFA	1:67	SF of GLA	Family Restaurant: 15: 1,000 SF GLA
						1:3	seats	0.35 vehicles per seat			
					932b High-Turnover (Sit-Down) Restaurant w/ Bar or Lounge	1:62	SF of GFA	16.3 vehicles per 1,000 SF GFA	1:67	SF of GLA	Family Restaurant: 15: 1,000 SF GLA
						1:2	seats	0.48 vehicles per seat			
	Convenience Food and Beverage Service in "D" downtown parking combining zone	1:400	SF of GFA where public is served		933 Fast-Food Restaurant w/o Drive-Through Window	1:81	SF of GFA	12.4 vehicles per 1,000 SF GFA	1:67	SF of GLA	Fast Food: 15: 1,000 SF GLA
						1:2	seats	0.52 vehicles per seat			
					934 Fast-Food Restaurant w/ Drive-Through Window	1:100	SF of GFA	9.98 vehicles per 1,000 SF GFA	1:67	SF of GLA	Fast Food: 15: 1,000 SF GLA
						1:2.5	seats	0.4 vehicles per seat			
	30 Restaurants (In large mixed-use commercial complexes (GFA>20,000 SF))	0		No additional parking is required if less than 25% of the complex is devoted to restaurant	N/A	--	--	--	N/A	--	
	Restaurants (In large mixed-use commercial complexes (GFA>20,000 SF)), "D" downtown parking combining zone	1:100	SF of GFA of development	Additional requirement when over 25% of the complex is devoted to restaurant (Development 20,000 to 100,000 SF)	N/A	--	--	--	N/A	--	
		1:167	SF of GFA of development	Additional requirement when over 25% of the complex is devoted to restaurant (Development 100,000 to 200,000 SF)	N/A	--	--	--	N/A	--	
		Restaurants in "D" downtown parking combining zone	1:4	seats	Restaurants	N/A	--	--	--	N/A	--
	1:8		seats	Outdoor Dining, Ancillary Bars / Waiting Areas	N/A	--	--	--	N/A	--	
Restaurants, take-out only	8 Convenience Markets, Supermarkets and Liquor Stores	1:200	SF of GFA		N/A	--	--	--	N/A	--	
Nightclubs, bars, and cocktail lounges	5 Cabarets, Cocktail Lounges and Discotheques, as a Separate Use or Within a Restaurant	1:35	SF of GFA where public is served		932b High-Turnover (Sit-Down) Restaurant w/ Bar or Lounge	1:62	SF of GFA	16.3 vehicles per 1,000 SF GFA	1:53	SF of GLA	Nightclub: 19: 1,000 SF GLA
		1:3	seats			1:2	seats	0.48 vehicles per seat			
Financial institutions (banks, savings & loans)	3 Banks, Savings and Loans, and Other Financial Institutions.	1:200	SF of GFA	With Drive-through - additional requirements Section 93.06 C.18	912 Drive-in Bank	1:250	SF of GFA	Bank, Branch w/ Drive In: 4:1,000 GFA	1:217	SF of GFA	Bank, Branch w/ Drive In: 4.6:1,000 GFA
Health/fitness centers	13 Gymnasiums and Health Studios	1:400	SF of GFA	1 additional space per employee	492 Health/Fitness Club	1:190	SF of GFA	5.27 vehicles per 1,000 GFA	1:143	SF of GFA	Health Club: 7:1,000 SF GFA
					493 Athletic Club	1:282	SF of GFA	3.55 vehicles per 1,000 GFA			

LAND USE	Palm Springs Code minimum requirements				ITE Parking Generation (4th Edition)				Urban Land Institute (2nd Edition)		
	Assigned Land Use No.	Rate (spaces:unit)	Unit	Note	Assigned Land Use No.	Parking Rate (spaces:unit)	Unit	Note	Parking Rate (spaces:unit)	Unit	Note
Hotels (consistent with the standards of the RA land use Zone in all other zones)[i]	16a 16b Hotels and Clubs	1:1 1:1.3	guest rooms	50 first guest rooms Each guest room in the excess of 50	310 Hotel	1:0.75	guest rooms	0.89 -1.2 vehicles per occupied room, supply ratio 1 to 1.3 spaces per room	1:0.8	guest room	1.25 space per room
Resort hotels (consistent with the standards of the RA land use Zone in all other zones)[i]	16a 16b Hotels and Clubs	1:1 1:1.3	guest rooms	50 first guest rooms Each guest room in the excess of 50	330 Resort Hotel	1:0.75	guest rooms	1.29 vehicles per occupied room, supply ratio 1.3 spaces per room	1:0.8	guest room	1.25 space per room , additional 10:1,000 SF GLA lounge
	16c Hotels and Clubs	1:5	seats	Additional standards for restaurants in Resort Hotels plus 20% for employee parking	931 Quality Restaurant	1:2	seats	0.49 vehicles per seat	N/A	--	
		1:60	SF of GFA of dining room, bar, dancing areas and places where public is served			1:61	SF of GFA	16.41 vehicles per 1,000 SF GFA	1:50	SF of GLA	Fine/Casual Dining: 20:1,000 SF GLA
	16d Hotels and Clubs	1:1	employee	Additional standards for Resort Hotels - commercial accessory uses	N/A	N/A	--	--	N/A	--	
	16e Hotels and Clubs	1:30	SF of public assembly places in excess of 30 SF/ guest room	Additional standards for Resort Hotels - single largest places of public assembly					N/A	--	
		1:6	seats of public assembly places where SF is in excess of 30 SF/ guest room								
Indoor amusement/entertainment centers (live performance theaters, cinemas, auditoriums, meeting halls, bowling, arcade, etc.)	4 Bowling Alleys	5:1 2:1 1:5	alley billiard table seats in gallery	Spaces required are the sum of the spaces per entertainment area	437 Bowling Alley	5:1	alley		N/A	--	
					438 Billiard Hall	3:1	billiard table				
	28 Places of Public Assembly	1:3	seats	Churches, auditoriums, convention facilities, meeting rooms, other places of public assembly	441 Live Theater	1:4	seats	0.25 vehicles per seat	1:2.5	seats	category - Performing Arts, 0.40 vehicle per seat
					444 Movie Theater w/ Matinee	1:4	seats	0.26 vehicles per seat	1:3.7	seats	category - Cineplex, 0.27 vehicle per seat
		1:24	SF of assembly area		445 Multiplex Movie Theater	1:7	seats	0.15 vehicles per seat	N/A	--	
	Places of Public Assembly in "D" downtown parking combining zone	1:5	seats	Places of public assembly	N/A	--	--	--	N/A	--	
		1:250	SF of assembly area								
Live/work units	N/A	--	--	--	N/A	--	--	--	N/A	--	

LAND USE	Palm Springs Code minimum requirements				ITE Parking Generation (4th Edition)				Urban Land Institute (2nd Edition)		
	Assigned Land Use No.	Rate (spaces:unit)	Unit	Note	Assigned Land Use No.	Parking Rate (spaces:unit)	Unit	Note	Parking Rate (spaces:unit)	Unit	Note
Retail Sales											
Convenience stores (CUP required if beer and/or wine sales are included)	8 Convenience Markets, Supermarkets and Liquor Stores	1:200	SF of GFA		851 Convenience Market (Open 24 Hours)	1:322	SF of GFA	3.1 vehicles per 1,000 SF GFA	N/A	--	
Food and beverage sales (specialty, e.g. deli, coffee, bakery, produce, etc.)	31 Retail Stores Not Otherwise Specified Herein, Including Ice Cream Parlors and Donut Shops	1:300	SF of GFA		936 Coffee/Donut Shop w/o Drive-Through Window 939 Bread/Donut/Bagel Shop w/o Drive-Through Window	1:70	SF of GFA	14.44 vehicles per 1,000 SF GFA	1:250	SF of GLA	general category - Community Shopping Center <400,000 SF
Farmers market	N/A	N/A	--	--	N/A	N/A	--	--	N/A	--	--
General, 10,000 square feet or less of Gross Leasable Area	9 Neighborhood Shopping Center (C-D-N) zone and community shopping center (C-S-C) zone uses	1:225	SF of GLA		820 Shopping Center	1:215	SF of GLA	4.67 vehicles per 1,000 SF GLA	1:250	SF of GLA	general category - Community Shopping Center <400,000 SF
	Retail in "D" downtown parking combining zone	1:400	SF of GFA		820 Shopping Center	1:215	SF of GLA	4.67 vehicles per 1,000 SF GLA	1:250	SF of GLA	general category - Community Shopping Center <400,000 SF
General, between 10,000 and 20,000 square feet of Gross Leasable Area	9 Neighborhood Shopping Center (C-D-N) zone and community shopping center (C-S-C) zone uses	1:225	SF of GLA		820 Shopping Center	1:215	SF of GLA	4.67 vehicles per 1,000 SF GLA	1:250	SF of GLA	general category - Community Shopping Center <400,000 SF
General, between 20,000 and 50,000 square feet of Gross Leasable Area	19 Mixed-use Developments (with a gross floor area exceeding twenty thousand (20,000) square feet, including retail but excepting the C-B-D zone)	1:250	SF of GFA		820 Shopping Center	1:215	SF of GLA	4.67 vehicles per 1,000 SF GLA	1:250	SF of GLA	general category - Community Shopping Center <400,000 SF
	Mixed-Use developments in "D" downtown parking combining zone	1:375	SF of GFA	See additional requirements for restaurants	820 Shopping Center	1:215	SF of GLA	4.67 vehicles per 1,000 SF GLA	1:250	SF of GLA	general category - Community Shopping Center <400,000 SF
Grocery stores	8 Convenience Markets, Supermarkets and Liquor Stores	1:200	SF of GFA		850 Supermarket	1:316	SF of GFA	3.17 vehicles per 1,000 GFA	N/A	--	

LAND USE	Palm Springs Code minimum requirements				ITE Parking Generation (4th Edition)				Urban Land Institute (2nd Edition)		
	Assigned Land Use No.	Rate (spaces:unit)	Unit	Note	Assigned Land Use No.	Parking Rate (spaces:unit)	Unit	Note	Parking Rate (spaces:unit)	Unit	Note
Liquor stores	8 Convenience Markets, Supermarkets and Liquor Stores	1:200	SF of GFA		859 Liquor Store	1:336	SF of GFA	2.98 vehicles per 1,000 SF GFA	N/A	--	
Outdoor sales and displays, incidental to primary use, including within the public right-of-way	N/A	N/A	--	--	N/A	N/A	--	--	N/A	--	--
Offices											
Business and professional	24 Offices, Nonmedical	1:200 1:250	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF		701 Office Building	1:353	SF of GFA	2.84 vehicles per 1,000 SF GFA	1:286	SF of GFA	Office<25,000 SF: 3.8:1,000 SF GFA
	"D" downtown parking combining zone	1:325	SF of GFA	All types of offices					1:294	SF of GFA	Office 100,000 SF: 3.4: 1,000 SF GFA
Medical and dental	25 Offices, Medical and Dental	1:150 1:200	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF		720 Medical-Dental Office building	1:313	SF of GFA	3.2 vehicles per 1,000 SF GFA	1:222	SF of GFA	Medical/Dental Office: 4.5: 1,000 SF GFA
	"D" downtown parking combining zone	1:325	SF of GFA	All types of offices							
Outdoor entertainment centers (sports facilities, sound stages, amusement parks, etc.)	26 Private Park and Recreation Uses	1:3	persons (based on facility's approved capacity)		488 Soccer Complex	58.8:1	field	58.8 vehicles per field	N/A	--	
					495 Recreational Community Center	1:313	SF of GFA	3.2 vehicles per 1,000 GFA	1:3	seats	category - Arena
Personal and convenience services (barber, beauty/nail salon, spa, tailor, dry cleaner, self-service laundry, etc.)	31 Retail Stores Not Otherwise Specified Herein, Including Ice Cream Parlors and Donut Shops	1:300	SF of GFA		820 Shopping Center	1:215	SF of GLA	4.67 vehicles per 1,000 SF GLA	1:250	SF of GLA	general category - Community Shopping Center <400,000 SF
Pet stores and grooming	31 Retail Stores Not Otherwise Specified Herein, Including Ice Cream Parlors and Donut Shops	1:300	SF of GFA		N/A	N/A	--	--	N/A	--	

LAND USE	Palm Springs Code minimum requirements				ITE Parking Generation (4th Edition)				Urban Land Institute (2nd Edition)		
	Assigned Land Use No.	Rate (spaces:unit)	Unit	Note	Assigned Land Use No.	Parking Rate (spaces:unit)	Unit	Note	Parking Rate (spaces:unit)	Unit	Note
Public & Semi Public											
Automobile parking lot/structure (primary use)	N/A	--	--	--	N/A	--	--	--	N/A	--	
Government offices	24 Offices, Nonmedical	1:200 1:250	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF		730 Government Office Building	1:240	SF of GFA	4.15 vehicles per 1,000 SF GFA	N/A	--	
Libraries and museums	24 Offices, Nonmedical	1:200 1:250	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF		580 Museum	1:758	SF of GFA	1.32 vehicles per 1,000 SF GFA	N/A	--	
					590 Library	1:384	SF of GFA	2.61 vehicles per 1,000 SF GFA	N/A	--	
Open space (public gardens, parks, and plazas, including incidental/accessory recreational facilities)	27 Public Park and Recreation Uses	1:8,000	SF of active recreational area	additional 1 space per acre of passive recreational area	411 City Park	1:313	SF of GFA	3.2 vehicles per 1,000 SF GFA	N/A	--	
					495 Recreational Community Center	1:197	acre	City Parks: 5.10 vehicles per acre	N/A	--	
Post Office branches	24 Offices, Nonmedical	1:200 1:250	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF		732 United States Post Office(**)	1:31	SF of GFA	33.20 vehicles per 1,000 SF GFA	N/A	--	
Public use and public utility structures and facilities	N/A	--	--	--	N/A	--	--	--	N/A	--	
Schools (vocational, trade, career, etc.)	32.e Schools/ Trade Schools and Business Colleges	1:150	SF of GFA		540 Junior/Community College	1:209*	SF of GFA	0.82 vehicles per school population or 4.8 spaces per 1,000 SF GFA	N/A	--	
Other											
Casino (only with Tribal Council approval)	N/A	--	--	--	N/A	--	--	--	N/A	--	--
Temporary uses (festivals; carnivals; outdoor uses; merchandise sales and displays; etc.)	N/A	--	--	--	N/A	--	--	--	N/A	--	--

* parking supply considered for comparison instead of parking demand
** only one observation
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2.2 Observations

Generally, the ITE and ULI parking demand rates are lower than the minimum standards specified by the City of Palm Springs. This is a common condition, as most cities look to provide additional parking capacity beyond typical demand levels to accommodate peak conditions and to ensure that adequate parking is always available.

However, given the nature, type, and proposed density of development in the non-residential portions of Section 14, it is desirable to avoid the need to construct a significant amount of parking above and beyond what is necessary to serve anticipated demand. The following sections of this technical memorandum discuss the proposed minimum parking ratios and other strategies and procedures that should be used when calculating parking demand for non-residential land uses proposed in Section 14.

Parking generation for gaming facilities in the ITE Manual did not include facilities with full-service casinos or casino/hotel facilities, and even though no rates were reported for the land use, an observed rate was able to be derived from the Resort Spa Casino, located north of Andreas Road, between Calle El Segundo and Calle Encilia. This 119,000 square foot gaming facility was required to provide 1,313 parking spaces, resulting in a ratio of one parking space for every 90 square feet of gross floor area¹.

¹ New Spa Casino Traffic Impact Study Update, October 2, 2002

3.0 RECOMMENDATIONS FOR UPDATED PARKING STANDARDS

The data compiled in the previous section was analyzed with the intent of identifying land uses for which parking requirement changes could be proposed in order to take advantage of a better definition of the land use classification within Section 14, or potentially could be reduced in light of the Complete Streets Plan being developed in conjunction with the Section 14 Specific Plan Update. Table 3 shows the proposed permitted non-residential land uses within Section 14, the parking rates assigned to each land use, and the suggested ratio to be included in the Section 14 Specific Plan.

Additional items proposed to be incorporated into the parking standards and the calculation of minimum parking requirements include the following:

Bicycle Parking

The changes to the street network proposed as part of the Section 14 Specific Plan Update are intended to encourage trips by alternative modes, with special emphasis to active transportation. With this in mind, it is proposed that bicycle parking requirements be provided for new developments. Each development shall provide a minimum number of bicycle parking spaces equal to 5% of the minimum parking provided for automobiles, but no less than a minimum of four bicycle parking spaces (either bicycle racks or lockers) shall be provided. The implementation of this requirement allows for the potential reduction in number of automobile parking spaces for certain uses that are likely to be reached by bicycle.

Shared Parking

Shared parking allows parking facilities to be used more efficiently as it takes advantage of peak activity periods among different facilities or functions. Non-residential land uses should be permitted to share parking either on the same parcel or on a nearby parcel (within up to 300 feet of the subject building for the non-residential uses proposed in Section 14) provided that the parking analysis complies with the requirements established by the City of Palm Springs. Currently, the City of Palm Springs zoning regulations have established an area that benefits from the characteristics of shared parking (parking requirements that are less restrictive than the normal City standards). In Section 14, the "D" downtown parking combining zone is bound by Alejo Road to the north, Indian Canyon Drive to the west, Ramon Road to the South and Calle Encilia to the east, and provision for credit of parking spaces due to joint use is given under the following conditions:

- 1) Sufficient evidence shall be presented to the director of planning and building demonstrating that no substantial conflict in the principal hours or periods of peak demand of the structures or uses for which the joint use is proposed will exist
- 2) The credited space may not exceed the distance authorized in the Municipal Code from the subject use

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- 3) The spaces must be attributed to the user by a covenant running with the land from the owner designating the spaces and their hours of use to the subject use; or
- 4) A lease agreement from the owner to the subject user specifying the spaces and their hours of use with a requirement to notify the city if the lease is broken.

On-Street Parking District

As with shared parking, the City of Palm Springs includes provision for on-street parking credit in the “D” downtown parking combining zone, where mixed-use developments may be credited for on-street parking spaces that are directly adjacent to the development, at the rate of one off-street parking space for every two on-street spaces. The credit is dependent on the provision of additional pedestrian-related amenities above the required by the code that are useable and accessible to the general public.

There are extensive amounts of on-street parking provided along local and collector streets within Section 14. These on-street parking spaces help contribute to meeting the parking demand needs for adjacent land uses. As part of the Update, the Section 14 Specific Plan should provide individual project applicants, the Tribe, and the City of Palm Springs the flexibility to study of the creation of a parking district in selected areas of Section 14 for the provision of applying on-street parking supply to assist in meeting anticipated minimum parking demand for non-residential uses. For these developments, a study of current on-street parking utilization would be required to assist in determining the available supply of this parking resource.

“D” Downtown Parking Combining Zone

It is proposed that the Tribe request an expansion of the “D” downtown parking combining zone in Section 14. Ideally, the area should be expanded to include the area south of Alejo Road, north of Tahquitz Canyon Way and west of Avenida Caballeros, but if not possible to extend the “D” downtown parking combining zone to the boundaries listed above, it highly recommended that the area be extended at least to Calle El Segundo, as this area has the strongest connections to the downtown area.

Table 3 – Proposed Minimum Parking Standards

LAND USE	Palm Springs Code Minimum Parking Requirements				Proposed Parking Ratio		
	Assigned Land Use No.	Rate (spaces:unit)	Unit	Note	Rate (spaces:unit)	Unit	Note
Commercial							
Automobile Sales and Service							
Automobile parts and supplies	31 Retail Stores Not Otherwise Specified Herein, Including Ice Cream Parlors and Donut Shops	1:300	SF of GFA		1:350	SF of GFA	No specific category in Palm Springs Code
Automobile sales (exotic or antique/classic automobiles only)	21 Motor Vehicle or Machinery Sales	1:800	SF of GFA	if includes repair, additional 4 spaces plus 4 spaces per service bay are required	1:800	SF of GFA	maintain City standard, if includes repair, additional 4 spaces plus 4 spaces per service bay are required
Business support services and facilities (including graphic reproduction, computer services, etc.)	31 Retail Stores Not Otherwise Specified Herein, Including Ice Cream Parlors and Donut Shops	1:300	SF of GFA		1:325	SF of GFA	Specific category not provided in Palm Springs Code
Drive-through/drive-in facilities	TBD	--	--	Category standard, plus compliance to Section 93.06 C.18	TBD	--	Category standard, plus compliance to Section 93.06 C.18
Eating and Drinking Establishments							
Restaurants, full/limited service (including alcohol sales and outdoor dining)	30 Restaurants (Freestanding)	1:35	SF of GFA where public is served	Quality Restaurant/ Fine Dining / High-Turnover (Sit-Down) Restaurant w/ Bar or Lounge	1:35	SF of GFA where public is served	maintain City standard for full service restaurant
		1:3	seats		1:3	seats	
	30 Restaurants (Freestanding)	1:35	SF of GFA where public is served	High-Turnover (Sit-Down) Restaurant w/o Bar or Lounge	1:40	SF of GFA where public is served	
		1:3	seats				
	Convenience Food and Beverage Service in "D" downtown parking combining zone	1:400	SF of GFA where public is served		1:400	SF of GFA where public is served	maintain City standards for convenience food and beverage service in "D" downtown parking combining zone
	30 Restaurants (Freestanding)	1:35	SF of GFA where public is served	Fast-Food Restaurant w/o Drive-Through Window / Fast-Food Restaurant w/ Drive-Through Window	1:60	SF of GFA	No specific code for fast food restaurant in Palm Springs Code outside of "D" downtown parking combining zone, additional requirements for drive-through
		1:3	seats				
	30 Restaurants (In large mixed-use commercial complexes (GFA>20,000 SF))	0		No additional parking is required if less than 25% of the complex is devoted to restaurant	0	0	maintain City standard
	Restaurants (In large mixed-use commercial complexes (GFA>20,000 SF)), "D" downtown parking combining zone	1:100	SF of GFA of development	Additional requirement (GFA>20,000 SF), and over 25% of the complex is devoted to restaurant (Development 20,000 to 100,000 SF)	additional 1:100	SF of GFA where public is served	maintain City standard
		1:167	SF of GFA of development	(GFA>20,000 SF), and over 25% of the complex is devoted to restaurant (Development 100,000 to 200,000 SF)	additional 1:167	SF of GFA where public is served	maintain City standard
	Restaurants in "D" downtown parking combining zone	1:4	seats	Restaurants	1:4	seats	maintain City standard
		1:8	seats	Outdoor Dining, Ancillary Bars / Waiting Areas	1:8	seats	maintain City standard
Restaurants, take-out only	8 Convenience Markets, Supermarkets and Liquor Stores	1:200	SF of GFA		1:200	SF of GFA	No specific code for Restaurant, take out only in Palm Springs Code - Suggested ratio based on land use considered to have similar behavior

LAND USE	Palm Springs Code Minimum Parking Requirements				Proposed Parking Ratio		
	Assigned Land Use No.	Rate (spaces:unit)	Unit	Note	Rate (spaces:unit)	Unit	Note
Nightclubs, bars, and cocktail lounges	5 Cabarets, Cocktail Lounges and Discotheques, as a Separate Use or Within a Restaurant	1:35	SF of GFA where public is served		1:35	SF of GFA where public is served	maintain City standard for Nightclubs, bars and cocktail lounges
		1:3	seats		1:3	seats	
Financial institutions (banks, savings & loans)	3 Banks, Savings and Loans, and Other Financial Institutions.	1:200	SF of GFA	With Drive-through - additional requirements Section 93.06 C.18	1:200	SF of GFA	maintain City standard for Banks, Savings and Loans, and Other Financial Institutions
Health/fitness centers	13 Gymnasiums and Health Studios	1:400	SF of GFA	1 additional space per employee	1:450	SF of GFA, plus 1 space per employee	
Hotels (consistent with the standards of the RA land use Zone in all other zones)[i]	16a 16b Hotels and Clubs	1:1 1:1.3	guest rooms	50 first guest rooms Each guest room in the excess of 50	1:1	guest rooms	maintain City standard, if over 50 rooms, 0.75 additional space for each room in the excess of 50 (1:1.3)
Resort hotels (consistent with the standards of the RA land use Zone in all other zones)[i]	16a 16b Hotels and Clubs	1:1 1:1.3	guest rooms	50 first guest rooms Each guest room in the excess of 50	1:1	guest rooms	maintain City standard, if over 50 rooms, 0.75 additional space for each room in the excess of 50 (1:1.3)
	16c Hotels and Clubs	1:5	seats	Additional standards for restaurants in Resort Hotels plus 20% for employee parking	1:5	seats	maintain City standard, additional spaces for restaurants in Resort Hotels (including 20% for employee parking)
		1:60	SF of GFA of dining room, bar, dancing areas and places where public is served		1:60	SF of GFA of dining room, bar, dancing areas and places where public is served	
	16d Hotels and Clubs	1:1	employee	Additional standards for Resort Hotels - commercial accessory uses	1:1	employee	maintain City standard for commercial accessory uses in Resort Hotels
	16e Hotels and Clubs	1:30	SF of public assembly places in excess of 30 SF/ guest room	Additional standards for Resort Hotels - single largest places of public assembly	1:30	SF of public assembly places in excess of 30 SF/ guest room	maintain City standard for single largest places of public assembly in Resort Hotels
		1:6	seats of public assembly places where SF is in excess of 30 SF/ guest room		1:6	seats of public assembly places where SF is in excess of 30 SF/ guest room	

LAND USE	Palm Springs Code Minimum Parking Requirements				Proposed Parking Ratio		
	Assigned Land Use No.	Rate (spaces:unit)	Unit	Note	Rate (spaces:unit)	Unit	Note
Indoor amusement/entertainment centers (live performance theaters, cinemas, auditoriums, meeting halls, bowling, arcade, etc.)	4 Bowling Alleys	5:1 2:1 1:5	alley billiard table seats in gallery	Spaces required are the sum of the spaces per entertainment area	5:1 2:1 1:5	alley billiard table seats in gallery	maintain City standard for Bowling Alleys
	28 Places of Public Assembly	1:3	seats	Theaters, Cinemas	1:4 1:3	seats	Theaters, cinemas Maintain City standard for other places of public assembly
		1:24	SF of assembly area	Churches, auditoriums, convention facilities, meeting rooms, other places of public assembly	1:24	SF of assembly area	maintain City standard for meeting halls, auditoriums, convention facilities
	Downtown Parking Combining Zone	1:5	seats	Places of public assembly	1:5	seats	maintain City standard for Places of public assembly in Downtown Parking Combining Zone
		1:250	SF of assembly area		1:250	SF of assembly area	
Live/work units	N/A	--	--	--	TBD	--	Use City standard for residential development plus the suggested ratio for commercial
Retail Sales							
Convenience stores (CUP required if beer and/or wine sales are included)	8 Convenience Markets, Supermarkets and Liquor Stores	1:200	SF of GFA		1:250	SF of GFA	
Food and beverage sales (specialty, e.g. deli, coffee, bakery, produce, etc.)	31 Retail Stores Not Otherwise Specified Herein, Including Ice Cream Parlors and Donut Shops	1:300	SF of GFA		1:300	SF of GFA	maintain City standard
Farmers market	N/A	N/A	--	--	TBD		
General, 10,000 square feet or less of Gross Leasable Area	9 Neighborhood Shopping Center (C-D-N) zone and community shopping center (C-S-C) zone uses	1:225	SF of GLA		1:225	SF of GLA	maintain City standard
General, between 10,000 and 20,000 square feet of Gross Leasable Area	Retail in "D" downtown parking combining zone	1:400	SF of GFA		1:400	SF of GFA	maintain City standard for retail in "D" downtown combining zone
General, between 10,000 and 20,000 square feet of Gross Leasable Area	9 Neighborhood Shopping Center (C-D-N) zone and community shopping center (C-S-C) zone uses	1:225	SF of GLA		1:225	SF of GLA	maintain City standard
General, between 20,000 and 50,000 square feet of Gross Leasable Area	19 Mixed-use Developments (with a gross floor area exceeding twenty thousand (20,000) square feet, including retail but excepting the C-B-D zone)	1:250	SF of GFA		1:250	SF of GFA	maintain City standards
	Mixed-Use developments in "D" downtown parking combining zone	1:375	SF of GFA		1:375	SF of GFA	maintain City standards in "D" downtown combining zone
Grocery stores	8 Convenience Markets, Supermarkets and Liquor Stores	1:200	SF of GFA		1:250	SF of GFA	

LAND USE	Palm Springs Code Minimum Parking Requirements				Proposed Parking Ratio		
	Assigned Land Use No.	Rate (spaces:unit)	Unit	Note	Rate (spaces:unit)	Unit	Note
Liquor stores	8 Convenience Markets, Supermarkets and Liquor Stores	1:200	SF of GFA		1:250	SF of GFA	
Outdoor sales and displays, incidental to primary use, including within the public right-of-way	N/A	N/A	--	--	TBD		
Offices							
Business and professional	24 Offices, Nonmedical	1:200 1:250	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF		1:300	SF of GFA	
Medical and dental	25 Offices, Medical and Dental	1:150 1:200	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF		1:200	SF of GFA	
Office	'D' downtown combining zone	1:325	SF of GFA	All types of offices	1:325	SF of GFA	maintain City standard
Outdoor entertainment centers (sports facilities, sound stages, amusement parks, etc.)	26 Private Park and Recreation Uses	1:3	persons (based on facility's approved capacity)		1:3	persons (based on facility's approved capacity)	maintain City standard
Personal and convenience services (barber, beauty/nail salon, spa, tailor, dry cleaner, self-service laundry, etc.)	31 Retail Stores Not Otherwise Specified Herein, Including Ice Cream Parlors and Donut Shops	1:300	SF of GFA		1:300	SF of GFA	maintain City standard
Pet stores and grooming	31 Retail Stores Not Otherwise Specified Herein, Including Ice Cream Parlors and Donut Shops	1:300	SF of GFA		1:300	SF of GFA	maintain City standard
Public & Semi Public							
Automobile parking lot/structure (primary use)	N/A	--	--	--			
Government offices	24 Offices, Nonmedical	1:200 1:250	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF		1:250	SF of GFA	
Libraries and museums	24 Offices, Nonmedical	1:200 1:250	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF		1:300	SF of GFA	Museum - no specific rate in Code
					1:500	SF of GFA	Library - no specific rate in Code

LAND USE	Palm Springs Code Minimum Parking Requirements				Proposed Parking Ratio		
	Assigned Land Use No.	Rate (spaces:unit)	Unit	Note	Rate (spaces:unit)	Unit	Note
Open space (public gardens, parks, and plazas, including incidental/accessory recreational facilities)	27 Public Park and Recreation Uses	1:8,000	SF of active recreational area	additional 1 space per acre of passive recreational area	1:8,000	SF of active recreational area, additional 1 space per acre of passive recreational area	maintain City standard
Post Office branches	24 Offices, Nonmedical	1:200 1:250	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF		1:250	SF of GFA	
Public use and public utility structures and facilities	N/A	--	--	--	TBD		
Schools (vocational, trade, career, etc.)	32.e Schools/ Trade Schools and Business Colleges	1:150	SF of GFA		1:200	SF of GFA	
Other							
Casino (only with Tribal Council approval)	N/A	--	--	--	TBD		A project-specific traffic and parking study shall be completed to determine minimum parking requirements on a case-by-case basis.
Temporary uses (festivals; carnivals; outdoor uses; merchandise sales and displays; etc.)	N/A	--	--	--	TBD		A project-specific traffic and parking study shall be completed to determine minimum parking requirements on a case-by-case basis.

Note: parking rates have not been suggested for certain uses, and they should be determined on a case-by-case basis.

4.0 SUMMARY OF PROPOSED CHANGES TO PARKING STANDARDS

Changes to the minimum parking standards are proposed for a number of the permitted uses in Section 14. The proposed changes summarized in Table 4 have been recommended to provide more flexibility for non-residential uses to incorporate mixed-use components and also include the effect that complete streets elements will have in encouraging more trips by walking and bicycling for travel in and through Section 14.

It must be noted that some of the land use categories permitted in the Section 14 are very comprehensive, and therefore there is more than one recommended rate.

Table 4 – Summary of Recommended Changes to Minimum Parking Standards

LAND USE	Existing	Unit	Proposed	Note
	Rate (spaces:unit)		Rate (spaces:unit)	
Commercial				
Automobile Sales and Service				
Automobile parts and supplies	1:300	SF of GFA	1:350	
Business support services and facilities (including graphic reproduction, computer services, etc.)	1:300	SF of GFA	1:325	
Eating and Drinking Establishments				
Restaurants, full/limited service (including alcohol sales and outdoor dining)	1:35	SF of GFA where public is served	1:40	High-Turnover (Sit-Down) Restaurant w/o Bar or Lounge
	1:35	SF of GFA where public is served	1:60	Fast-Food Restaurant w/o Drive-Through Window / Fast-Food Restaurant w/ Drive-Through Window outside of "D" parking combining zone
Restaurants, take-out only	1:200	SF of GFA	1:200	
Health/fitness centers	1:400	SF of GFA	1:450	Plus 1 additional space per employee
Indoor amusement/entertainment centers (live performance theaters, cinemas, auditoriums, meeting halls, bowling, arcade, etc.)	1:3	seats	1:4	Theaters, Cinemas
Retail Sales				
Convenience stores (CUP required if beer and/or wine sales are included)	1:200	SF of GFA	1:250	
Grocery stores	1:200	SF of GFA	1:250	
Liquor stores	1:200	SF of GFA	1:250	
Offices				
Business and professional	1:200	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF	1:300	One rate regardless of area
	1:250			

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LAND USE	Existing	Unit	Proposed	Note
	Rate (spaces:unit)		Rate (spaces:unit)	
Medical and dental	1:150 1:200	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF	1:200	One rate regardless of area
Public & Semi Public				
Government offices	1:200 1:250	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF	1:250	One rate regardless of area
Libraries and museums	1:200 1:250	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF	1:300 (Museum) 1:500 (Library)	One rate regardless of area
Post Office branches	1:200 1:250	SF of GFA (up to 10,000 SF) SF of GFA that exceeds 10,000 SF	1:250	One rate regardless of area
Schools (vocational, trade, career, etc.)	1:150	SF of GFA	1:200	
Other				
Casino (only with Tribal Council approval)	1:90 (based on previous approval)	SF of GFA	TBD	A project-specific traffic and parking study shall be completed to determine minimum parking requirements on a case-by-case basis.