	INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Project Title:	Nexus Hotel and Residential Project
Case No.	Land Use Permit No. 2023-0033 Conditional Use Permit No. 2023-0018 Major Architectural Review No. 2023-0079 Major Development Permit No. 2023-0017 Tentative Tract Map 2023-0014
Assessor's Parcel No.	508-055-007, -008, and -009
Lead Agency Name and Address:	City of Palm Springs, 3200 E Tahquitz Canyon Way, Palm Springs, CA 92262
Project Location:	Southeast corner of N. Calle El Segundo and E. Andreas Road, Palm Springs, CA
Project Sponsor's Name and Address:	Robert Eres, 1 MacArthur Place, Suite 300, Santa Ana, CA 92707
General Plan Designation(s):	Tourist Resort Commercial
Zoning:	Section 14 Specific Plan, Resort Attraction (RA)
Contact Person:	Glenn Mlaker
Phone Number:	(760)323-8245, ext. 8778
Date Prepared	January 6, 2025

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APPENDICES

CHAPTER 1: INTRODUCTION AND PROJECT DESCRIPTION

Purpose of the Initial Study:

The City of Palm Springs, as Lead Agency under the California Environmental Quality Act (CEQA), is preparing an Initial Study (IS) for the proposed Nexus Hotel and Residential Project, including a Land Use Permit, Conditional Use Permit, Tentative Tract Map, Major Development Permit, and Major Architectural Review. These components are referred to as "the Project" or "the proposed Project" in this document.

The Initial Study has been prepared in accordance with CEQA, Public Resources Code Section 21000 et seq., State CEQA Guidelines. Section 15063(c) of the CEQA Guidelines defines an Initial Study as the proper preliminary method of analyzing the potential environmental consequences of a project. To paraphrase from this Section, the relevant purposes of an Initial Study are:

1. To provide the Lead Agency with the necessary information to decide whether to prepare an Environmental Impact Report (EIR) or a Mitigated Negative Declaration (MND);
2. To enable the Lead Agency to modify a project, mitigating adverse impacts, thus avoiding the need to prepare an EIR; and
3. To provide sufficient technical analysis of the environmental effects of a project to permit a judgment based on the record as a whole, that the environmental effects of a project have been adequately mitigated.

This document relies on the data and information contained in the Palm Springs General Plan and the Section 14 Specific Plan. These documents are available on the City's website at https://www.palmspringsca.gov/government/departments/planning/general-plan and https://www.palmspringsca.gov/home/showpublisheddocument/32127/635947779722900000, respectively.

Project Location:

The Project is proposed for a 5.65-acre site on the southeast corner of N. Calle El Segundo and E. Andreas Road within the City of Palm Springs in the Coachella Valley region of Riverside County, California. Alley ways border the site on its south and east sides. East Andreas Road forms the north boundary of the site, and North Calle El Segundo the west boundary. Existing development occurs on all sides, including the Renaissance Palm Springs hotel on the east, a multi-tenant commercial development on the south, the Hilton Palm Springs hotel on the west, and the Plaza Villas residential project on the north.

The Project location can also be described as the south half of the northwest quarter of Section 14, Township 4 south, Range 4 east, San Bernardino base and meridian. (See Exhibits 1 and 2).

The site is currently developed and utilized as a surface parking lot for the Palm Springs Convention Center. The lot is paved and stripped of natural vegetation apart from water-efficient landscaping that follows the parking lot boundary (See Exhibit 3).

Land Use Designation and Zoning:

The Project site is designated Tourist Resort Commercial, Specific Plan in the General Plan. The Project is located within the boundaries of the Section 14 Specific Plan (herein referred to as "Specific Plan"), which consists of 640-acres of land bordered on the north by Alejo Road, south by Ramon Road, east by Sunrise Way, and west by Indian Canyon Drive. Under the Specific Plan[1], the Project is subject to the zoning regulations and standards contained in the Specific Plan, unless stated otherwise in the Specific Plan. The Specific Plan Land Use Plan designates the site as "Resort Attraction," (RA) which allows for a variety of commercial and residential development including a resort/condo hotel, restaurants, cocktail lounges, entertainment centers, and open spaces, all according to their appropriate permit conditions. The Project shall adhere to the RA zone's development standards within the Specific Plan.

The Project site is designated as "Tourist Resort Commercial" (TRC) by the City's General Plan Land Use Map, which is consistent with the Specific Plan RA land use. A TRC designation is compatible with large scale resort/hotel development and services including retail, entertainment, spa, and fitness, centered on complementing the development and servicing resort guests. The addition of residential uses must be secondary to hotel/resort uses and not exceed a density capacity of 30 dwelling units per acre (DU/AC).

Section 14 Specific Plan development standards take precedence, unless otherwise stated in the Specific Plan. Certain development or building provisions established by Palm Springs's General Plan and/or Municipal Code will be adhered to, to ensure adequate safety standards and general development provisions are followed, as agreed by the Agua Caliente Band of Cahuilla Indians (ACBCI) and City in 1977.

Project Description:

The existing parking lot on the site will be demolished, and the 5± acres of asphalt and concrete removed prior to the initiation of construction activities. Demolition and construction are estimated to require approximately 18 months in a single phase.

The Nexus Hotel and Residential Project (Project) proposes to redevelop the site with a nine-story resort hotel and residential building consisting of 125 hotel rooms and 132 residential condo units which will be associated with the hotel and have access to hotel amenities and services; and a 6,040 square foot stand-alone restaurant. The hotel and condo units will operate on a 24 hour, 7 day a week basis. The hours of operation of the restaurant are not known, but are not expected to be 24 hours a day. The Project is estimated to result in a total of 320 employees[2].

The hotel portion of the building will be seven-stories, and the residential portion will be nine-stories The Project includes onsite amenities catering to visitors and residents including an onsite parking structure and garage, indoor event space and an event lawn, indoor meeting space, three pools and a pool bar, a hotel ground floor restaurant and bar, a rooftop terrace and social club on the hotel's 7th floor, and ground floor residents' lounge and fitness center in the residential building. The hotel also includes a kitchen and "back of house" areas including offices, housekeeping and similar operation-related space. In total, the Project proposes 374,933 square feet (SF) of hotel and residential building space, 6,040 SF of standalone restaurant space, and 174,933 SF of parking garage space.

[1] Section 14 Specific Plan, adopted by the Palm Springs City Council July 16, 2014.

[2] Table 3: SED Inputs, "Palm Springs Hotel & Residences Vehicle Miles Traveled (VMT) Analysis," prepared by Urban Crossroads, June 24, 2024 (see Appendix D).

The hotel portion proposes up to 125 rooms located in the west wing of the main building. Hotel rooms are located on the 2nd through 6th floors, and the 7th floor consists of a 3,525 SF social club and club terrace. The hotel also includes a 1,716 SF fitness center on the 2nd floor. The maximum height of the hotel portion of the Project, excluding the mechanical units, will be 85 feet 8 inches (seven stories).

The residential portion proposes up to 132 residential condo units located in the east wing of the main building. On a 5.65-acre site, this represents a density of 24 DU/AC, consistent with the allowable density of 30 DU/AC for the TRC designation. Residential units are located on the 1st (ground level) through 9th floors. The maximum height of the residential portion is 99' 8" (9 stories), excluding the mechanical equipment. The standalone restaurant is single-story and located on the southwest quadrant of the site. Please also see Exhibits 4a through 4g, and elevations provided in Exhibits 5a and 5b.

The following describes the various amenities offered (see Exhibits 4a through 4f):

Main Building Amenities

- **Hotel/Residential Lobby**: Shared communal area where visitors and residents enter the main building hall.
- **Hotel Restaurant**: The restaurant will consist of a kitchen, bar, indoor seating and terrace dining area, and be located adjacent to the lobby area to the west
- **Hotel Back of House**: Supporting facility located towards the far-end of the hotel portion of the centralized building, to the northwest.
- **Club Lobby**: A 369 square foot room with direct outdoor access and located opposing the Hotel Restaurant.
- **Coffee Grab and Go**: A food and beverage shop, servicing guests and residents and located northeast of the lobby area.
- **Residential Lounge**: Communal area for residents only, located southeast of the lobby area.
- **Residential Fitness Room**: Equipped gym area for residents' use only, located adjacent to the residential lounge to the east.
- **Residential Back of House**: Supporting facility located adjacent to the Coffee Grab and Go to the east.
- **Two (2) Meeting Rooms**: Private meeting rooms for residents' use.
- **VIP Lobby**: Gathering area located on the east wing of the centralized building and between the two meeting rooms.
- **2nd Floor Hotel Fitness Room**: Equipped fitness room for visitor use only, located on the west wing of the centralized building
- **7th Floor Hotel Social Club**: Communal gathering area on the top floor of the hotel building, with an extended outdoor club and roof terrace.

Outdoor Areas

- **Event Space:** A 5,023 sf event space which can be divided into one (1) large room or three (3) separate rooms. The space includes a pre-function area, catering kitchen and service corridor, and is located across the main building to the south and adjacent to the southern Alley Way.
- **Event Lawn:** Adjacent to the Event Space on the north, the event lawn is developed open space to hold functions separate or in conjunction with the Event Space.
- **Pool Bar:** Located between the Event Lawn and the main building, the pool bar is 773 square feet in size and includes outdoor seating.
- **Three (3) Swimming Pools**: There are two (2) large pools on the hotel (west) and residential (east) portions of the main building, each with a variety of outdoor seating including lounge

chairs and cabanas. The third swimming pool is smaller than the other two (2) and is located south of the residential pool.
- **Shared Hotel and Residential Drop-Off Zone**: The drop-off zone includes two entry-exit access points along E. Andreas Road which leads to the hotel and residential lobby space.
- **Residential Drop-Off Zone**: Further east of the shared drop-off zone, near the corner of E. Andreas Road and the Alley Way is a secondary drop-off zone only for resident use that includes two entry-exit access points. The drop-off zone leads to the VIP lobby.

Standalone Restaurant
- The standalone restaurant is a single-story structure and 6,040 sf in size, assumed not to exceed the maximum height limit for a RA zone. The restaurant will include complementary uses such as an outdoor dining area and restaurant valet, all of which will be located on the northeast corner of N. Calle El Segundo and the Alley Way.

Onsite Parking
- **Underground Garage**: Located underneath the hotel portion of the main building, or northeast portion of the planning area, the underground garage consists of 100 standard parking spaces with elevator access to the ground floor. The garage will be utilized by the restaurant valet, visitors, and the public.
- **Parking Structure**: Located on the southeast corner of the site, and accessed at two points, one on the west side of Alley Way bounding the site's eastern side and the second access point on the north side of the Alley Way bounding the site's southern side. The parking structure consists of five (5) levels, with the ground level providing 80 parking spaces, level 2, 3, and 4 each providing 85 standard parking spaces, and level 5 providing 65 parking spaces, for a total of 400 spaces. The structure will be attached to the residential portion of the main building, providing residents with direct access.

The Project design and components adhere to the development standards established by the Specific Plan for commercial development, per its RA designation. The Project will be subject to the following Specific Plan regulations and design standards:

- **Building Height:** No onsite structure, classified as a high-rise building, shall exceed 100 feet, not including equipment on the building.
- **Open Space**: At least 40 percent of the site area shall be developed for usable landscaped open space and outdoor living and recreation area.
- **Compatibility**: 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 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.
- **Ground Floor Façade Treatment**: Visual interest shall be provided with decorative walls, trellises, landscaping, and other devices for any building not within 25 feet of a primary frontage (i.e. Tahquitz Canyon Way and Indian Canyon Drive).
- **Setback for High-Rise Buildings:** 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.

As shown in the proposed site plan and elevations (Exhibits 4a through 4g, and elevations provided in Exhibits 5a and 5b), the Project is consistent with the commercial development standards described above. Any other development and/or building standards not addressed in the Specific Plan are subject to compliance with the Palm Springs's Zoning Code for the TRC designation.

The proposed Project includes a Land Use Permit (LUP), Conditional Use Permit (CUP), Tentative Tract Map (TTM 2023-0014), Major Architectural Review, and Major Development Permit. The LUPs are for the standalone, full service restaurant, hotel restaurant and bar, and coffee shop. The CUP is for any bar or cocktail lounge onsite, including the pool bar and the roof top social club. The TTM is for a condo map for the residential units proposed on the site's eastern quadrant. The Major Architectural Review is a review by the City's Architectural Review Committee to ensure the Project's compliance with the City's architectural quality and character, and compatibility with the natural and built environment. The Major Development Permit is required for the multifamily and commercial development consisting of 125 hotel rooms and 132 residential condo units.

Access and Circulation

The Project current site boundaries are defined by E. Andreas Road to the north, visitor-oriented retail facilities to the south, an Alley Way to the east, and N. Calle El Segundo to the west. The Project proposes the development/improvement of two Alley Ways along the site's eastern and southern border which are to be accessible from N. Calle El Segunda and E. Andreas Road. Access to the Project site is as follows:

- Northern driveway on N. Calle El Segundo: Hotel loading/trash
- Southern Driveway on N. Calle El Segundo: Restaurant Valet
- Alley on N. Calle El Segundo: Provides access to loading zones for the Flex Event Space and access to the parking garage from the south side
- Western Driveways on E. Andreas Road: Shared Hotel/Residential Drop-Off
- Eastern Driveways on E. Andreas Road: Residential Drop-Off
- Alley on E. Andreas Road: provides access to the parking garage from the east side

Environmental Setting and Surrounding Land Use:

The Project site is currently developed and operates as a parking lot for the City of Palm Springs Convention Center. Land uses in proximity to the Project site consist of roadways, condominiums, hotels, commercial shops, restaurants, and a Tribal casino. Specifically, the site is bound by E. Andreas Road and Plaza Villas to the north, by two commercial facilities and E. Tahquitz Canyon Way to the south, an Alley Way and the Renaissance Hotel to the east, and by Calle El Segundo and the Hilton Hotel to the west.

North: Hight density, gated residential community
South: Visitor-oriented commercial retail buildings
East: Renaissance Palm Springs Hotel
West: Hilton Palm Springs Hotel

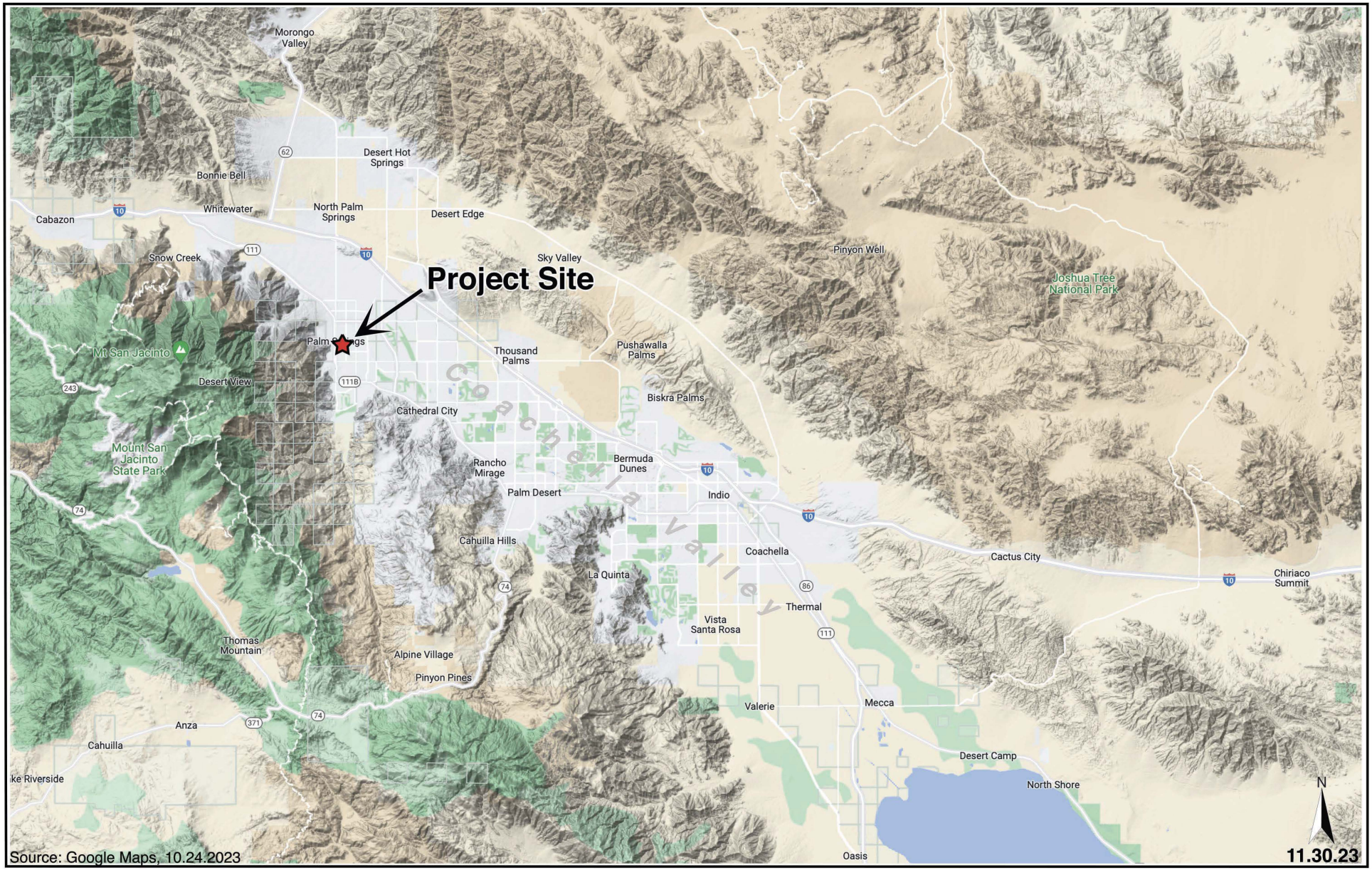
Utilities and Services Providers:

The following public agencies and companies will provide services to the project site:

1. Sanitary Sewer: Desert Water Agency
2. Water: Desert Water Agency
3. Electricity: Southern California Edison
4. Gas: Southern California Gas Company
5. Telephone: Frontier
6. Cable: Time Warner Cable

Public Agencies Approval is Required:

Regional Water Quality Control Board



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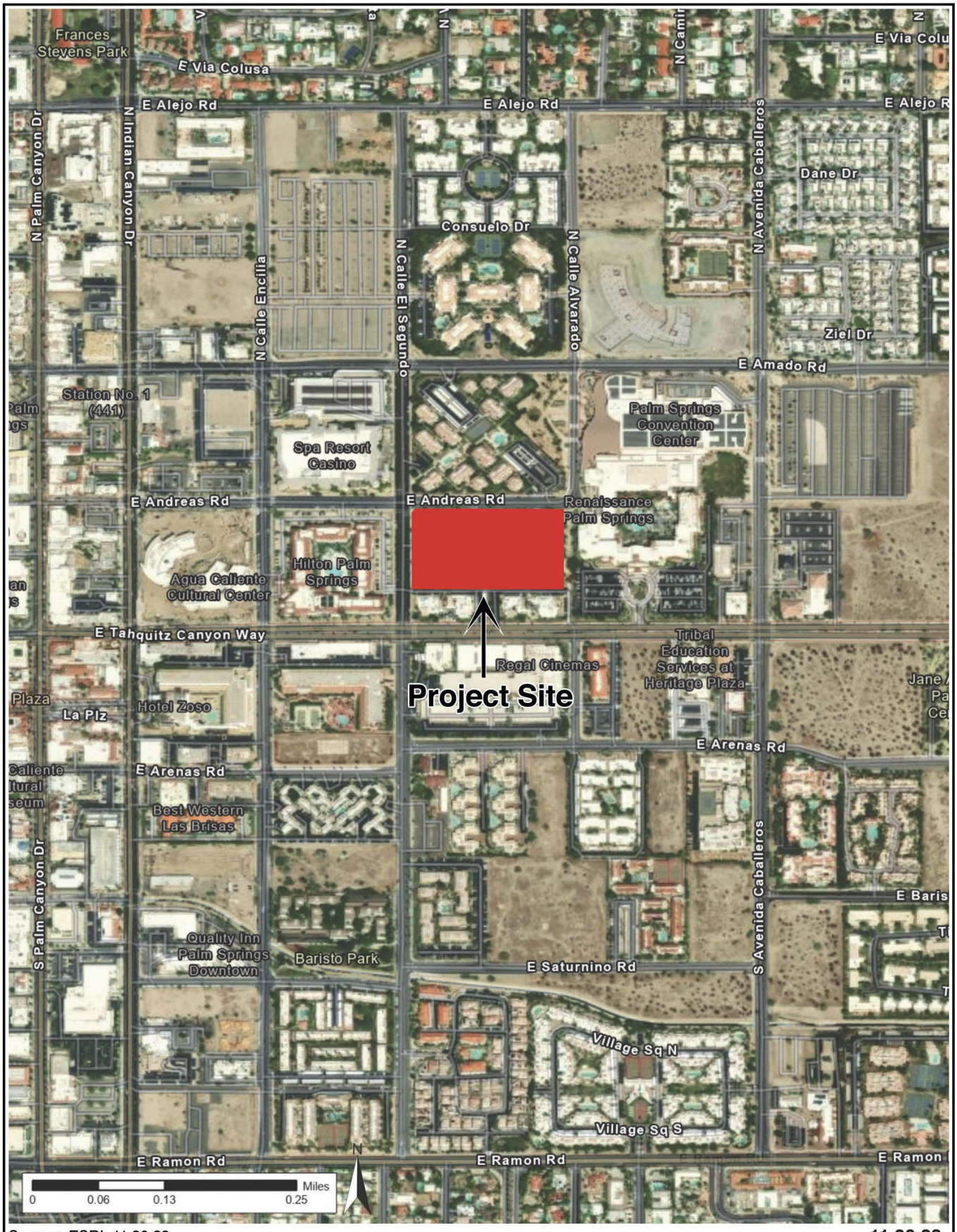
Palm Springs Nexus Hotel
Regional Location Map
Palm Springs, California

Exhibit
1



Source: ESRI, 11.30.23

11.30.23

Exhibit

2

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Palm Springs Nexus Hotel
Project Vicinity Map
Palm Springs, California

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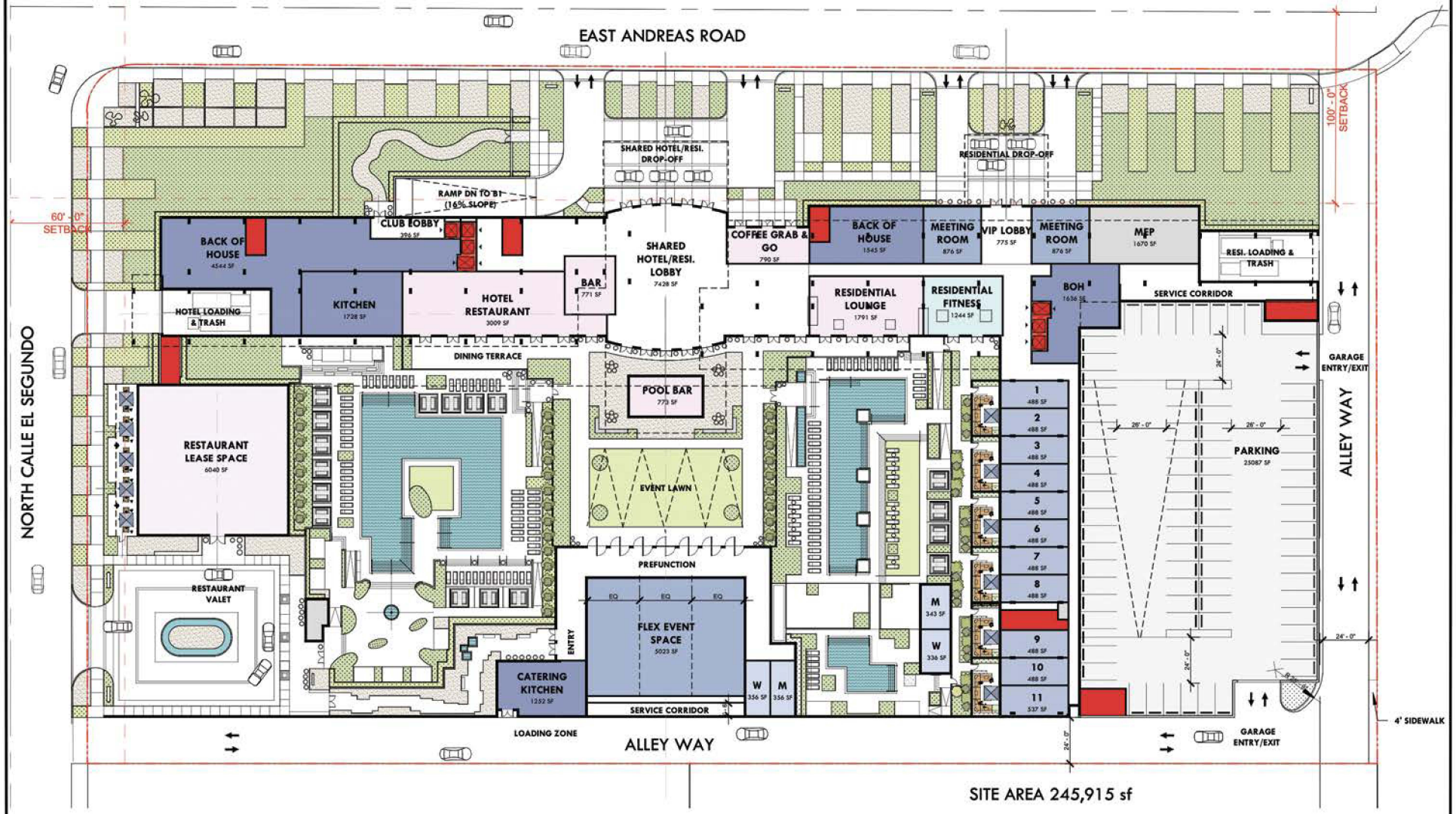
Palm Springs Nexus Hotel
Project Location
Palm Springs, California

Exhibit
3



Source: HKS, 06.19.2023

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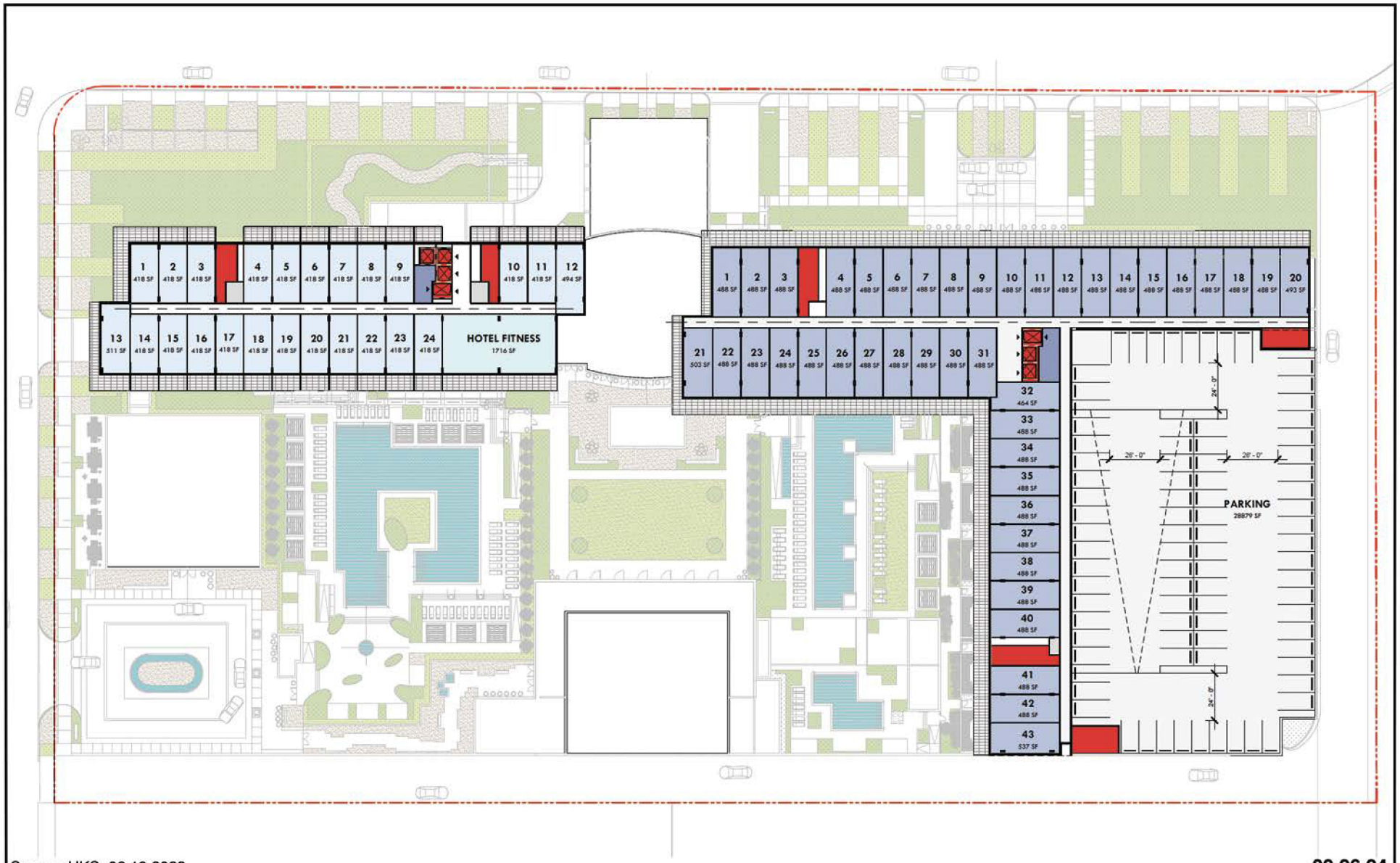
Palm Springs Nexus Hotel
Project Site Plan - Ground Level Floor Plan
Palm Springs, California

Exhibit
4a



Source: HKS, 06.19.2023

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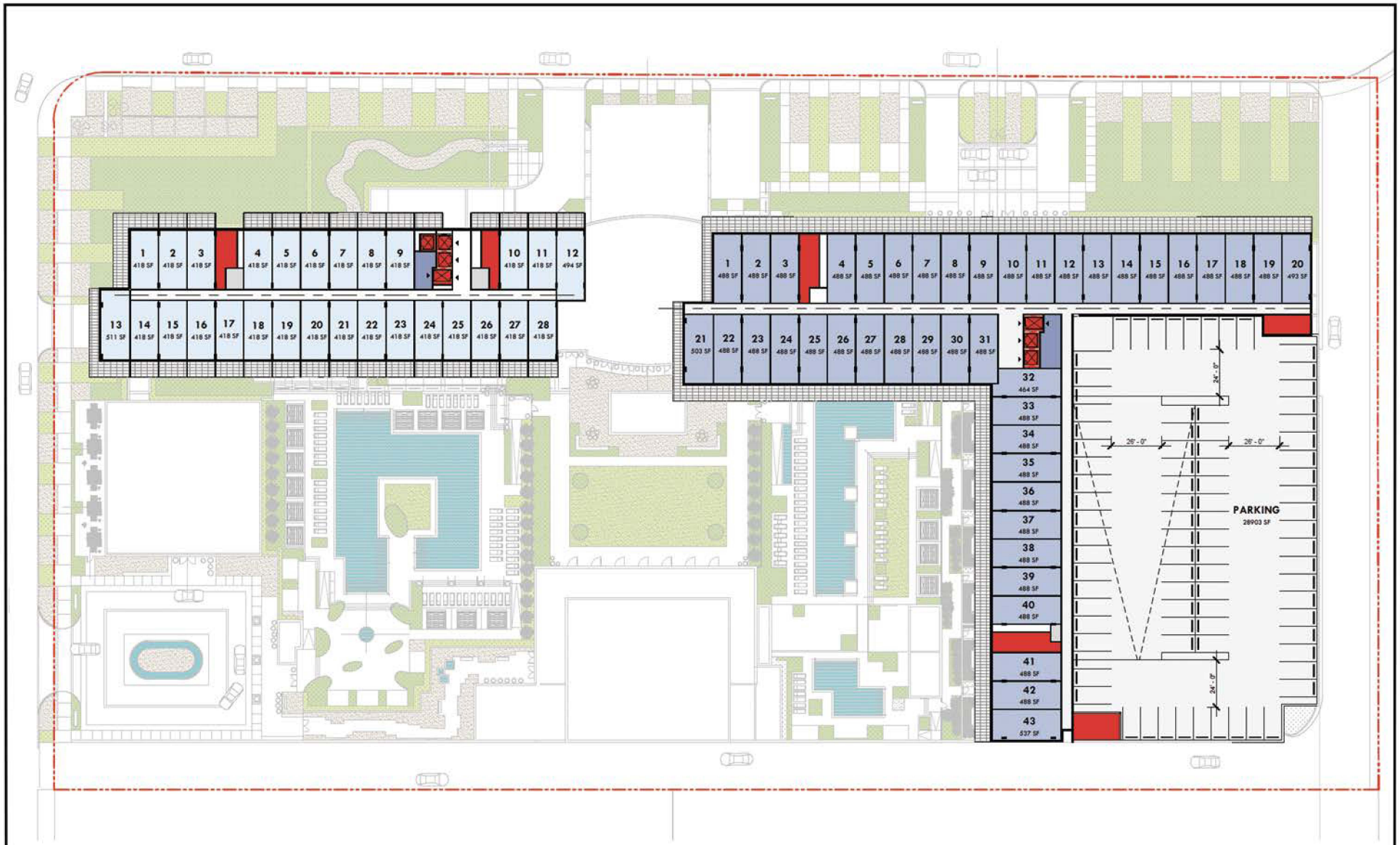
Palm Springs Nexus Hotel
Project Site Plan - Level 2 Floor Plan
Palm Springs, California

Exhibit
4b



Source: HKS, 06.19.2023

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Palm Springs Nexus Hotel
Project Site Plan - Levels 3 and 4 Floor Plan
Palm Springs, California

Exhibit
4c

Source: HKS, 06.19.2023

09.26.24

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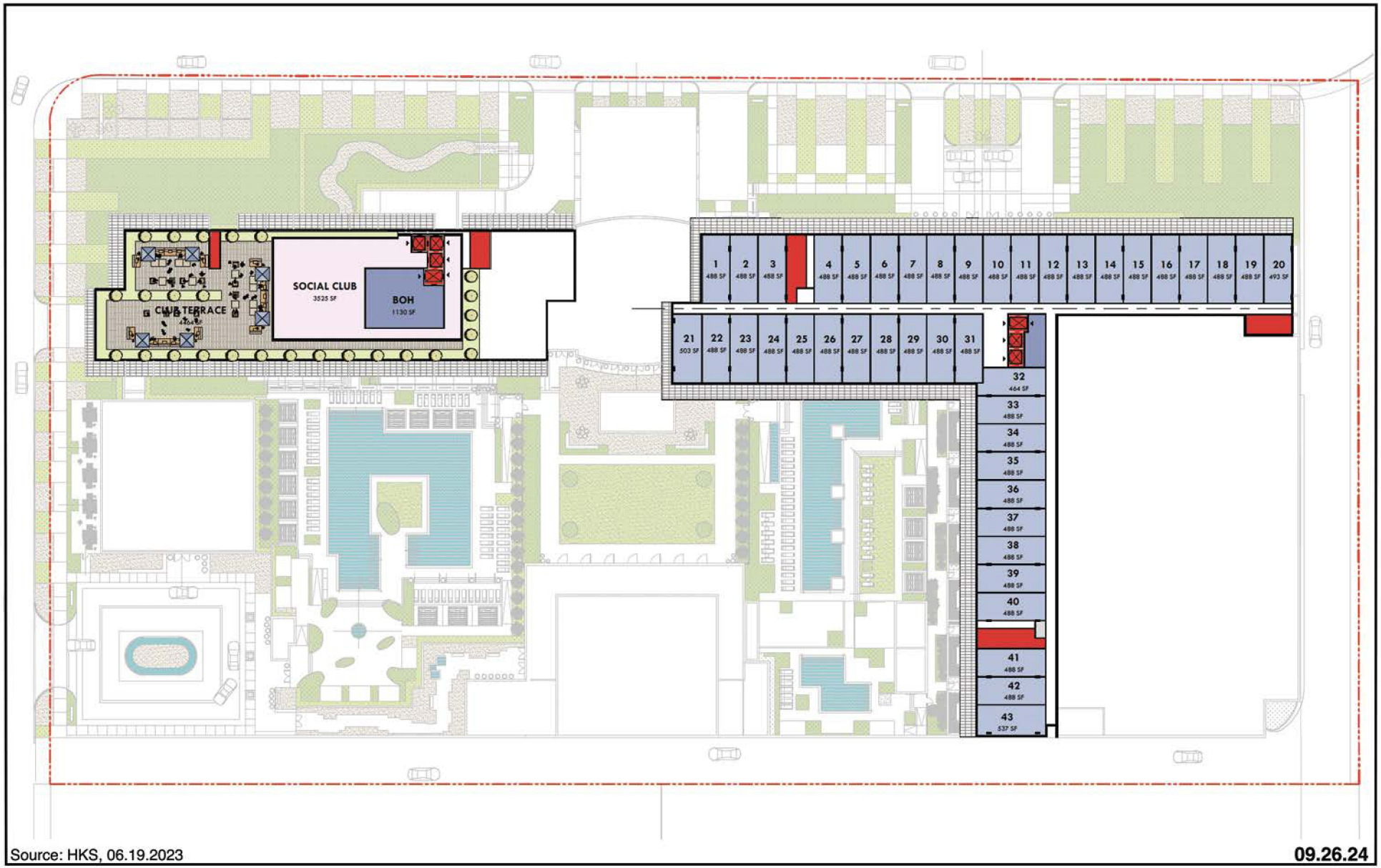
Palm Springs Nexus Hotel
Project Site Plan - Levels 5 and 6 Floor Plan
Palm Springs, California

Exhibit
4d



Source: HKS, 06.19.2023

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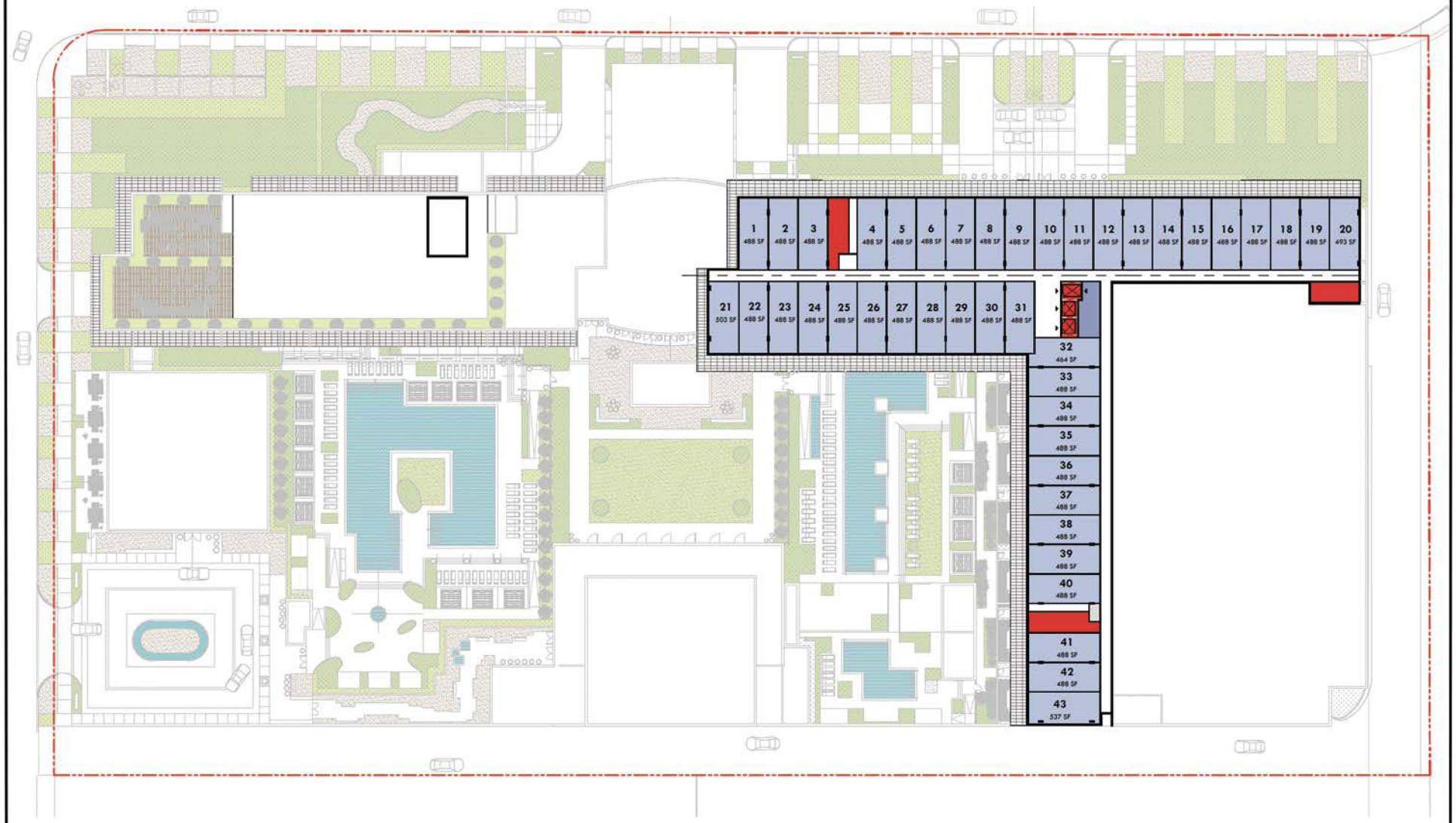
Palm Springs Nexus Hotel
Project Site Plan - Level 7 Floor Plan
Palm Springs, California

Exhibit
4e



Source: HKS, 06.19.2023

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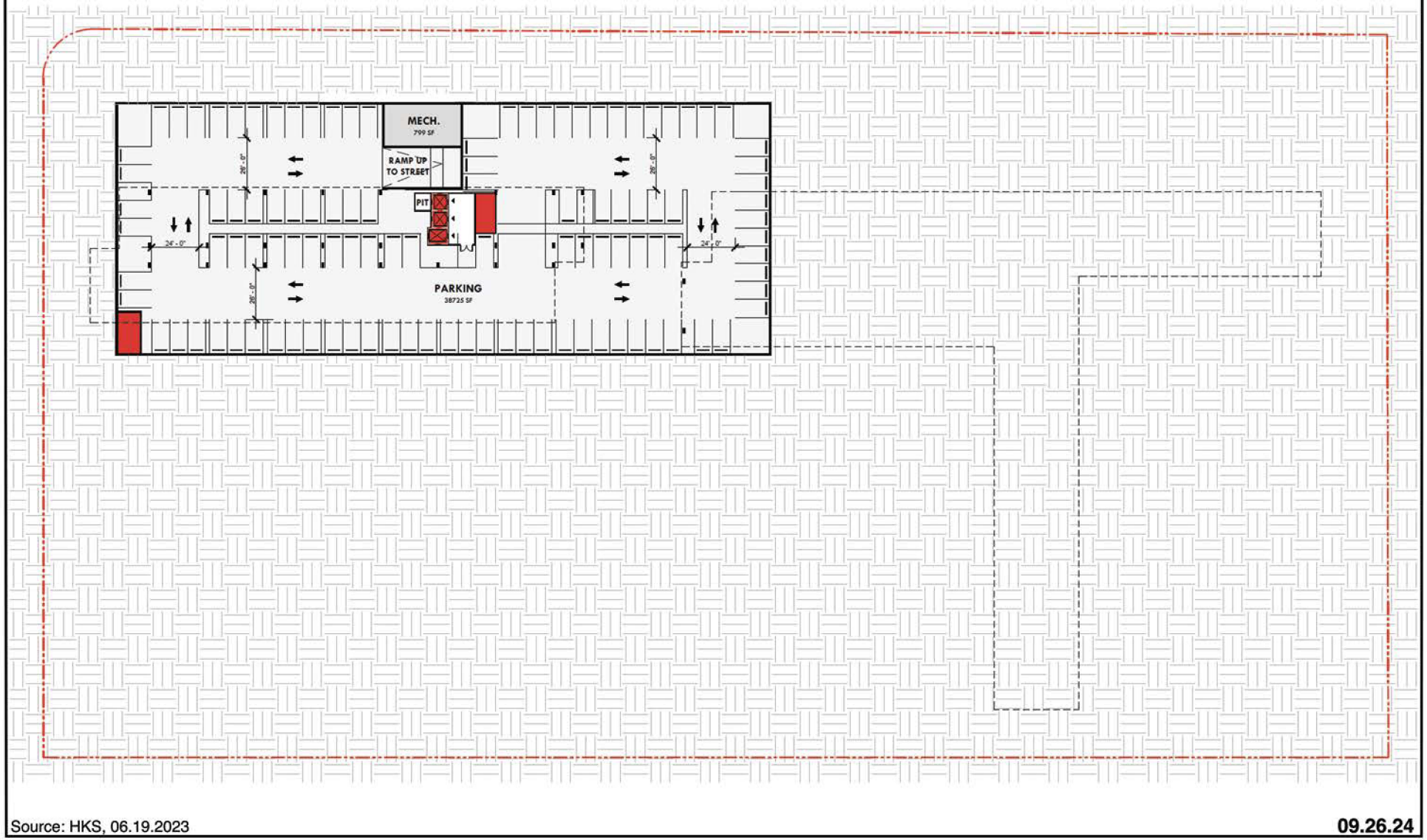
Palm Springs Nexus Hotel
Project Site Plan - Levels 8 and 9 Floor Plan
Palm Springs, California

Exhibit
4f



Source: HKS, 06.19.2023

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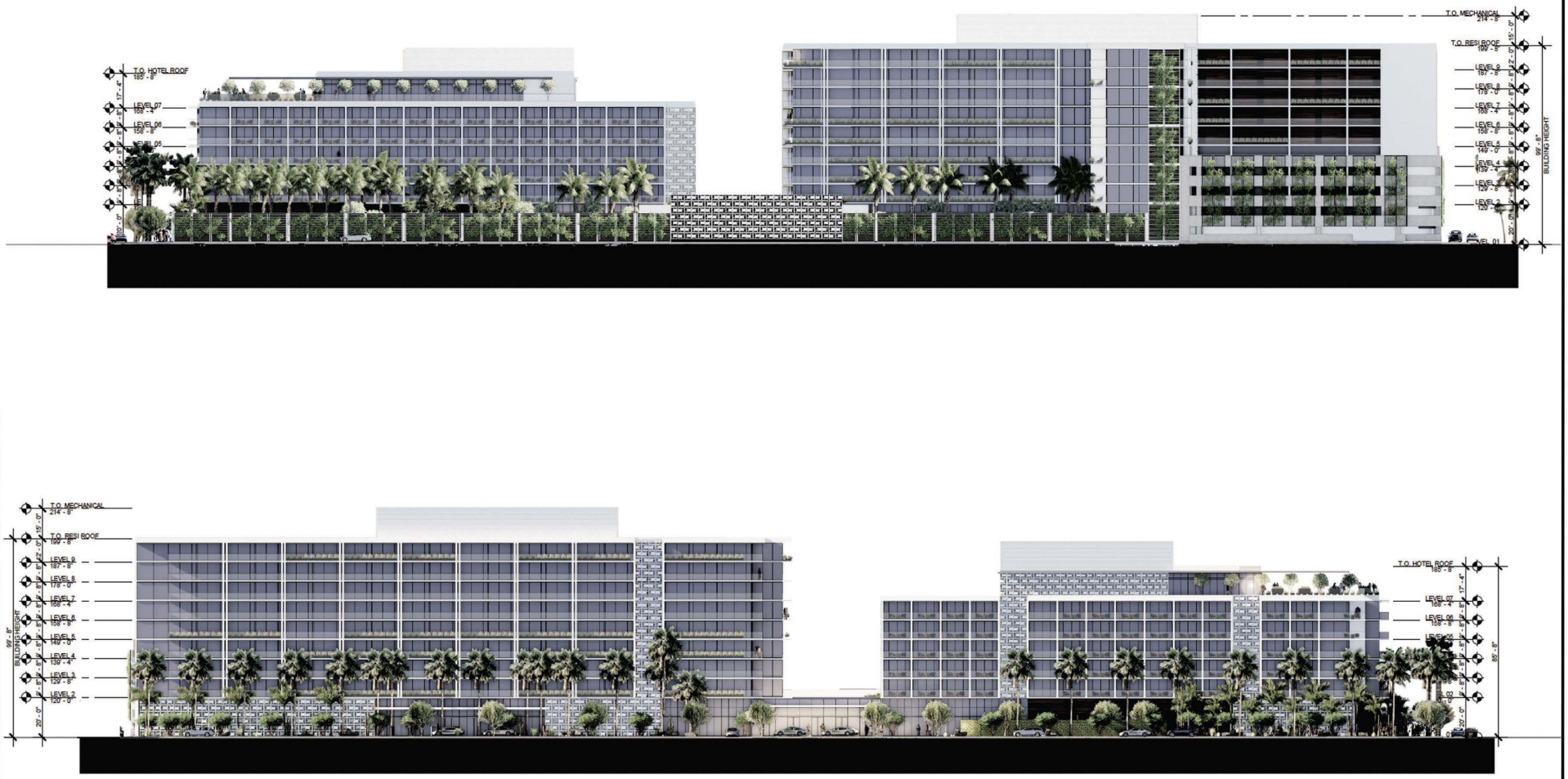
Palm Springs Nexus Hotel
Project Site Plan - Below Grade Garage Floor Plan
Palm Springs, California

Exhibit
4g



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Palm Springs Nexus Hotel
Elevations - North and South
Palm Springs, California

Exhibit

5a

Source: HKS, 06.19.2023

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Palm Springs Nexus Hotel
Elevations - East and West
Palm Springs, California

Exhibit
5b

Environmental Factors Potentially Affected:

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

☐ Aesthetics	☐ Agricultural and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

CHAPTER 2: ENVIRONMENTAL ANALYSIS AND DETERMINATION

DETERMINATION: The City of Palm Springs Planning Department

On the basis of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because mitigation measures or revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Glenn Mlaker
Associate Planner

1/7/2025
Date

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the project, as proposed, may have a significant effect upon the environment. Based upon the findings contained within this report, the Initial Study will be used in support of the preparation of a Mitigated Negative Declaration.

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:
    a) The significance criteria or threshold, if any, used to evaluate each question; and
    b) The mitigation measure identified, if any, to reduce the impacts to less than significance.

I. AESTHETICS **Except as provided in Public Resources Code Section 21099, would the project:**	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Setting

The City of Palm Springs is in the Coachella Valley, part of the central portion of Riverside County, California. The Valley is enclosed by the San Jacinto Mountains (west), Santa Rosa Mountains (south) and San Bernardino Mountains (north and northeast). The site is located on the southeast corner of N. Calle El Segundo and E. Andreas Road. The surrounding neighborhood is highly urbanized and consists of hotels, commercial/retail businesses, a Tribal casino, and gated residential communities. Immediately west of the site is the Hilton Hotel across N. Calle El Segundo; on the east is an Alley Way and the Renaissance Hotel beyond; on the north is E. Andreas Road and the Plaza Villas beyond; and on the south are two commercial/retail facilities, adjacent to Tahquitz Canyon Way.

The site currently operates as a parking lot for the City of Palm Springs Conventional Center. The Project proposes a resort hotel and residential condominiums, restaurants, recreational facilities as described in the Project Description, as well as onsite parking, all within a 5.65 acre parcel. The Project's maximum building height is 9 stories (with underground parking level) or 99 feet and 8 inches.

The site currently enjoys unobstructive views of the mid- and top elevations of the San Jacinto Mountains to the west.

Discussion of Impacts

a) **Less Than Significant Impact.** Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest).

Construction Impacts on Scenic Vistas

Construction of the proposed Project would require the use of heavy equipment for grading, paving and excavation. Standard construction methods would be used for the construction of the proposed multi-story buildings. Construction activities would be visible from the surrounding streets, as well as commercial and residential developments. Equipment moving on the site will not create a permanent obstruction, and existing views would remain consistent with those currently experienced on the site during site preparation, as equipment moves across the site. When building construction was initiated, the vertical construction would result in the blocking of views consistent with that described below.

Permanent Impacts to Scenic Vistas

The Project site is located in an urbanized area of Palm Springs that supports a mix of resort hotel, commercial and residential land uses. The Project site is currently developed as a paved parking lot with perimeter landscaping and bounded by E. Andreas Road and multi-family residential to the north, a hotel (Renaissance) to the east, commercial development to the south, and N. Calle El Segundo and a hotel (Hilton) to the west. The Project will result in a 7-story hotel (125 rooms, 85'8"), 9-story condominium (132 units, 99'8"), single-story restaurant and single-story event space. Their potential impacts on scenic vista are discussed below.

Views to the North

From the subject property, views of the San Bernardino Mountains are to the north and northeast. The Project site is located approximately 10 miles southwest of the San Bernardino Mountain foothills. Views of this range from Andreas Road are currently blocked by the adjacent condominium project, which extends to two stories in height. The proposed Project would not impact views to the north from Andreas Road, as it occurs south of the roadway. There would be no change in scenic vistas from Andreas Road northerly. From Tahquitz Canyon Way, views to the north are currently mostly obstructed by the existing commercial buildings, as shown in the upper picture in Exhibit 6a. With construction of the Project, views of the San Bernardinos would be obstructed, as shown in the lower picture in Exhibit 6a, between Avenida Caballeros and Calle El Segundo. The views to the north from East Tahquitz Canyon Way would be obstructed, but the limited value of the vista, given its low topography and the reduced views resulting from the existing commercial development, would not result in a significant impact to a scenic vista.

Views to the South

From the Project site, views of the Santa Rosa Mountains are to the south and southeast, with the site located approximately 2.6 miles north of the Santa Rosa Mountain foothills. Upper views of the Santa Rosa Mountains are obstructed by commercial development to the south of the Project site, however due to distance and their low topography they do not provide significant vistas from the north side of site southerly. As shown in the upper photos of Exhibits 6b and 6c, views to the south and southeast are currently partially obstructed by existing mature trees and other vegetation. The addition of the proposed Project will block southerly views from Andreas Road, between the Renaissance boundary and Calle El Segundo, as shown in the lower photos of Exhibits 6b and 6c. Views to the south would once again be

available when a traveler crosses Calle El Segundo, which affords and will continue to allow southerly views for travelers looking to the south. From Tahquitz Canyon Way, the Project will have no impact on views to the south, because the Project would occur north of this roadway, and would not be visible southerly. Overall, views to the south would be obstructed for the length of the Project from the public streets, for a distance of approximately 715 feet, but impacts would be less than significant because these views to the south are already obstructed by landscaping and existing development.

Views to the East

There are no prominent scenic views to the east because there are no mountains to the east of the site, and the site is bordered on its east side by the Renaissance hotel, which extends to five stories in height. Currently, travelers on Calle El Segundo, which occurs west of the site, have no scenic vistas to the east, and intervening development, including the existing Renaissance hotel dominates the visual field. Overall, impacts would be less than significant because no scenic vistas occur to the east.

Views to the West

From the Project stie, views of the San Jacinto Mountains are to the west, about 0.5 miles west. From the Project site, views of the lower elevations of the mountains to the west are blocked by commercial developments, including the 3-story Hilton hotel and 2-story casino. However, middle and upper slopes of the mountains are visible above these buildings. Travelers on Calle El Segundo looking westerly would experience the same level of view obstruction, because the proposed Project occurs on the east side of the street, and the existing Hilton hotel and casino buildings currently block views of the San Jacinto mountains along Calle El Segundo. From the east side of the Project site, the private property occupied by the Renaissance hotel would experience blocked views, but no public streets, and thus no public vistas, are currently available from the east side of the Project site. Views of the mountains to the west from Avenida Caballeros, the closest public location for the sighting of scenic vistas, are currently blocked by existing development along the west side of this roadway, including the Renaissance hotel and office buildings at the corner of Tahquitz Canyon Way, although the ridgelines of the mountains are visible above these buildings. Due to the distance to the Project from Avenida Caballeros (approximately 785 feet), and the intervening development, the Project structures will be mostly obstructed by existing development, and although rooflines may be visible, the ridgelines of the San Jacinto mountains will remain visible from Avenida Caballeros for those traveling along this roadway. As a result, impacts will be less than significant.

As scenic vistas from the public realm remain largely intact, impacts are considered less than significant (CEQA Guidelines § 15064(b)).

b) **No Impact**. A significant impact would occur if scenic resources would be damaged and/or removed by the development of a project. The subject property is currently developed with a paved parking lot and landscape improvements. There are no rock outcroppings, historic buildings, historic trees, or other scenic resources on site.

The site is not located along a State-designated scenic highway or along a City-designated scenic corridor (General Plan Figure 9-4). Thus, the Project would not substantially damage scenic resources, including trees, rock outcroppings, and historic buildings, within a designated scenic highway. Therefore, no impacts related to scenic resources would occur as a result of the Project.

c) Less Than Significant Impact. The Project is located in the City's downtown core. The site is designated Tourist Resort Commercial in the General Plan. This designation is described in the General Plan as being appropriate for "large-scale resort hotels and timeshares including a broad range of convenience, fitness, spa, retail, and entertainment uses principally serving resort clientele. Commercial recreation and entertainment facilities, such as convention centers, museums, indoor and outdoor theatres, and water parks are included in this designation, but should be designed to be compatible with neighboring development. Tourist Resort Commercial facilities are most appropriate in the Palm Canyon Drive and Tahquitz Canyon Drive corridors. It is intended that the primary use in any Tourist Resort Commercial area shall be hotel/tourist-related uses; if residential uses are proposed within the Tourist Commercial Designation (timeshares, condominiums, etc.) they shall be a secondary use ancillary to the proposed hotel uses…" In the Section 14 Specific Plan, the site is designated RA, which "allows for large-scale resort hotel complexes, hotels, and major commercial recreation attractions integrated with retail and entertainment facilities." The Project also conforms to the development standards of the RA district in the Specific Plan (see Project Description above). The Project will require a Land Use Permit for residential and restaurant uses, and a Conditional Use Permit for hotel use as established by Specific Plan Table 6-1 ("Allowable Land Uses"). The Project is consistent with the development standards enumerated in Table 6-2, Commercial Development Standards in the Specific Plan. The mass and scale of the allowed and proposed structures are comparable with regards to visual impacts. The project design plan uses light/neutral colors, natural finishes, and native vegetation, in addition to landscaping along N. Calle El Segundo and E. Andreas Road to enhance the Project's aesthetic image and incorporate the Project into the existing Downtown core. On that basis, the proposed Project is consistent with City-adopted regulations, and will not conflict with applicable zoning and other regulations governing scenic quality.

As described under section I.a) above, the impacts associated with the existing visual character or quality of public views of the site and its surroundings will be less than significant, because public views will not be significantly affected by the Project's construction. The site occurs in the City's Downtown, and within the Section 14 Specific Plan, and as described in the General Plan and Specific Plan, is in an area which currently supports larger mass and scale in hotel development, including the adjacent Renaissance hotel. The Project is consistent with this character, and will provide the tourist-oriented uses which are typical of this part of the City's downtown. The visual character of the area will not be significantly impacted by the proposed Project.

d) Less Than Significant Impact. A significant impact may occur if a project introduces new sources of light or glare on or from the project site which would be incompatible with the areas surrounding the project site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. The Project is located in an urban environment that includes existing sources of light and glare associated with nearby land uses. Nearby sources of light include exterior lighting on commercial and residential buildings, street lighting on the adjacent roadways, passing vehicle headlights, and outdoor lighting on surface parking lots. Existing onsite light sources include parking lot and landscape lighting.

The Project will generate light and glare primarily from buildings, landscape lighting, exterior safety and security lighting, parking lot lighting, and mobile light sources from vehicles accessing the site. City of Palm Springs Municipal Code Chapter 93.21. (Outdoor Lighting Standards) regulates outdoor lighting and establishes requirements which are intended to minimize light pollution and light trespass onto adjacent properties. This section requires "Pole

mounted and wall mounted lighting fixture used for parking lot, area lighting and security lighting shall be full cutoff luminaires shielded or constructed so that all of the light rays emitted by the fixture are projected below a horizontal plane passing through the lowest point on the fixture from which light is emitted. Drop or sag lensed type fixtures are not be allowed. IESNA classification that describes a luminaire having a light distribution in which zero candela intensity (visible light) occurs at or above an angle of 90° above nadir. Additionally, the candela per 1000 lamp lumens does not numerically exceed 100 (10%) at or above a vertical angle of 80° above nadir." All lighting must be shielded and cannot trespass on adjacent properties, resulting in 0 light candles at the property line. These standards are specifically designed to reduce impacts on adjacent properties, and will reduce impacts of the Project to less than significant levels.

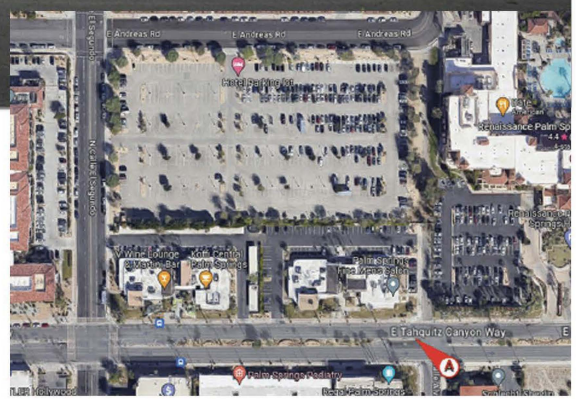
The Project will also include glass throughout, to provide windows and doors for individual rooms and units. However, the Project is designed with balconies, which result in deeply recessed windows and doors which will eliminate the potential for glare on surrounding properties and roadways. On the ground floor, the buildings are surrounded by landscaping and wall features, which will block glare to off-site locations. These design features will assure that impacts associated with glare from building materials will be less than significant.

Mitigation Measures: Mitigation not required.

Sources: Palm Springs General Plan; Section 14 Specific Plan; Palm Springs Municipal Code, Google Earth Pro.

EXISTING CONDITION

PROPOSED VIEW



View A
E. Tahquitz Canyon Way

N

Source: VisionScape Imagery, 11.2023

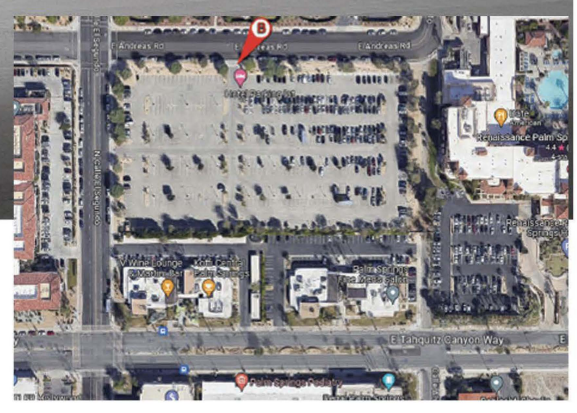
03.07.24

TERRA NOVA®
PLANNING & RESEARCH, INC.

Palm Springs Nexus Hotel
Visual Simulation - View A
Palm Springs, California

Exhibit

6a



N

View B
E. Andreas Rd.

Source: VisionScape Imagery, 11.2023

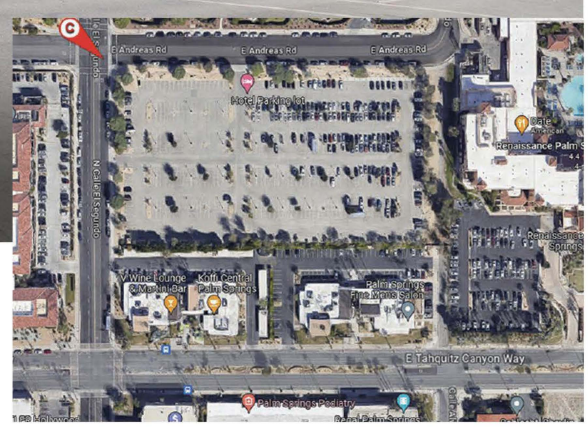
03.07.24

TERRA NOVA®
PLANNING & RESEARCH, INC.

Palm Springs Nexus Hotel
Visual Simulation - View B
Palm Springs, California

Exhibit

6b



N

View C
E. Andreas Rd. and N. Calle El Segundo

Source: VisionScape Imagery, 11.2023

03.07.24

TERRA NOVA®
PLANNING & RESEARCH, INC.

Palm Springs Nexus Hotel
Visual Simulation - View C
Palm Springs, California

Exhibit

6c

II. AGRICULTURAL AND FORESTRY RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **Would the project:**	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Setting

Currently, the site is developed and functions as a public parking lot. The Project's proposes a resort hotel, condominiums, amenities as shown in Exhibits 4a through 4f, parking and a restaurant, which is consistent with the Specific Plan RA land use designation. Additionally, the land use designations surrounding the site include Retail/Entertainment/Office (REO) and Residential High (HR) per the Specific Plan Land Use Plan. In the General Plan, the site is designated TRC and in its proximity are tourist resort uses, high and medium density residential land uses, a central business district, neighborhood community commercial uses, and an open public space.

Section 14 is a developed area suited for commercial and residential uses. The same pattern continues when observing all of Palm Springs which includes residential, tourist resort commercial, regional business, and industrial zones.

The Section 14 Specific Plan developed lands consist of commercial, resort attraction, and residential (medium to high density) land uses, accounting for 15%, 19.5%, and 49.7% of total Specific Plan land use at buildout, respectively (Specific Plan Table 4-1). The site's surroundings include high density residential, hotel buildings, and retail facilities. There are no agricultural or forestry zones in the vicinity of the Project or within Palm Springs.

Discussion of Impacts

a-e) No Impact.

Prime Farmland: No prime or unique farmland, or farmland of statewide importance exists within the Project site or vicinity. The Project site is not located on or near any property zoned or otherwise intended for agricultural uses. Therefore, no impact to state-designated agricultural land would occur.

Williamson Act: No land on or near the Project site is under Williamson Act contract. The proposed Project will not conflict with zoning for agricultural uses or a Williamson Act contract.

Forest Land: The Project site is currently zoned as Resort Attraction (RA) in the Section 14 Specific Plan. The subject site does not contain forest land, timberland, or timberland zoned as Timberland Production. The proposed project will not result in the loss or conversion of forestland to non-forest use. There will be no impacts to forest, timberland or timberland production as a result of the Project.

Mitigation Measures: Mitigation not required.

Monitoring: Monitoring not required.

Sources: Section 14 Specific Plan (2014); City of Palm Springs General Plan: Land Use Element (2007); California Important Farmland Map Finder, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed January 2024.

III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. **Would the project:**	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Setting

The City of Palm Springs is in the Salton Sea Air Basin (SSAB) under the jurisdiction of South Coast Air Quality Management District (SCAQMD). The SCAQMD is an air quality regulatory agency created to enforce the federal Clean Air Act and State's air quality program. In doing so, SCAQMD conducts inspections to evaluate and determine the basins compliance to air quality regulations.

The SCAQMD is required by Federal regulation to monitor and report the presence of criteria pollutants, identified by the Clean Air Act as: ozone (O3), particulate matter (PM10 and PM2.5), carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO2), and sulfur dioxide (SO2). The SCAQMD maintains 35 permanent air quality monitoring stations throughout the South Coast Air Basin including Los Angeles, Orange County, and San Bernardino counties, and the Salton Sea Basin including Riverside County.

The Project site is located within Source Receptor Area (SRA) 30, which includes monitoring stations in Palm Springs, Indio, and Mecca (Saul Martinez). Under SCAQMD, the Project is subject to the 2003 PM10 Coachella Valley Implementation Plan (SIP) and the 2022 SCAQMD Air Quality Management Plan (2022 AQMP). These regulatory plans aim to reduce air pollution in Palm Springs and neighboring cities since currently the Valley exceeds the federal and state standards for ozone and PM10.

The U.S. Environmental Protection Agency (U.S. EPA) designates areas according to whether it meets or does not meet the national primary or secondary ambient air quality standard for the National Ambient Air Quality Standard. In terms of ozone, the Coachella Valley is classified as an "Extreme" region. The classification mandates the Valley to meet the 2015 8-hour ozone 70-part per billion (ppb)

standard by August 2033. Regarding PM 10, the Coachella Valley is classified as "Serious". Both the 2003 PM 10 Coachella Valley SIP and 2022 SCAQMP AQMP comply with the EPA's mandate by outlining methods to reduce NOx, key component in ozone, and PM10.

The Project will emit criteria air pollutants during both the construction and the operational phases. Construction and operational emissions were projected using California Emissions Estimator Model (CalEEMod) Version 2022.1. CalEEMod is a Statewide land use emission computer model developed for the California Air Pollution Officers Association (CAPCOA) in collaboration with the California Air Districts, including the SCAQMD, that provides a uniform platform to quantify potential criteria pollutant and greenhouse emissions associated with construction and operation of land development projects. CalEEMod utilizes widely accepted methodologies for estimating emissions from several sources, including studies commissioned by the California Energy Commission (CEC). CalEEMod Version 2022.1 analyzes operational emissions from natural gas and electricity usage for residential and non-residential uses, and models Title 24 energy conservation standards applicable to all residential and non- residential buildings throughout California. For electricity, Title 24 uses include the major building envelope systems covered by Part 6 (California Energy Code) of Title 24 such as space heating, space cooling, water heating, and ventilation. For natural gas, Title 24 uses include building heating and hot water end uses. CalEEMod calculates criteria air pollutants, including CO, PM_{10}, $PM_{2.5}$, and the ozone precursors ROG and NO_x. CalEEMod output tables are provided in Appendix A.

The modeling data is compared to SCAQMD emission thresholds to determine whether the Project would exceed thresholds at any point. Table 1 lists SCAQMD emission thresholds for both construction and operation.

Table 1
SCAQMD Air Criteria Pollutant Thresholds

Pollutant	NO_x	VOC	SO_x	CO	$PM_{2.5}$	PM_{10}	Pb
Construction (pounds/day)	100	75	150	550	55	150	3
Operation (pounds/day)	55	55	150	550	55	150	3
Source: South Coast AQMD CEQA Handbook, 1993.							

Discussion of Impacts

a) **Less Than Significant Impact.** Under CEQA, a significant air quality impact could occur if the project is not consistent with the applicable Air Quality Management Plan (AQMP) or would obstruct the implementation of the policies or hinder reaching the goals of that plan. The Project site is located within the SSAB and will be subject to SCAQMD's 2022 AQMP and the 2003 CV PM_{10} SIP. Both plans address the Coachella Valley's exceedance of PM_{10} and ozone emissions, and each establish set standards or guidelines for new development to operate within at the time of construction and operation to ensure the added land use does not exasperate the Valley's "Extreme" and/or "Serious" nonattainment status for ozone and PM_{10}, respectively. The SCAQMD imposes air criteria emission thresholds (Table 1) for construction and operation that ensures the emissions levels remain within acceptable levels to remain consistent with their projected air pollutant emissions for future attainment. As mandated by the regional air quality district, the Project will adhere to all the standards and requirements outlined in the updated Air Quality Management Plan and the Coachella Valley PM_{10} Plan. As shown in Tables 2 and 3, below, Project emissions would not exceed SCAQMD thresholds of significance. Therefore, the Project will not conflict with or obstruct the implementation of any air quality plan. Air quality impacts related to violating said plans will be less than significant.

b) **Less Than Significant Impact.** A project is considered to have significant impacts if there is a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. As previously stated, the SSAB is currently a non-attainment area for PM_{10} and ozone. Therefore, if the project's construction and/or operational emissions exceed SCAQMD thresholds for PM_{10} and ozone precursors, which include carbon monoxide (CO), nitrous oxides (NOx), and volatile/reactive organic compounds (VOC or ROG), then impacts would be cumulatively considerable and significant.

The development includes the construction of a 9-story tall residential and hotel buildings with a maximum of 132 condominium units and 125 hotel rooms. Added supporting facilities will consist of a 6,040 sf standalone restaurant, 5,023 sf event space, pool bar, three (3) swimming pools, roof top social club, and other indoor facilities. The Project's construction is projected to start in June 2025 and with an 18 month buildout period, the Project will be operational by 2027.

According to the air quality report, modeled by CalEEMod Version 2022.1.1.28 (Appendix A to this Initial Study), the results indicated the Project will emit air pollutants during construction and operation. However, emissions will not exceed SCAQMD criteria pollutant thresholds at any stage.

Construction Emissions:
For purposes of analysis, an 18 month construction period is assumed for buildout of a high rise residential and commercial building. The construction period includes all aspects of project development, including demolition of the parking lot, site preparation, grading, building construction, paving, and architectural coating.

The Project construction will emit air pollutant criteria. As shown in Table 2, emissions related to construction activities will not exceed SCAQMD thresholds for any criteria pollutant. The data reflects average daily unmitigated emissions for the 18 month duration of construction, including in summer and winter conditions. The modeling assumes a net material export (dirt/soil) of 38,512 cubic yards per preliminary grading plan dated October 2023, which was prepared by a registered engineer and reflects the flat site and the construction of sub-surface structures. Applicable standards and best management practices will be imposed onto Project-related construction activities including fugitive dust control and management plan in accordance with SCAQMD Rule 403 and the City's Ordinance Code Section 8.50.022(a). The dust management plan includes requirements for the control of dust during grading, including site watering, track-out devices and restrictions on grading activities during periods of high wind. These standard requirements will be reviewed and approved by the City consistent with conditions of approval for the Project.

Table 2 Maximum Daily Construction-Related Emissions Summary (pounds/day)						
Construction Emissions[1]	**NO_x**	**VOC**	**SO_x**	**CO**	**$PM_{2.5}$**	**PM_{10}**
Daily Maximum	48.1	20.4	0.17	41.8	11.4	21.3
SCAQMD Thresholds	**100**	**75**	**150**	**550**	**55**	**150**
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod Version 2022.1.1.28 See Appendix A for detailed emissions data. [1] Maximum daily average of winter conditions. Standard fugitive dust control and best management practices are applied to the PM emissions.						

As indicated by Table 2, the Project construction emissions will not exceed SCAQMD thresholds with the imposition of Rule 403, as described above. Given the Project's construction emissions will not exceed SCAQMD thresholds, air quality impacts are expected to be less than significant.

Operational Emissions:

Currently, the subject property operates as a public parking lot serving the Palm Springs Convention Center, thus there are no direct operational emissions of criteria pollutants associated with the site. The Project would generate operational emissions associated with the proposed 132 condo units and 125 hotel rooms, standalone restaurant, and outdoor parking structure. Operational emissions sources will include stationary sources such as energy demand (electricity) emissions and mobile source (vehicle) emissions.

According to the Traffic Report prepared by Urban Crossroad in September 2024 (Appendix F), the Project will generate 1,378 daily vehicle trips. Table 3 reflects the Project's operational emissions when accounting for various emission sources including transportation emissions and electricity emissions such as the use of multiple HVAC units, kitchen appliances, indoor and outdoor lighting, security lighting, and other supportive equipment. The Project details, including vehicle trips from the Project traffic study, land uses, square footage, number of rooms and units, landscaping and parking area data were all included in the model assumptions to accurately describe the Project and generate Project-specific emissions data. Please see Appendix A.

Table 3 Maximum Daily Operation-Related Emissions Summary (pounds/day)						
Operation Emissions[1]	**NO_x**	**VOC**	**SO_x**	**CO**	**$PM_{2.5}$**	**PM_{10}**
Daily Maximum	9.65	17.9	0.20	98.7	4.31	16.1
SCAQMD Thresholds	**55**	**55**	**150**	**550**	**55**	**150**
Exceeds?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod Version 2022.1.1.28 See Appendix A for detailed emissions data. [1] Maximum daily average of summer conditions.						

As shown above, the Project's long-term operation will not exceed any of SCAQMD operational criteria air pollutant thresholds. Impacts related to operational emissions are therefore considered to be less than significant.

Cumulative Contributions:
A significant impact could occur if the Project would make a considerable cumulative contribution to federal or State non-attainment pollutants. The Coachella Valley portion of the SSAB is classified as a "non-attainment" area for PM_{10} and ozone. Cumulative air quality analysis is evaluated on a regional scale (rather than a neighborhood scale or city scale, for example) given the dispersing nature of pollutant emissions and aggregate impacts from surrounding jurisdictions and air management districts. Any development project or activity resulting in emissions of PM_{10}, ozone, or ozone precursors will contribute, to some degree, to regional non-attainment designations of ozone and PM_{10}.

The SCAQMD does not currently recommend quantified analyses of construction and/or operational emissions from multiple development projects, nor does it provide methodologies or thresholds of significance to be used to assess the significance of cumulative emissions generated by multiple cumulative projects. However, it is recommended that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.[3]

As shown in Tables 2 and 3, the Project does not exceed SCAQMD threshold for construction or operation. With the implementation of standard requirements and best management practices as mandated by the Fugitive Dust Control Plan in accordance with SCAQMD Rule 403.1 and the City's Municipal Code, any potential impacts related to cumulative contribution is reduced to less than a significant impact. Consistent with the requirements of the California Clean Air Act (CCAA), which considers the regional forecasted future regional growth when considering cumulative impacts, the Project's emissions will be consistent with those allowed in the General Plan and Specific Plan, which are the base documents on which SCAQMD bases its attainment planning. As a result, the Project's emissions are considered consistent with the attainment plans, and will not be cumulatively considerable. The Project will not contribute significantly to the Coachella Valley's nonattainment status for PM_{10} or ozone.

Similar to the construction phase, the project's operational emissions will not exceed SCAQMD thresholds. Since emissions from both phases remain below significance levels, the project will not contribute to a cumulatively considerable increase in air quality pollutants in the region. Therefore, both construction and operational emissions will result in less than significant cumulative impacts.

Summary:
As shown above, the Project will perform below SCAQMD significance air criteria thresholds for daily construction and operation emissions. Impacts to air quality as a result from the Project will be less than significant and cumulative impacts will also remain less than significant.

c) **Less Than Significant Impact.** Sensitive receptors are individuals within the community more susceptible to health issues related to poor air quality that typically include children, the elderly, and those with preexisting health problems. The nearest sensitive receptor is Plaza Villa, located 86.94± feet across E. Andreas Road to the north. The analysis shows that both construction and operational emissions will not exceed localized significance thresholds.

[3] http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf) (pg 7)

Therefore, sensitive receptors in proximity to the project site, including residents at Plaza Villa, will not be adversely affected by air emissions during either phase. No further mitigation measures are required

Analysis of Localized Significance Thresholds (LSTs) by a local government is voluntary and is designed for projects that are less than or equal to five acres. The maximum area of disturbance associated with buildout of the proposed Project is approximately 5.65 acres, and it is assumed that buildout would occur over the course of 18 months. Although the total Project area is greater than five acres, the area of daily disturbance (for purposes of LST analysis only) is limited to five acres or less per day at any given location. As such, the five-acre look up table is appropriate under the SCAQMD's methodology to screen for potential localized air quality impacts.[4] Based on the Project's proximity to existing housing, the 5-acre site tables at a distance of 25 meters (nearest measurement option in LST table) were used for LST analysis. Table 4 shows on-site emission concentrations for Project construction and operation will not exceed LST thresholds. Overall, the impacts will be less than significant.

Table 4
Localized Significance Thresholds Emissions
(pounds per day)

	CO	NOx	PM_{10}	$PM_{2.5}$
Construction				
Maximum Emissions	41.8	48.1	21.3	11.4
LST Threshold	**2,292.00**	**304.00**	**14.00**	**8.00**
Exceed?	**No**	**No**	**No**	**No**
Operation[1]				
Area	23.6	12.3	0.03	0.02
SCAQMD Thresholds	**2,292.00**	**304.00**	**4.00**	**2.00**
Exceed?	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2022.1.1.28
LST Threshold Source: LST Mass Rate Look-up Table, SCAQMD.
1. Operational emissions that affect sensitive receptors are limited to on-site area emissions. Energy and mobile emissions occur off-site.

Health Impacts

As shown in Table 2 and 3, construction and long-term operation of the Project will be below SCAQMD significant thresholds and thus, the Project will not violate or prevent the implementation of any regional air quality management plan or any air quality standard.

The health risk the Project poses onto the existing residential area cannot be determined with accuracy due to scientific and technological limitations that make predicting a Project-specific numerical impact difficult:

- Not all individuals will be affected equally due to medical history. Some may have medical pre-disposition and diet, and exercise levels tend to vary across a population.
- Due to the dispersing nature of pollutants, it is difficult to locate and identify which group of individuals will be impacted, either direct or indirectly.
- There are currently no approved methodologies or studies to base assumptions on, such as baseline health levels or the relationship between emission levels and health risks.

[4] South Coast AQMD, "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds."

Due to the limitations describe above, the Project's health risk to sensitive receptors is uncertain but unavailable. The Project limits any potential adverse impact by conforming to SCAQMD thresholds and related emission control standard such as SCAQMD Rule 403 and the City's Ordinance Code Section 8.50.022(a). It is anticipated that impact associated with all criteria pollutants will be less than significant overall and thus health effects will also be reduced to less than significant levels.

d) **Less Than Significant Impact.** The detection of odor emission is subjective and dependent on the receptor's sensitivity. Quality and intensity are two properties of a smell with quality referring to the nature of the smell (flowery, sweet, i.e.) and intensity referring to the strength or concentration of the smell in the air.

The Project proposes the operation of a mixed-use residential and hotel buildings with a standalone restaurant and multiple recreational facilities, all within 5.65± acres. It is anticipated for the Project to emit odors during construction and operation. Construction-related odors will be generated by paving and construction activities, but these odors will be temporary and will end once the construction period is complete. Operation-related odors will be primarily restaurants and residential (condominium) which involve food preparation, food waste, and use of candles and/or air fragrances, and vehicle exhaust. None of these smells are expected to generate an intense odor source to the extent of becoming unpleasant and/or leading to distress among the public, especially sensitive receptors within proximity to the site. The Project will adhere to any applicable odor ordinance to ensure potential impacts are reduced to the farthest extent possible.

Construction nor operation will emit a severe odor. Any potential impact will be minimized by the Project's compliance with applicable odor plans, policies, or ordinance codes. Therefore, impacts from odors are expected to be less than significant.

Mitigation Measures: Mitigation not required.

Monitoring: Monitoring not required.

Sources: South Coast Air Quality Management District Annual Air Quality Monitoring Network Plan (2023), EPA Green Book PM-10 (1978), Federal Register, "Designation of Areas for Air Quality Planning Purposes"; California; Coachella Valley Ozone Nonattainment Area; Reclassification to Extreme", https://federalregister.gov/documents/; Project-specific Air Quality Report (Appendix A), September 2024; CalEEMod Version 2022.1.1.28; Google Earth Pro.

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

Setting

The Project is situated on the southeast corner of N. Calle El Segundo and E. Andreas Road in Palm Springs. The site's current condition is developed with a parking lot, the Hilton Hotel to the west, Renaissance Hotel to the east, Plaza Villas to the north, and commercial building to the south. According to the Specific Plan and the City's General Plan, the Project's area is intended for high density residential and commercial use which coincides with the development proposal.

The site is not located near a biologically sensitive area. According to the City's 2007 General Plan Figure 5-2 ("Biological Sensitivity and conservation Areas Map"), the nearest biologically sensitive area is the San Jacinto Mountains located approximately 0.5 miles west of the site. Other biologically sensitive areas in the Project area include the Whitewater Floodplain Preserve, located north approximately 3.5 miles. However, the site does not cross these areas, nor does it intercept a sphere of influence.

The site is paved, and striped except for minimal ornamental landscaping. The Project proposes the use of native vegetation for landscaping purposes in accordance with the City Municipal Code. There is no native habitat on the site, due to its developed nature. Common species of birds, reptiles and small mammals are likely to occupy the ornamental landscape areas within the parking lot. However, due to the lack of native vegetation communities or plants, there is no suitable habitat for sensitive native species on or around the site.

Discussion of Impacts

a) **Less than Significant with Mitigation.** The Project site is currently developed and operating as a parking lot for the City of Palm Springs. The site is stripped of natural vegetation, and contains only ornamental perimeter landscaping. The site is within the boundary of the Tribal Habitat Conservation Plan (THCV) which provides a framework to protect and conserve suitable habitat for federally listed endangered species and "special status" species deemed by the Tribe and the U.S. Department of Fish and Wildlife Service (USFWS) as sensitive and potentially in need of listing in the future.

According to the THCV vicinity map, the site is not located on or near a conservation area. The Project will replace existing paving and ornamental landscaping with new structures and ornamental landscaping.

The existing vegetation on and adjacent to the site would have the potential to provide nesting opportunities for birds covered under the Migratory Bird Treaty Act (MBTA). Nesting activities would occur between January and August of any year. Under the provisions of the MBTA, impacts to covered nesting birds would be considered significant. In order to assure that impacts to bird nests covered under the MBTA are reduced to less than significant levels, a pre-construction survey is required if any activity to remove vegetation is proposed during the nesting season, as provided in Mitigation Measure BIO-1, below. With implementation of this mitigation measure, impacts to birds covered by the MBTA will be less than significant.

b) **No Impact.** As mentioned above, the Project is located within a high-density development area where conservation areas are not found. According to the conservation map by the Coachella Valley Conservation Commission, the nearest conservation area in relation to the Project is the Santa Rosa and San Jacinto Mountains Conservation Area, located approximately 0.5 miles to the west. There is no identifiable riparian habitat on the Project site or within the site's immediate planning area. The development of the Project at the site will not create adverse effects onto the riparian habitat or other sensitive natural communities identified by the THCV or the USFWS because of the distance. The Project will have no impact.

c) **No Impact.** The Project is not located on or near a state or federally protected wetland. The lands surrounding the Project site are all developed for buildings or streets, and also contain no wetlands. There will be no impact to wetlands as a result of the proposed Project.

d) **No Impact.** The site is currently developed with a paved parking lot and has some desert vegetation along the perimeter for landscaping purposes. The site is heavily disturbed by the existing onsite development, adjacent roadways including N. Calle El Segundo and E. Andreas Road, and neighboring commercial, residential, and resort hotel buildings. Any suitable habitat for any native species has been completely degraded due to the area's development. Additionally, the site lacks connections to other native habitats. Therefore, the site does not experience the migration of native wildlife and does not substantially interfere with the movement of any species, nor does it limit the use of native wildlife nursey sites.

e, f) **No Impact.** The site is located on Indian Reservation land which is exempt from compliance with the Coachella Valley Multi-Species Habitat Conservation Plan (CVMSHCP) and the Development Mitigation Fee. However, the Project is subject to the Tribe's regulations and policies including the THCV. The Project is not within a conservation area, nor does it impact endangered or special status species. The proposed development is consistent with local policies and ordinance protecting biological resources. Therefore, no significant impacts to biological resources will occur from the Project's conflict or violation with any local, regional, or state habitat conservation plan.

Mitigation Measures:

BIO-1 Any grubbing, grading, vegetation removal, or other ground disturbance occurring between January 15th and August 31st shall require a pre-construction nesting bird survey conducted by a qualified biologist no more than 72 hours prior to the start of activities. If active nests are found, the qualified biologist shall establish buffer zones and non-disturbance areas protecting the nest(s) until the young have fledged. A buffer of at least 300 feet for songbirds and 500 feet for raptors is generally recommended. A biologist shall monitor the site weekly to ensure that the buffer is maintained.

Monitoring:

BIO-A Prior to the issuance of any permit to allow ground disturbance on the site, the Project Proponent shall furnish the City with pre-construction survey for MBTA covered birds prior to the issuance of grubbing or grading permits.
Responsible Parties: Project applicant, Project biologist, Planning Department.

Sources: Section 14 Specific Plan (2014), Tribal Habitat Conservation Plan (2010); Coachella Valley Conservation Commission Plan Maps, Coachella Valley Multiple Species Habitat Conservation Plan (2008); City's General Plan Recreation, "Open Space and Conservation Element" (2007); Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (2007).

V. CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Setting

The City of Palm Springs is located in the Coachella Valley, which is home to the Cahuilla Indian Tribe. The Tribe is geographically divided into three subgroups in relation to where they lived: Desert Cahuilla, Mountain Cahuilla, and Western (San Gorgonio Pass) Cahuilla. The Agua Caliente Band of the Cahuilla Indians are part of the Desert Cahuilla and have had their primary settlement patterns in Palm Springs.

The Agua Caliente Band of the Cahuilla Indians (Tribe) has lived in the Palm Springs area for at least 5,000 years, according to archaeological findings. The Tribe's subsistence depended on the environment to provide food, clothing, and shelter. These physical interactions with nature allowed the Tribe to develop a strong kinship with the land, mountains, canyons, and wildlife. However, their land became contested when new settlers arrived to the Valley and their ownership was revoked.

In 1876, the presidential executive order signed by the President at the time recognized and federally established the Agua Caliente Band of the Cahuilla Indians Tribe. The same executive order would be expanded in 1877 to allot 6,630± acres of Indian Trust lands to the Tribe. These lands are preserved and recognized as Tribal sovereign nation and, as such, the Tribe has absolute jurisdiction over their territory. Their lands are independent from the federal, state, and local government and exempt from regulatory agencies.

The Coachella Valley saw the first noted European explorations in the 1820's. By the 1870's non-native settlements began to occur across the Coachella Valley, as new federal laws opened lands for new settlers. In 1853, United States Topographical Survey Engineers described the combination of palm trees and warm springs they encountered as 'Palm Springs', which became a common name several years later. Palm Springs evolved into a modern city since the postwar period and became a sought-after resort and vacation destination. The Tribe's has contributed to Palm Springs image for offering unique service including casino games, luxury accommodations, concerts, and live shows.

Historical and Archaeological Resources

According to PRC §5020.1(j), '"historical resource' includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California." More specifically, CEQA guidelines state that the

term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the Lead Agency (Title 14 CCR §15064.5(a)(1)-(3)).

Regarding the proper criteria of historical significance, CEQA guidelines mandate that "a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
(2) Is associated with the lives of persons important in our past.
(3) Embodies the distinctive characteristics of a type, period, region, or method construction, or represents the work of an important creative individual, or possesses high artistic values.
(4) Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

A local register of historical resources, as defined by PRC §5020.1(k), "means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution." Palm Spring's Historic Preservation Ordinance (Chapter 8.05, Palm Springs Municipal Code) provides for the establishment of a historic resources inventory as the official local register for properties within the City, including Tribal lands. The City initiated its first comprehensive historic resources survey in 1976 and is updated periodically. Per Chapter 8.05.070 of the Palm Springs Municipal Code, a site, structure, building or object may be designated as a Class 1 historic resource, provided one or more of the criteria in subsections "a" and "b" are met:

a. The site, structure, building or object exhibits exceptional historic significance and meets one or more of the criteria listed below:
    (i) The resource is associated with events that have made a meaningful contribution to the nation, state or community; or
    (ii) The resource is associated with the lives of persons who made a meaningful contribution to national, state or local history; or
    (iii) The resource reflects or exemplifies a particular period of national, state or local history; or
    (iv) The resource embodies the distinctive characteristics of a type, period or method of construction; or
    (v) The resource presents the work of a master builder, designer, artist, or architect whose individual genius influenced his or her age, or that possesses high artistic value; or
    (vi) The resource represents a significant and distinguishable entity whose components may lack individual distinction, as used in evaluating applications for designation of historic districts, for parcels on which more than one entity exists; or
    (vii) The resource has yielded or may be likely to yield information important to national, state or local history or prehistory.

b. The site, structure, building or object shall be evaluated for integrity of location, design, setting, materials, workmanship, feeling and association according to the United States Department of the Interior, National Park Service's National Register Bulletin titled: "How to apply the National Register Criteria for Evaluation" as revised from time to time.

Discussion of Impacts

a) **Less Than Significant Impact**. The Project site is currently developed with a paved parking lot. A significant impact could occur if the Project would disturb historic resources that presently exist within site boundaries. Historic structures and sites are defined by local, state, and federal criteria. A site or structure may be historically significant if it is locally protected through a local General Plan or historic preservation ordinance. The State, through the State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are historically significant. A search through the California Office of Historic Preservation, California Historical Resources database[5] and review of the Citywide Historic Resource Inventory indicated that the site not listed in the National or California Registrar, nor is it listed on a local inventory. A Class 1 locally significant resource, Tahquitz Plaza (aka Kaptur Plaza), is located to the south of the Project site. The site consists of multiple single story commercial/office buildings that were designated by the City in 2015. The buildings in Tahquitz Plaza are located 65 to 70 feet west of the property line, and 89 to 94 feet from the Project boundary, with an alleyway being located on intervening property. Within the Project site, the single story event space, located in the center of the Project, will abut the alleyway. In addition, the north-south axis of the residential building will occur immediately north of the alley, and extend to 9 stories in height, while the Project's parking garage forms the southeast corner of the Project, and will extend to 4 stories. The balance of the Project components adjacent to the alleyway consist of landscaping, pool/outdoor recreation and parking for the free-standing restaurant. None of the Project components will occur within the Tahquitz Plaza boundary, nor will they impact that property. As a result, impacts associated with historic structures in the vicinity of the Project will be less than significant. Please also see Section XIII, Noise.

b) **Less Than Significant with Mitigation.** The Project site is in an urbanized area of the City and is currently developed. The Project proposes the removal of the existing parking lot materials and re-development of the site. The Project includes a subterranean parking level that will require excavation during the construction phase. The Project area is within the traditional use area of the Agua Caliente Band of Cahuilla Indians, and the potential exists for archaeological resources to be uncovered during ground-disturbing activities. Although the site has been previously graded, features or artifacts of prehistoric origin may be uncovered during Project development, particularly since excavation for parking structure will be at greater depth than previously occurred. This would represent a potentially significant impact. To reduce the potential impacts, Mitigation Measure CUL-1 will be implemented that requires educating construction personnel about possible archaeological artifacts, human remains, and other cultural materials that could be uncovered during construction activities, pursuant to §15064.5. If any of those materials are unearthed during construction, Mitigation Measure CUL-2 would require further actions to secure those materials and assure their proper disposition.

The City conducted Tribal Consultation under AB 52 for this project, and contacted the six Tribes who have requested to be consulted for all development projects, including the ACBCI. No responses or requests for consultation were received. Please also see Tribal Cultural Resources, below.

Overall, impacts to archaeological resources pursuant to Section 15064.5 will be mitigated to less than significant levels through implementation of Mitigation Measures CUL-1 and CUL-2.

[5] California Office of Historic Preservation, https://ohp.parks.ca.gov/listedresources/. Accessed January 2024.

c) **No Impact**. The Project site has not been previously used as a cemetery. It is unlikely that human remains will be uncovered during the Project's development. However, should human remains be uncovered, California law requires that all activity cease immediately, and local law enforcement and the coroner be notified to determine the nature of the remains and whether Native American consultation is needed. This requirement of law assures that there will be no impact to cemeteries or human remains. Pursuit with state standards, no impacts to human remains will occur by the Project's implementation.

Mitigation Measures:

CUL-1 Prior to commencing any phase of Project ground disturbance, all personnel working onsite shall complete a comprehensive worker's awareness training program (WEAP) conducted by a certified professional archaeologist. This program shall cover the identification of cultural and archaeological resources, including artifacts and human remains, and the procedures required in the event of discovery. The training will be supplemented by a handbook distributed to each worker.

CUL-2 If buried cultural materials are encountered inadvertently during any earth-moving operations associated with the Project, all work within 50 feet of the discovery will be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the find. The archaeologist shall prepare a findings report summarizing the methods and results of the investigation, including an itemized inventory and detailed analysis of recovered artifacts upon completion of field and laboratory work. The report shall include an interpretation of the cultural activities represented by the artifacts and discussion of their significance. The submittal of the report to the City and Tribal representative, as appropriate, along with final disposition of the recovered artifacts in a manner consistent with the City's, Project archaeologist's, and consulting tribes' standards, will signify the completion of the monitoring program and the mitigation of potential project impacts on cultural and tribal resources.

Monitoring:

CUL-A Within 30 days of the completion of ground disturbing activities on the Project site, a report of findings shall be filed with the City. The report will summarize the methods and results of the evaluation, including an itemized inventory and a detailed analysis of recovered artifacts, upon completion of the field and laboratory work. The report should include an interpretation of the cultural activities represented by the artifacts and a discussion of the significance of all archaeological finds.
Responsible parties: Project applicant, Project archaeologist, Tribal monitor, Planning Division, City Engineer.

Sources: City of Palm Springs Municipal Code, Chapter 8.05 Historic Preservation; Palm Springs Citywide Historic Context Statement & Survey Findings, December 2018; Palm Springs Citywide Historic Resource Inventory, City of Palm Springs Department of Planning Services. Revised January 5, 2023; California Office of Historic Preservation, https://ohp.parks.ca.gov/listedresources/.

VI. ENERGY Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Setting

The two main energy providers for the Palm Springs are Southern California Edison and Southern California Gas Company.

Southern California Edison (SCE) is among the state's largest energy utility providers, covering eastern and southern California, including Riverside Counties. SCE's service area is approximately 50,000 square-miles, encompassing a population of more than 15 million people. The company generates electricity from natural sources including fossil fuel (coal, natural gas, and oil), renewables sources including hydro, solar, wind, and nuclear. In Palm Springs, SCE maintains major transmission lines within the City along their normal distribution systems to deliver power and bring voltages down to usable levels.

The Southern California Gas Company (SoCalGas) serves central and southern California, encompassing approximately 24,000 square miles and 21.1 million consumers. SoCalGas operates gas transmission systems consisting of pipelines carrying natural gas from Texas and New Mexico throughout its service region and storage facilities located in Aliso Canyon, Honor Rancho, La Goleta, and Playa del Rey. SoCalGas provides natural gas services to Palm Springs residential, commercial, and industrial facilities.

The Project's energy supply will be serviced by SCE and SoCalGas.

Discussion of Impacts

a) **Less Than Significant Impact.** The Project proposes the redevelopment of an existing paved and stripped parking lot to include a mixed-used hotel and residential structure with 125 hotel rooms and 132 condo units. In addition to the site's primary operation, the site will also include a 6,040 sf standalone restaurant, event space, roof top social club, fitness rooms, three (3) swimming pools, and other in-hotel facilities. The construction and operation of the Project will require the use of energy.

Construction Energy Demand

Energy will be consumed during construction for activities associated with parking lot demolition, site preparation, grading, building construction, paving, and architectural coating. The primary energy source during construction would be petroleum fuels (i.e. gasoline and diesel), which would be used for the operation of heavy equipment, manufacturing and transport of materials, and transport of construction workers. Electricity would be used to a lesser extent, in order to power electric equipment, worksite lighting, and temporary worksite offices.

Table 5 provides construction equipment fuel estimates based on the construction activity timeline, construction equipment schedules, equipment power ratings, and load factors programmed in CalEEMod. The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hour per gallon (hp-hr-gal.), per the California Are Resource Board's (CARB's) Carl Moyer Program Guidelines (2018), Table D-21 Fuel Consumption Rate Factors.[6] For analysis purposes, CalEEMod assumes all construction equipment is diesel powered. As shown in the table below, Project construction activities would consume an estimated 56,607 gallons of diesel fuel.

Table 5
Construction Equipment Fuel Consumption Estimates

Phase	Duration (Days)	Equipment	HP Rating	Qty	Usage Hours	Load Factor	HP-hrs/day	Fuel Consumption
Demolition	30	Concrete/Industrial Saws	33	1	8	0.73	193	313
		Excavators	36	3	8	0.38	328	532
		Rubber Tired Dozers	367	2	8	0.40	2,349	3,809
Site Preparation	25	Rubber Tired Dozers	367	3	8	0.40	3,523	4,761
		Tractors/Loaders/Backhoes	84	4	8	0.37	995	1,344
Grading	20	Graders	148	1	8	0.41	485	525
		Excavators	36	2	8	0.38	219	237
		Tractors/Loaders/Backhoes	84	2	8	0.37	497	538
		Scrapers	423	2	8	0.48	3,249	3,512
		Rubber Tired Dozers	367	1	8	0.40	1,174	1,270
Building Construction	339	Forklifts	82	3	8	0.20	394	7,212
		Generator Sets	14	1	8	0.74	83	1,519
		Cranes	367	1	7	0.29	745	13,652
		Welders	46	1	8	0.45	166	3,035
		Tractors/Loaders/Backhoes	84	3	7	0.37	653	11,960
Paving	20	Pavers	81	2	8	0.42	544	588
		Paving Equipment	89	2	8	0.36	513	555
		Rollers	36	2	8	0.38	219	237
Architectural Coating	175	Air Compressors	37	1	6	0.48	107	1,008
Construction Equipment Fuel Demand (Gallons Diesel Fuel)								**56,607**
Fuel consumption = [((Usage Hours x Qty.) x Load Factor) x HP Rating]/18.5 x Number of Days								

Table 6 shows the estimated annual fuel consumption resulting from Project construction worker trips. The construction phase duration, trip type, daily worker trips, and trip lengths were derived from the Project's CalEEMod detailed report. The average vehicle fuel economy estimates were derived from the U.S. Department of Energy Alternative Fuels Data Center.[7] For purposes of this analysis, it is assumed that the majority of worker trips are by cars (24.4 miles per gallon (mpg), gasoline), hauling trips are by Class 8 trucks (6.4 mpg, diesel), and vendor trips are by delivery trucks (7.7 mpg, diesel). As shown in the table below, it is assumed that 125,657 gallons of fuel will be consumed related to construction work vehicle trips.

[6] The Carl Moyer Program Guidelines Volume I: Program Overview, Program Administration and Project Criteria, approved by the California Environmental Protection Agency Air Resource Board on April 27, 2017.

[7] Average Fuel Economy by Major Vehicle Category, last updated January 2024. U.S. Department of Energy. Accessed September 2024. https://afdc.energy.gov/data/10310

Table 6
Construction Worker Fuel Consumption Estimates

Phase	Duration (Days)	Trip Type	Worker Trips/ Day	Trip Length (Miles)	VMT	Avg. Fuel Economy (mpg)	Fuel Consumption (gallons)
Demolition	30	Worker	15	18.5	8,325.0	24.4	341
		Hauling	49	20.0	29,400.0	6.4	4,594
Site Preparation	25	Worker	17.5	18.5	8,093.8	24.4	332
Grading	20	Worker	20	18.5	7,400.0	24.4	303
		Hauling	241	20.0	96,400.0	6.4	15,063
Building Construction	339	Worker	251	18.5	1,574,146.5	24.4	64,514
		Vendor	74.9	10.2	258,989.2	7.7	33,635
Paving	20	Worker	15	18.5	5,550.0	24.4	227
Architectural Coating	175	Worker	50.1	18.5	162,198.8	24.4	6,647
Construction Worker Vehicle Fuel Demand (Gallons of Fuel)							**125,657**

Is summary, the total fuel consumption related to Project construction would be 182,264 gallons. It should be noted that the use of construction equipment and construction worker trips would represent a "single-event" fuel demand and would not require an on-going demand for fuel resources. In addition, the equipment used for Project construction would conform to CARB regulations and California emissions standards intended to clean up construction equipment fleets by retiring older models for newer, cleaner models. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Overall, gasoline and diesel fuels consumed for transportation during construction of the Project would be temporary and would not be wasteful or inefficient. Therefore, impacts would be less than significant.

Operation Energy Demand

The Project's air quality and greenhouse gas emissions were projected using the California Emissions Estimator Model (CalEEMod) Version 2022.1. The results of this modeling included the Project's estimated annual energy consumption during operations. The Project would consume energy for uses such as indoor and outdoor lighting, HVAC systems, water heating and cooling, and for household activities such as cooking.

The Project projected to use4,634,367 kWh of electricity per year and 8,343,170 kBTU (83,452 therms) of natural gas per year. The Project is within the service area for Southern California Edison (SCE) and Southern California Gas (SoCalGas).

All residences resulting from the proposed subdivision will be required to be constructed in accordance with applicable requirements in the most recent edition of Title 24 of the California Code of Regulations, including the Building Code and Energy Code, at the time of construction. Compliance with all requirements from the Title 24 codes, which as of 2022, require the installation of solar panels on all new residential buildings and performance standards for water heating and air conditioning, which will ensure that the most efficient building technologies are being used, and that energy use is not wasteful, inefficient, or unnecessary. Furthermore, the Renewable Portfolio Standard, as updated by Senate Bill 100, requires energy providers to derive 60% of their electricity from renewable energy sources by 2030 and 100% by 2045. As a result, electricity needs not met by the required on-site renewable energy generation and provided by SCE will increasingly be come from renewable sources.

Overall, both the proposed development and the electricity provider will be required to comply with state regulations, ensuring that the Project does not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Compliance with state regulations will ensure that the proposed development will not be wasteful, inefficient, or unnecessary it its energy consumption, and that associated impacts will be less than significant.

Transportation Energy Demand

The Project's daily trip generation rate was calculated using the Institute of Transportation Engineers (ITE) Trip General Manual 11th Edition. CalEEMod estimated that the Project would generate 6,990,190 VMT per year. Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the Project site. Assuming an average fuel economy of 24.4 mpg for passenger cars[8], the Project will demand 286,483 gallons of fuel annually. According to the CARB EMFAC2021 Model, the total annual VMT for Riverside County is 56,785,072 miles for all vehicle classes. For analysis purposes, assuming the same average fuel economy of 24.4 mpg would result in a county total annual fuel consumption of 2,327,257 gallons. The Project total annual consumption of 286,483 gallons represents 12.3% of the County's total fuel consumption.

Project annual fuel consumption estimates likely represent maximums that would occur because the average fuel economies of vehicles accessing the Project site can be expected to improve as newer, more efficient vehicle models enter the circulation system Project trip generation and VMT are consistent with other residential uses of similar scale and configuration, as reflected respectively in the ITE Trip Generation Manual 11th Edition and CalEEMod. Therefore, Project operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other residential developments of similar size.

Conclusion

The Project energy use during construction and operation will not be wasteful, inefficient, or unnecessary because of the Project's compliance to the applicable state and local energy code. Impacts are limited to less than significant levels.

b) **No Impact.** The Clean Energy and Pollution Reduction Act (Senate Bill 350) increased California's renewable electricity goal from 33% by 2020 to 50% by 2030. The objective of the senate bill is to increase the use of renewable energy sources including solar, wind, biomass, geothermal, and others. The SB 350 targets large utilities such as Southern California Edison to develop and adopt the production of energy through renewable sources as to continue meeting the customer's resource needs, reduce GHG emissions, and introduce clean energy to the grid.

The Project will not conflict with the implementation or effectiveness of SB 350 or any other state or local renewable energy and/or energy efficiency plan or policy. The development will consist of a multifamily residential and hotel structure with recreational and supporting facilities which will be required to adhere to the City's building code, zoning ordinance, and other standards, including the Palm Springs 2013 Climate Action Plan. The Project will not

[8] Average Fuel Economy by Major Vehicle Category, last updated January 2024. U.S. Department of Energy. Accessed June 11, 2024. https://afdc.energy.gov/data/10310

obstruct or limit the any state or local plan and/or policy regarding renewable energy or energy efficiency and thus, no impacts are expected.

Mitigation Measures: Mitigation not required.

Monitoring: Mitigation not required.

Sources: City of Palm Springs General Plan, 2007; Southern California Edison, https://www.edison.com/about-us/; Southern California Gas Company, https://www.socalgas.com/about-us/; CARB EMFAC2021 Model

VII. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Setting

Geological Setting

Palm Springs is in the Coachella Valley which is located in the southeast portion of the Colorado Desert. The City is geographically defined by the San Jacinto Mountains to the west, the Santa Rosa Mountains and the Indian Canyons to the south, and the San Bernardino Mountains to the north. The City encompasses 60,440 acres, or approximately 95 square miles of relatively flat land at an elevation of 479 feet above sea level.

Palm Springs has five desert habitats including the Sonoran Desert Scrub, the Chaparral, the Riparian Forest and Woodland, the Juniper Woodland, and the Desert Interior Dune. These habitats are distinguished based on physical differences ranging in elevation, soil, solar, wind exposure, temperature, and water supply. In addition, the City's proximity to the San Jacinto Mountains creates a regional soil ranging from rocky outcrops to coarse gravel, and fine-grained Carsitas and Myoma soil that covers the western Valley floor. Due to the predominant dry and granular sediment the San Gorgonio Pass running between the San Bernardino Mountains to the north and the San Jacinto Mountains to the south causes wind erosions.

The City is located near the southern San Andreas Fault (the Fault). The Fault extends from the Salton Sea, north of the San Bernardino Mountains and along the San Gabriel Mountains, running northwestward for more than 800 miles. The Fault defines the boundary between the Northern Pacific and North American tectonic plates. The North Pacific plate moves laterally to the north past the North American plate, classifying the Fault a strike-slip fault.

The geology and seismic activity of the Coachella Valley is primarily influenced by the tectonics of the San Andrea and San Jacinto fault systems. The San Andreas Fault is a continental transform fault that extends roughly 750 miles through California. It forms the tectonic boundary between the Pacific Plate and the North American Plate, and its motion is right-lateral strike-slip (horizontal). The San Jacinto Fault Zone (SJFZ) is a major strike-slip fault zone that runs through San Bernardino, Riverside, San Diego, and Imperial Counties in Southern California. The SJFZ is a component of the larger San Andreas transform system and is considered to be the most seismically active fault zone in the area.

Paleontological Resources

Paleontological resources are the fossilized remains of prehistoric animals and plants, created more than 12,000 years ago in the Pleistocene era. Fossils are usually buried resources, and often cannot be identified on the surface. The subject property has been previous disturbed and graded, reducing the potential for paleontological resources from being uncovered during ground disturbance. However, the site plan proposes the buildout of an underground parking structure at the northeast quadrant which raises the potential to uncover paleontological resources given the displacement of soil at a greater extent than initially with the development of the parking lot. However, the Riverside County General Plan identifies Palm Springs, including the Project site, as having low sensitivity to paleontological resources.[9]

Discussion of Impacts

a.i) **No Impact.** The subject property is not located within or adjacent to an Alquist-Priolo Earthquake Fault Zone. The nearest active earthquake fault is the Banning fault, part of the San Andreas Fault Zone, approximately 6.8 miles north of the site. There are no active faults in the vicinity of the subject property or within the site boundary. Fault rupture is not expected to occur on the site because the Banning fault nor any other fault cross the planning site. No impacts are anticipated.

a.ii) **Less Than Significant Impact.** The Project site is located in a seismically active region where earthquakes originating on local and regional seismic faults can produce severe ground

[9] Riverside County General Plan, "Multipurpose Open Space Element," (revised 2015), fig. OS-8, "Paleontological Sensitivity Resources Map."

shaking. Buildings proposed for the site will be required to conform to the most recent edition of the California Building Code (CBC) to provide collapse-resistant design. These building standards are designed to minimize the catastrophic failure of buildings, thereby lowering the potential impacts to life and property. According to the CBC, Site Class D may be used to estimate design seismic loading for the proposed structures. As a result of these standards, Project-related impacts associated with seismic ground shaking will be less than significant.

a.iii) **Less Than Significant Impact with Mitigation.** According to the Palm Springs General Plan Figure 6-1, the Project site is located in an area that has a low liquefaction susceptibility. Provided that grading and other development plans for the Project site are designed in accordance with the site-specific mitigation measure (Mitigation Measure GEO.1) for soils and geological conditions, Project-related impacts from seismic ground failure will be less than significant.

a.iv) **No Impact.** According to the Palm Spring General Plan Figure 6-2 ("Landslide Susceptibility"), areas susceptible to landslide are limited to areas immediately adjacent to the San Jacinto Mountains hillside. The Project is not susceptible to landslides because of its relatively flat terrain and distance greater than 2,000 feet from the San Jacinto Mountain hillside. Landslides do not pose a safety hazard for the Project. No impacts will occur.

b) **Less than Significant Impact.** The Project site is located within a high wind erodibility zone, according to the Palm Springs General Plan Figure 6-4 ("Wind Hazard Zones"). The site currently exists as a paved parking lot, and there are no exposed areas of topsoil susceptible to wind erosion. However, buildout of the Project will result in ground disturbances, including demolition of the existing parking lot, site preparation and grading, that have the potential to temporarily increase soil erosion. The Project will include new structures, paved surfaces, and landscaping that will stabilize ground surfaces and resist long-term erosion. The Project will be required to submit and implement a site-specific dust control mitigation plan as part of the grading permit process to minimize potential impacts caused by blowing dust and sand during construction. Adherence to this standard requirement will assure that potential wind erosion impacts remain less than significant.

The Project is designed to retain stormwater onsite and have sufficient capacity to accommodate a 100-year storm event (see Section X, Hydrology and Water Quality). Onsite stormwater run-off will be conveyed and detained in an underground infiltration system using catch basins and storm drainpipes. Stormwater overflow will be discharged to the existing 36" storm drain main located along the eastern alleyway. Implementation of Best Management Practices (BMPs) will ensure that the Project will not result in substantial erosion or siltation on- or off-site. Impacts will be less than significant.

c) **Less than Significant Impact with Mitigation**

Subsidence

Subsidence is the settlement or sinking of the land surface that, in the Coachella Valley, has been associated with long-term groundwater withdrawal. Subsidence is considered a regional issue and is being addressed by the water agencies and government agencies through water conservation and supplemental groundwater recharge efforts. Adherence to the recommendations provided in the geotechnical study will assure that impacts regarding subsidence will remain less than significant (Mitigation Measure GEO.1).

Landslide and Rockfall

See Response VII.a.iv, above.

Liquefaction and Dry Sand Settlement
See Response VII.a.iii, above.

Hydrocollapsible Soils
Hydrocollapsible soils are subject to collapse upon the introduction of water. The volume of collapsible soils reduces when the pores in the soil become saturated, causing loss of grain-to-grain contact. Collapsible soils can cause uniform or differential damage to foundations and walls built on this soil type. Adherence to the recommendations of the geotechnical report will assure that Project impacts associated with collapsible soils will remain less than significant (Mitigation Measure GEO.1).

d) **Less than Significant Impact with Mitigation.** The sites underlaying soils consist of older alluvial gravel and sand, and heavily graded sand as identified by the City General Plan Figure 6-3. Given the sites underlying soils, there appear to be no expansive clays or soils exhibiting shrink-swell characteristics that could pose potential risks to development. Nonetheless, the geotechnical report required by Mitigation Measures GEO.1 will provide recommendations that the Project must implement to assure these geotechnical issues are appropriately addressed, including removal and recompaction of collapsible or weak soils during the grading phase. Compliance with recommendations in the geotechnical report will ensure Project impacts are less than significant.

e) **No Impact.** The subject property is in an urban environment with an existing underground sewer system, managed and operated by the Desert Water Agency. The Project will be connected to the existing sewer system, currently servicing the residential and commercial facilities within the planning area. The Project will not require the use of a septic tank or alternative wastewater disposal system onsite. Impacts related to soil instability due to the use of septic tanks or other alternative disposal system will not occur by the Project implementation. No impacts will occur.

f) **No Impact.** The site has been previously graded for the development of a public parking lot. There are no reports to indicate or suggest the discovery of paleontological at the site during its initial development. Given previous land disturbance, the probability of paleontological resources being uncovered during construction related ground distances including demolition, site preparation, and grading are limited. However, the Project will require the excavation of the site at greater depth than the initial development, increasing the likelihood for paleontological resources being uncovered. The Project site is identified as a low paleontological sensitive area by the Riverside County General Plan EIR, Figure 4.9.3.

The Project site is unknown to have a unique paleontological or geologic feature. No paleontological resources are expected to be uncovered during the Project's development and thus no impacts to these nonrenewable resources will occur.

Mitigation Measures:

GEO.1 A site-specific Geotechnical Report shall be prepared and submitted with grading plans, and report recommendations will be incorporated in Project design and construction.

Monitoring:

GEO.A The applicant shall provide the final grading plan to the Project geotechnical consultant for review and ensure the recommendations are incorporated into the design criteria and Project specifications as deemed appropriate by the consultant.
Responsible parties: Project engineer, Project geotechnical consultant, Project applicant.

Sources: Palm Springs General Plan, "Administration" (2007); Palm Springs General Plan, "Recreation, Open Space and Conservation Element" (2007); Palm Springs General Plan, "Safety Element" (2007); Coachella Valley Water District, Soil Types, https://www.cvwd.org/273/Soil-Types; Southern California Earthquake Data Center, https://scedc.caltech.edu/earthquake

VIII. GREENHOUSE GAS EMISSIONS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Setting

Greenhouse Gases (GHGs) result from the release of carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), ozone (O3), and water vapor (H2O) into the atmosphere mainly brought by anthropocentric activities. When GHGs rise, they are trapped in the troposphere (lowest atmospheric layer) and prevent heat from escaping thus increasing heat retention and contributing to annual record high temperatures. The drastic changes in temperature result in unpredictable weather patterns, otherwise known as climate change.

According to the U.S. Environmental Protection Agency (EPA), the transportation sector accounts for the largest GHG emissions with 35% and the second largest to electricity with 31%. These GHGs sources include the burning of fossil fuel through the use of vehicles, power and heat generators, and industrial processes.

The City of Palm Springs is subject to Assembly Bill 1358 and California Senate Bill 375. These policies require a transportation system that reduces the need and use of vehicles. The implementation of walkways, bicycle lanes, and public transportation offers an alternative form of mobility reducing GHG emissions.

The California Global Warming Solutions Act of 2006 (AB 32) required California to adopt regulations in order to reduce their GHG emissions to 1990 levels by 2020. This represents reductions of approximately 15 percent below the emissions projected in a "business as usual" scenario. The California Air Resources Board (CARB) prepared a Scoping Plan (2008) and Update (2014) to establish the state's strategy to meet the targets set forth by AB 32. CARB reported that 1990 GHG emissions totaled 431 million metric tons (MMT) for the state of California. In 2020, statewide GHG emissions totaled 369.2 MMT of CO_2e, which is 61.8 $MMTCO_2e$ below the 2020 GHG limit pursuant to AB 32.[10] Moving forward, AB 32 requires California to maintain and continue reductions beyond 2020 and continues to require CARB to update the Scoping Plan every 5 years.

The 2022 Scoping Plan provides CARB's update to the 2017 Plan. Pursuant to SB 32, the plan sets forth the state's plan to stay on track towards reducing GHG emission by at least 40% below 1990 levels by 2030. The 2022 Plan Update expands on earlier targets, establishing a new goal of reducing GHG emissions to 85% below 1990 levels by 2045. Additionally, the 2022 Plan Update establishes a path for the state to achieve carbon neutrality by 2045 through technologically feasible, cost-effective means.[11]

[10] California Air Resources Board, California Greenhouse Gas Emissions for 2000 to 2020 (October 2022).

[11] California Air Resources Board, 2022 Scoping Plan for Achieving Carbon Neutrality (November 2022).

City of Palm Springs Climate Action Plan and GHG Emissions Inventory

The City of Palm Springs 2013 Climate Action Plan (the Plan) sets GHG emission reduction benchmarks and applies policies, programs, and initiatives to meet those expectations within its own operations. The Plan is in accordance with statewide mandates to reduce emissions and achieve reductions which encompass the Global Warming Solutions Act (California AB 32) and Governor Executive Order S-3-05. The California AB 32 reduces emissions to 1990 levels by the year 2020, and the Executive Order reduces emissions by 80% below 1990 levels by 2050. The Plan outlines a plan of action to cut carbon emissions while being cost-effective and creating new jobs.

In 2010 (baseline year), Palm Springs emissions total was 431,594 tonnes of CO2(e), approximately 9.7 tonnes per person, based on a population of 44,552. The City was over its 1990 level emission benchmark by 4,263 tonnes. Palm Springs will continue to operate with "Business-as-Usual" (BAU) while maintaining carbon footprint constant despite projected population growth of 18% from 2010-2020. This is possible due to local initiatives and federal, and state regulations on utilities and automobiles. For 2020, the projected GHG emissions was 436,339 tonnes, requiring a 1.0% or 4,263 tonnes per year reduction to meet 1990 levels and comply with California AB 32.

The following is a summary of major findings in the Palm Springs 2013 Greenhouse Gas Inventory:

- In 2010, Palm Springs emitted 431,594 metric tonnes CO2(e), performing slightly below the 1990 levels. At present the City has met its AB 32 target.
- Palm Springs must maintain its emissions equal to or below 432,136 tonnes, the 1990 level. Currently Palm Springs shows to be on course to meet AB 32 targets.
- In 2010, over 41% of emissions came from electricity use to power homes in the City. These homes and their residents' activities will continue to be a focus for the City's efforts.

GHG Thresholds

The SCAQMD Governing Board signed a proposal for a GHG threshold surpassing no more than 10,000 metric tons of CO2 equivalent emission per year (MTCO2eq/yr). The requirement only applies to stationary sources where SCAQMD is the lead agency. This threshold was adopted based upon an October 2008 staff report which recommends a threshold for all projects using a tiered system approach. The tiered grading system is utilized to determine if the Project is subject to GHG threshold.

It was recommended by SCAQMD staff that a project's greenhouse gas emissions would be considered significant if it could not comply with at least one of the following "tiered" tests:

- Tier 1: Is there an applicable exemption?
- Tier 2: Is the project compliant with a greenhouse gas reduction plan that is, at a minimum, consistent with the goals of AB 32?
- Tier 3: Is the project below an absolute threshold (10,000 MTCO2(e)/year for industrial projects; 3,000 MTCO2(e)/year for residential and commercial projects)?
- Tier 4: Is the project below a (yet to be set) performance threshold?
- Tier 5: Would the project achieve a screening level with off-site mitigation?

The analysis provided below is based on this tiered approach.

Discussion of Impacts

a,b) Less Than Significant Impact. The Project will generate GHG emissions during both construction and operation. As previously discussed in Section III (Air Quality), an air quality report was prepared using the California Emission Estimator Model (CalEEMod) Version 2022.1.1.28 to quantify air quality projections, including greenhouse gas emissions (Appendix A).

Construction:
Development of the Project is estimated to require a buildout period of 18 months, in which onsite construction activities will including those typically associated with demolition, site preparation, grading, building construction, paving, and architectural coating. Sources of emissions during construction are likely to including operation of construction equipment, worker commute, material hauling, and other ground disturbance activities. Emissions will occur temporary and cease once the construction period has finished. At buildout, the Project construction would have emitted a total of 1,723 $MTCO_2e$. Construction emissions are amortized over a 30-year period to address GHG emissions as part of the operational GHG reduction strategies (See Table 5).

Operation:
Sources of operational emissions for the proposed residential, hotel, and restaurant are likely to include mobile and stationary sources such as transportation mile vehicle (VMT) generation, energy (electricity) consumption, water usage, solid waste disposal, and area emissions (pavement and architectural coating off-gassing). The Project's development is expected to increase the site's existing GHG emission, given the site is currently utilized as a public parking lot and thus emissions are related to VMT generation only. The proposed Project would contribute additional sources of onsite GHG emissions during operation. Table 7 provides a summary of the projected short-term construction and annual operational GHG generation associated with buildout of the proposed Project.

Table 7
Nexus Hotel Projected GHG Emission Summary

Phase	CO_2e (MT/yr)
Construction	
Construction Total	1,723
Operation	
Mobile	2,630
Energy	1,567
Area	7.07
Water	27.60
Waste	53.50
Refrigerant	53.50
Construction: 30-year amortized[1]	57.43
Total Operational	4,396.10
SCAQMD GHG Thresholds	3,000
Exceeds Threshold?	**Yes**
Above SCAQMD Threshold	**47%**

Source: CalEEMod Version 2022.1.1.28
[1] Buildout construction GHG emissions were amortized over a 30-year period then added to the buildout annual operational GHG emissions. 1,723 CO_2eMT/30-years= 57.43 CO_2eMT/year

As shown in Table 7, the Project's GHG emissions exceed SCAQMD screening thresholds for residential/commercial development by 47% above the 3,000 CO_2eMT/yr standard. Noncompliance is likely associated with the Project's mobile and energy emissions which are expected to be relatively high due to proposed land use including a hotel, condo, and fine-dining restaurant that are typically high trafficked areas with multiple sources of energy usage.

According to the SCAQMD's recommended threshold Tier 2, a project is designated as having less than significant impact if it would be consistent with an approved plan for reduction of GHG. In 2013, the Palm Springs Climate Action Plan was adopted in compliance with Assembly Bill 32 (AB 32) which set a statewide emission goal of reducing GHG emissions to 1990 levels by 2020. To ensure adequate GHG reduction practices and initiatives were implemented, the City created a guide to establish local emission reduction goals, policies, and programs to reach local and state emission goals. Since then, emission goals under AB 32 have been updated and current statewide goal is to reduce GHG emission by 40% below 1990 levels by 2030. Although, the Palm Spring Climate Action Plan was based on the state's previous GHG emission reduction goal, it still follows the principle of increasing energy efficiency for building construction and operation, reducing VMT, diversifying the transportation network, and implementing renewable energy sources, and thus the standards remain applicable measures to reduce GHG emissions in compliance with AB 32. Table 8 compares the Project with the applicable Climate Action Plan measures.

Table 8
Consistency with Applicable Climate Action Plan Reduction Measures

Measure	Consistency
Mobility-3: Charging Stations: Foster public/private partnerships to promote 5 EV charging stations with public access.	**Consistent:** Under California Building Code and the City Municipal Code Section 93.06.00(12)(b), new commercial constructions are required to provided electrical vehicle changing stations consistent with the total number of actual parking spaces. Given the Project development is mixed used, at least 6% of the site's 500 total parking spaces will be allotted to EV charging stations which results in 30 EV charging stations onsite.
Live-15: Drought-Tolerant Landscaping: Continue to promote drought tolerate landscaping.	**Consistent:** The Project includes a preliminary landscaping plan where 55,562 sf or 38% of the total building area will be utilized for drought-tolerate landscaping as mandated by the Section 14 Specific Plan and the City Ordinance Code Section 8.60.060.
Work-3: Energy-Efficient, Commercial Sector Lighting: Promote and leverage existing incentives for efficient lighting and educate and locally incent building owners to eliminate any remaining T-12 lamps in commercial buildings.	**Consistent:** Under Title 24, California Energy Code, the Project will be consistent with energy-efficient standards for new commercial structures.
Work-9: Food Waste Composting at Restaurants: Facilities and increase restaurant composting program.	**Consistent:** The Project, including the standalone restaurant, will be subject to waste control standards consistent with Assembly Bill 939, which required local jurisdictions to divert at least 50% of its waste streams from landfills through waste reduction, recycling, composting, or other means.

Table 8 Consistency with Applicable Climate Action Plan Reduction Measures	
Measure	**Consistency**
Build-6: Green Building Program: Adopt the Voluntary Green Building Program to prepare for enhanced Title 24 requirements and green building standards.	**Consistent:** The Project will adhere to Title 24 standards, including Cal Green standards as applicable for construction and operation for commercial and residential land uses.
Govern-15: Transit Oriented Development: Promote transit oriented development to foster development in line with mass transit corridors.	**Consistent:** The site is located within Palm Springs's downtown central region and part of an interlinked transportation network including bus routes, bike planes, and primary transit corridors such as E. Tahquitz Canyon Way and Highway-111.

As shown in the table, the proposed Project would implement applicable GHG reduction measures and would therefore be consistent with the City Climate Action Plan. Many of the reduction measures concerning energy-efficiency and building standards are satisfied by the current California Energy and Green Building Code which impose stringent development standards to ensure new building constructions and operations minimize GHG emissions to the farthest extent possible. The Project will be subject to the most current state energy and building code, as required by law.

Additionally, the CARB 2022 Scoping Plan intends to achieve statewide GHG reduction targets by reducing per capita VMTs by at least 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045. A Project-specific VMT report was prepared by Urban Crossroad to characterize the Project's land use, project VMT generation, and determine the Project's compliance with the City's VMT thresholds. Given that the site is located in a highly urbanized environment and surrounding land uses include residential and commercial/retail, a cumulative VMT was calculated to contextualize the likelihood for the Project's development to reduce vehicle trip mileage. Onsite occupants (guests and residents) would be located closer to a variety of existing facilities, thus limiting vehicle milage traveled and promoting alternative modes of transportation including biking, walking, and perhaps, eliminating certain trips altogether given the accessibility of supporting facilities and recreational spaces within the property. The Project cumulative VMT per service population is 36.7 which is consistent with the City's VMT threshold of 36.7. The Project VMT will not exceed the City's VMT significant thresholds and therefore, related GHG emissions are expected to be consistent with the local and state GHG reduction emission goals. Although the Project will be consistent with the City's trip generation standard, Mitigation Measure TRANS-1 and TRANS-2 would be implemented to ensure that the Project performance below VMT thresholds. For further analysis refer to Section XVII ("Transportation").

The Project is considered consistent with local and state GHG reduction measures for stationary and mobile GHG emission sources in accordance with applicable energy and building code and VMT thresholds. For this reason, the Project will have less than a significant impact as noted in Tier 2.

Conclusion:
All components of construction and operation including equipment, construction material, fuels, and management practices would be subject to the most current Energy and Green Building Code which in practice, exceed the guided actions under the Palm Springs Climate

Action Plan, and thus ensures the Project's compliance with the AB 32. Based on these findings, the proposed Project will not conflict with any applicable plan, policy, or regulation with the purpose of reducing GHG emissions and impacts will be less than significant.

Mitigation Measures: Mitigation not required.

Monitoring: Monitoring not required.

Sources: Palm Springs Climate Action Plan, May 2013; Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2021, accessed December 2023; Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, South Coast Air Quality Management District, December 2008; AB 32 Global Warming Solution Act of 2006, California Air Resources Board, September 2018; Palm Springs Ordinance Code, accessed September 2024; CalEEMod Version 2022.1.1.28; Air Quality Report (Appendix A), September 2024; Project material; Google Earth Pro.

IX. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Setting

Hazardous materials are items with the ability to cause harm to humans, animals, and/or the environment because of their physical (biological, chemical, radiological, or physical) state or interaction with other materials. Common daily-used items include household cleaners, bleach, spray paint, and rubbing alcohol. On the other hand, industry-used examples include gasoline, solvents, and radioactive material. The EPA, along with the State and local agencies regulate the waste management system to prevent a public health and environmental crisis.

The City of Palm Springs has many businesses, industries, and residential areas that generate hazardous material and waste. According to the California Department of Toxic Substance Control, Envirostor program, there is a total of five (5) cleanup sites within the City's boundaries. Of which three (3) are designated "Military Evaluation" and are associated with the Palm Springs International Airport, and the Torney General Hospital. None of these sites are designated as active and thus no further action is required. A separate cleanup site is designated as "School Investigation" and is associated with the Palm Springs High School proposed band building project. No action is required in relation to this site. There is an active cleanup site located at the northeast intersection of N. Gene Autry Trail and Ramon Road classified as "Voluntary Cleanup" site because it had formerly been the Palm Springs landfill, before its development as The Springs shopping center. The active site is 2.77± miles southeast of the Project site. There are no notable instances of toxic substance emergencies occurring at or in proximity to the site.

Located at the southeast corner of N. Calle El Segundo and E. Andreas Road, within Palm Springs's downtown central area, the proposed development would add a hotel, residential condominiums, and a restaurant on 5.65 acres of previously developed land. During operation, the Project is likely to use and discard chemicals related to disinfecting products and swimming pool cleaning chemicals.

Discussion of Impacts

a) **Less Than Significant Impact.** The Project proposes a nine (9) story tall building consisting of 125 hotel rooms and 132 residential condominium units, as well as a standalone restaurant, event space, roof top social club, and multiple indoor and outdoor recreational areas.

The construction process would require the transport of potential hazardous material, such as paints, asphalt, and solvents. The use, storage, and disposal of these materials will be in accordance with the Riverside County Hazardous Waste Management Plan (HWMP), designed to comply with the California Green Building Standards Code and California Integrated Waste Management Act (Assembly Bill 939). The Riverside HWMP manages the use, storage, and treatment of local hazardous materials and waste products in Palm Springs and other cities within the Riverside County.

The operation of a resort hotel, condominium, and standalone restaurant will require the transport, use, storage, and disposal of small-quantity hazardous materials, such as cleaning products, landscaping products and other household products. These materials will not be present onsite in significant quantities to pose a public or environmental risk. However, the handling, storage, and disposal of these products will be subject to local and state policies.

Overall, the construction and operation of the Project will not involve the use of hazardous material in significant quantities to impact public or environmental health. The Project's transport, use, storage, and disposal of hazardous material will comply with local, state, and federal regulations. Therefore, impacts from the routine transport, use or disposal of hazardous materials by the Project will be less than significant.

b) **Less Than Significant Impact.** As mentioned above, the Project's construction and operation process will involve the transport, use, storage, and disposal of hazardous material and hazardous waste. The proposed development is subject to local, state, and federal regulations. Hazardous material will not be stored or handled onsite in significant quantity to create an environmental hazard through unforeseeable upsets and accidental conditions. For these reasons, the Project's hazardous impact will be less than significant.

c) **Less Than Significant Impact.** The Project is located on the southeast corner of N. Calle El Segundo and E. Andreas Road, approximately 1.7 miles northwest of the Palm Springs High School, located at 2401 Baristo Road. The site is at a distance greater than a quarter mile to an existing school, reducing the probability of negatively impacting a sensitive public area. As discussed above, the Project will not handle or store hazardous material in significant quantities to inflict public or environmental harm. Therefore, the development will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter miles of an existing or proposed school. The Project's impacts will be less than significant.

d) **No Impact**. The Project site is not listed in the California Department of Toxic Substance Control Hazardous Waste and Substance database, as required by CEQA and the Government Code §65962.5. In addition, the Project's site is not listed within a LUST Cleanup Sites, Cleanup Program Sites, or Military Cleanup Sites, according to the State Water Resources Board GeoTracker database. The nearest hazardous sites are LUST Cleanup Sites at 212 Indian Avenue and 300 N. Indian Canyon Drive, at least 0.2 miles west and northwest of the site. However, the status of both hazardous site is complete and no further action is required. The Project will not contribute to existing or create new hazardous site. No impacts are anticipated.

e) **No Impact.** The proposed development is approximately 2 miles north from the Palm Springs International Airport, located at 3400 Tahquitz Canyon Way. The Project is outside the airport's planning boundary and land use plan boundary, as outlined by the Palm Springs' General Plan Figure 6-8 ("Airport Compatibility Plan"). The Project is not within an airport land-use plan, nor will it result in a safety hazard or excessive noise for people residing or working in the Project area. No impacts related to the local airport land use will occur.

f) **Less Than Significant Impact.** The Project will not prevent the implementation of Palm Springs Emergency Operation Plans (EOP) which outline emergency and major disasters procedures and responsibilities of the federal, state, county, and local entities. The Project's nearest evacuation route is E. Tahquitz Canyon Way, approximately 0.12 miles south of the site. Other major evacuation routes include Ramon Road (south), Dinah Shore (southeast), and Sunrise (north, beyond N. Avenida Caballeros), and Palm Canyon (west). The Project will not change any of the City's existing roadway grid, nor will it block or otherwise interfere with existing evacuation routes, since all Project driveways will access onto existing roadways. The Project's primary access points on N. Calle El Segundo and E. Andreas Road will not alter the existing circulation pattern in the project area or adversely impact evacuation plans.

The majority of construction activities for the Project would be confined to the Project site itself. Some partial lane closures, detours, or other traffic disruptions are likely. The Project's proposed parking and circulation plans will be reviewed by the Fire and Police Departments to assure that driveways are adequate for emergency vehicles. In addition, construction traffic management plans will be required to assure that the proposed Project will not interfere with an adopted emergency response plan or emergency evacuation plan. These standard requirements will assure that there will be no impacts associated with emergency response.

g) **Less Than Significant Impact**. The site is currently developed as a parking lot, and the surrounding environment is occupied by residential, commercial, and resort hotel buildings. The Project is not on or near a wildland urban interface. According to the California Fire Hazard Severity Zones maps, the site is not in or near fire hazardous zone denoted as very high or a Federal Responsibility Area (FRA). The Project will not expose people or structures, either directly or indirectly, to significant risk of loss, injury, or death involving wildland fires. The proposed development will contribute less than significant impact.

Mitigation Measure: Mitigation not required.

Monitoring: Monitoring not required.

Sources: City of Palm Springs General Plan, 2007; California Department of Toxic Substance Control Hazardous Waste and Substance Cortese List, https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=palm+springs, accessed 2024; State Water Resources Control Board GeoTracker, https://geotracker.waterboard.ca.gov/; Palm Springs Emergency Operations Plan, updated September 2019; Fire Hazard Severity Zone Map, California Department of Forestry and Fire Protection, updated April 2024.

X. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Setting

The Coachella Valley receives water from three major sources: surface water from the Whitewater River Subbasin, All-American Canal from the Colorado River, and reclaimed/recycled domestic water. The water usage includes drinking, landscape irrigation, farming, and industry.

Domestic Water:
The Desert Water Agency (DWA) services Desert Hot Springs, Palm Springs, and part of Cathedral City, which in all encompass a 325-square mile area. About 95% of portable water comes from deep wells that are part of the Whitewater River subbasin located from the Whitewater River in the northwest to the area of Bermuda Dunes in the southeast. Specifically, the DWA operates 29 active pumps, including 23,000 active accounts throughout its 392 miles of pipeline. The agency makes an active effort to replenish the subbasin by importing water through the All-American Canal to recharge groundwater levels. DWA also captures water from mountain streams including Chino Creek, Snow Creek, and Fall Creek to reduce the use of groundwater basins. Through these dynamic measures, DWA provides portable water to a population of 72,000.

Wastewater:
The DWA and the City of Palm Springs work to enhance groundwater conservation by recycling wastewater. The sewage is collected and processed initially at the Palm Springs' wastewater treatment plant, located at 4375 E Mesquite Avenue, approximately 3 miles southeast of the site. Palm Spring contracts Veolia Water North American to operate its 10.9 million gallons per day (MGD) wastewater facility, 5 pump stations, 225 miles of sewer pipelines, 6 percolation ponds, and a biosolids disposal program. The facility's currently sewage flow is approximately 6.5 MGD.

The City's primary and secondary treated wastewater is treated again at the DWA's water recycling facility located at 1200 S Gene Autry Trail, approximately 3.2 miles southeast of the site. The DWA's facility carries a capacity of 10 MGD. The DWA distributes recycled wastewater to the Indian Canyons Golf Resort, Demuth Park, and Mid-Valley Parkway. This strategy replaces potable water with recycled wastewater for irrigation purposes; thereby helping conserve the groundwater aquifer.

Flood Control:
The City of Palm Springs is susceptible to flash floods due to rainfall and unexpected severe weather. The City's proximity to the mountains and spare desert vegetation increases the chances of storm runoff. However, the City has made it a priority to mitigate flood effects by building infrastructure such as concrete levees, storm drainage, and detention basins. These flood control measures are in special flood hazard areas and areas of flooding risk due to severe storms. The Palm Springs storm drainage system covers 26.5 square miles and consist moderately of flat valley terrain slopping to the east.

Palm Springs enforces the National Pollutant Discharge Elimination System (NPDES) which requires the development, adoption, and implementation of mitigation programs to manage stormwater and reduce the risk of non-stormwater runoff. Non-stormwater runoff is a significant issue since it has the potential to introduce fertilizers, pesticides, oil, and other pollutants to streams, rivers, lakes, and the ocean, harming the natural aquatic system and reducing the quality of water. Therefore, NPDES also seeks to eliminate the discharge of pollutants to local groundwater through the establishment of these mitigation plans.

Surface Water Quality:
The Project's land use can generate runoff that if it reaches the Whitewater River subbasin which ultimately leads to the Salton Sea, can significantly jeopardize the quality of water.

Existing Conditions
An existing 36" storm drain main runs along the eastern Alley Way. Currently the site is split into four tributary areas. Tributary area 'A' sheet flows into the existing curb & gutter on N. Calle El Segundo, where the runoff is collected at a public curb opening catch basin. Tributary area 'B' sheet flows Southeasterly and is collected using several private catch basins along the East and South sides of the parking lot; the collected runoff is discharged into a 36" RCP storm drain main in the Alley Way.

Tributary area 'C' sheet flows into the existing curb & gutter on E. Andreas Road, where the runoff is collected at a public curb opening catch basin. Tributary area 'D' sheet flows southerly and is collected at a public inline catch basin in the Alley Way.

Discussion of Impacts

a) **Less Than Significant Impact.** The site's location on N. Calle El Segundo and E. Andreas Road places it within the Whitewater River subbasin, the largest groundwater aquifer in Palm Springs, containing 28 million acre-feet (af) and extending 70 miles from State Route-111 and Interstate-10 to the Salton Sea. All construction activities and long-term operation onsite must comply with the National Pollutant Discharge Elimination System (NPDES). The NPDES is a permit program requiring adequate pollution prevention measures to minimize the discharge of construction pollutants such as concrete washout, fuels, oils, and solvents. The City will require, as it does for all projects, the preparation of a Water Quality Management Plan (WQMP), and the Storm Water Pollution Prevention Plan (SWPPP) for the Project, to address the construction and operational control of surface water pollution. The Project will also be required to comply with Regional Water Quality Control Board waste discharge requirements, including surface water pollution control, through the implementation of Best Management Practices, which will be reviewed and approved by the City prior to construction. Additionally, the DWA as a utility provider is mandated to comply with the Regional Water Quality Control Board standard which ensures and protects water quality.

Currently, the site directs stormwater runoff into existing curbs and gutters on the east and south sides of the parking lot, N. Calle El Segundo, and E. Andreas Road, where it is collected by a series of catch basins. The collected runoff is then discharged into a 36-inch storm drain main in the Alley Way along the east side of the site. The Project proposes roof drains, concrete hardscape, and landscaping areas to manage stormwater runoff. In addition, runoff will be collected using catch basins and storm drainpipes that will direct stormwater flows into an underground infiltration system. Where in the case of an overflow, the runoff will be discharged to the existing 36-inch storm drain main. The basins have also been designed to protect against a 100-year storm. Overall, the Project's onsite drainage system meets the Palm Springs Ordinance Code §8.70.100 for rainstorm protection.

The Project's proposed drainage system in connection with existing DWA infrastructure in adjacent roadways is in compliance with the NPDES and the City's regulation standards. The proposed development does not violate local, state, or federal water quality standards or regulations. For these reasons, the impact is expected to be less than significant.

b) **Less Than Significant Impact.** The DWA is one out of three water providers in Palm Springs. The DWA services the City, including the Project site. The DWA is required to meet the Sustainability Groundwater Management Act (SGMA) addressing overdraft and establishing sustainability measures to protect California's groundwater basins. In accordance with the SGMA, the DWA imports water from the Colorado River Aqueduct through the All-American Canal and recharges the Whitewater River groundwater. In addition, the Project is subject to the DWA water efficiency requirements which will reduce the site's water demand and consumption.

The proposed Project will require potable water for use in the hotel, residential, and commercial (restaurant) buildings. The American Water Works Association (AWWA) has developed demand factors for land use categories including hotel and restaurant uses. The projected indoor residential unit usage is based on indoor water use performance standards as provided in the California Water Code (CWC) for residential water demand Water Code

Section 10910 approved November 10, 2009, codified in CWC section 10608.20 (b)(2)(A). Based on results of the Indoor Residential Water Use Study, DWR and the State Water Resources Control Board jointly recommended that the indoor residential standard remain at 55 gallons per capita per day (gpcd) through 2024 and decline to 47 gpcd in 2025 and to 42 gpcd in 2030. As shown in the table below, the Project has the potential to generate a demand of 36.59 acre-feet per year (AFY).

Table 9
Water Demand at the Project Buildout

Proposed Land Use	Unit/ Quantity	Water Consumption Factor	Water Demand (gpd)	Total Water Demand at Buildout (AFY)
Hotel	125-rooms	115 gallons/day/room	14,375	16.10
Condos	132-units, 231 occupants[1]	47 gal/day/occupant[2]	10,857	12.61
Restaurant	6,040 SF	331 gallons/SF/year	5,477.37	6.14
Pools	See Footnote 3		1,550.85	1.74
			TOTAL	**36.59**

Source: Non-residential uses, hotel and restaurant, factors from AWWA Commercial and Institutional End Uses of Water, 2000.

1. A Department of Finance Table 2: E-5 City/County Population and Housing Estimates, January 2021-2024 for the City of Palm Springs. 1.75 persons per dwelling unit.
2. CA Indoor Water Use Performance Standard.
3. Assumes 3 pools totaling approximately 10,000 SF. Water calculations based on Coachella Valley Water Districts (CVWD) WSA water demand calculation table, where water demand is SF of pool space x Evapotranspiration (ETo) factor (site is in Zone 5 =83) x 1.1 (factor for stationary body of water)

According to the 2020 Coachella Valley Regional UWMP, the projected 2025 regional water supply is 36,228AFY, and the projected 2045 regional water supply is 41,565 AFY.[12] Approximately 92% of water supplies are expected to be groundwater and 8% are expected to be recycled water. Projections are based on existing water sources and expected future water supply projects or programs. The proposed Project's water demand (36.59 AFY) is 0.1% of projected 2025 regional water supplies and 0.08% of projected 2045 regional water supplies. Therefore, the Project will not substantially decrease local groundwater supplies or interfere with groundwater recharge such that it would impede sustainable management of the basin. The Project includes irrigation requirements, including the use of water-efficient fixtures and drought-tolerant landscape materials, which will help reduce water demand over the long term. Impacts will be less than significant.

c i-iv) Less Than Significant Impact. Siltation occurs when dirt, soil, or sediment (collectively known as silt) is carried into a river, stream, or lake. Siltation is the result of erosion and land disturbance activities which pollutes the water. In compliance with the National Pollutant Discharge Elimination System (NPDES) the Project will mitigate silt runoff from erosion and construction. These preventative measures will prevent the Project from depositing silt on- and off-site. Other pollutant prevention plans including the State Water Resources Control Board Best Management Plan (BMP), WQMP, and SWPPP which the Project is required to adhere to by reducing erosion, siltation, and in-flow of pollutants in stormwater runoff. These regulations required by the NPDES, BMP, WQMP, and SWPPP will reduce the Project's impact of surface and groundwater quality.

[12] Table 6-7. DWR 4-2R Projected Demands for Water (AF), 2020 Coachella Valley Regional Urban Water Management Plan, prepared by Water Systems Consulting, Inc. June 30, 2021

Palm Springs is susceptible to flash floods due to the City's steep terrain, sparse desert vegetation, proximity to the San Gorgonio River, Whitewater River, and other drainages. Under these conditions, severe rainfall collects rapidly in manmade and natural channels, resulting in flash floods. The Riverside County Flood Control and Water Conservation District (RCFCWCD) and the City of Palm Springs have built concrete levees, storm drains, and detention basins throughout the City and in flood hazard areas to reduce damage. According to the Federal Emergency Management Agency (FEMA) Flood Map (FRIM No. 06065C1558G), the Project site is located in a low-risk annual flood hazard zone (Zone X). The majority of the site is outside of the 0.2% annual chance floodplain, while a small sliver of the southern boundary is in an area of 0.2% annual change floodplain protected by manmade structures.

The Project includes roof drains, concrete hardscape, landscape areas, and concrete Alley Ways. Stormwater runoff from each subarea is collected and conveyed using catch basins and storm drainpipes. The collected runoff is detained in an underground infiltration system and the overflow is discharged to the existing 36" storm drain main along the eastern alley. These onsite flood control measures are in compliance with flood prevention regulations and therefore the Project will not expose occupants to unnecessary harm or injury from a flood, nor will it contribute to flood on- and off-site. According to the preliminary drainage study, the Project design meets the standards of rainstorm protection as adopted by the City of Palm Springs, and there will be no adverse impact to the existing system.

The proposed Project will be required to comply with the City's storm water retention requirements, including the approval of a project-specific final hydrology study and water quality management plan prior to the issuance of building permits. In addition, implementation of City required BMPs will reduce pollutants of concern that may enter nearby receiving waters and help reduce short and long-term water quality impacts caused by the construction and operation of the proposed Project. Approval of the WQMP, SWPPP, and the required BMPs will reduce impacts to surface waters by reducing erosion, siltation, and eliminating pollutants in storm flows. With the implementation of this standard requirement, the impacts to downstream water bodies associated with surface water pollution will be less than significant.

d) **Less Than Significant Impact.** The site is not near an ocean or river, in which tsunami and seiche zones would be a significant hazard. However, the site is in Palm Springs which is an area that experiences flash floods from severe storms during the winter months. As mentioned above, in the Hazardous Section, the Project site will contain typical cleaning and household chemical products onsite but not in a significant quantity. The site is located near a low-risk flood hazard zone (Zone X) and not within a 100- to 500-year flood zone, thus reducing the chance of releasing pollutants due to flooding. Impacts are expected to be less than significant.

e) **Less Than Significant Impact**. The DWA follows the California Regional Water Quality Control Board regulations. In addition, Palm Springs follows the local, country, and state water quality regulations, and the RCFCWCD Stormwater Protection Program for flood prevention. The Project is consistent with the General Plan and Specific Plan land use designation assigned to the property, and its anticipated water demand is addressed in the 2020 Coachella Valley regional UWMP. Therefore, it will not conflict with a sustainable groundwater management plan. Adherence to the City's standard requirements related to water quality will ensure there will be no impacts to a water quality control plan because the Project will implement BMPs through its SWPPP and WQMP to reduce surface water quality impacts. These standard requirements assure that impacts will be less than significant.

Mitigation Measure: Mitigation not required.

Monitoring: Monitoring not required.

Sources: City of Palm Springs General Plan: Safety Element (2007), Palm Springs Flood Hazard Map (2007); Walden and Associates Preliminary Drainage Study, 2023 (Appendix B); Federal Emergency Management Agency (FEMA) Flood Map Service, https://hazards-fema.maps.arcgis.com/

XI. LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Setting

The site is designated Resort-Attraction (RA) in the Specific Plan, which allows for a large-scale resort hotel complex and a major commercial facility with retail and entertainment amenities. The site is designated Tourist Resort Commercial on the City's General Plan Land Use Map, which allows large scale resort hotels and related services ranging from retail, entertainment, spa, fitness, and convenience uses. The addition of residential uses must come secondary to hotel/resort related uses and not exceed a maximum of 30 dwelling units per acre. The mix of commercial activities and residential uses in the City's General Plan is consistent with the Specific Plan Resort Attraction designation.

Discussion of Impacts

a) **No Impact**. The Project site is currently developed and utilized as a public parking lot. The surrounding area is developed with a mix of commercial/retail and multifamily residential land uses. All commercial uses and residential communities operate independently and will not be divided by the Project. The Project will not physically divide an established community.

b) **Less than Significant Impact**. The site plan proposed the redevelopment of the parking lot to include a multifamily residential building with 132 condo units and a hotel building with up to 125 hotel units. The development includes supporting commercial and recreational areas such as a standalone restaurant, coffee shop, three (3) swimming pools, two (2) fitness rooms, and other in-hotel facilities. The site plan is consistent with the RA land use designation under the Specific Plan and TRC land use/zoning under the City's General Plan. The Project is compatible with the surrounding land uses which have been developed for hotel, commercial, and residential use.

Palm Springs 2007 General Plan

The Project site is designated as Tourist Resort Commercial in the City General Plan. The intent and purpose of the Tourist Resort Commercial is to provide hotel/tourist-related uses. Residential uses are permitted as secondary uses to hotel/tourist uses and shall not exceed 30 dwelling units per acre. The Project proposes a multifamily residential and hotel building with supporting facilities including a 6,040 SF restaurant. The site plan is consistent with the land use and residential density permitted for a TRC designated parcel. Additionally, the Project aligns with the goals and policies stated in the City 2007 General Plan, as listed below.

GOAL LU1: Establish a balanced pattern of land uses that complements the pattern and character of existing uses, offers opportunities for the intensification of key targeted sites, minimizes adverse environmental impacts, and has positive economic results.

LU1.1 Ensure that development meets or exceeds requirements and standards specified within each land use designation.

LU1.4 Encourage the expansion of existing facilities or the introduction of new uses that are considered to be of significant importance and contribute exceptional benefits to the City.

Consistency Analysis: The Project provides hotel and residential development in the City's Downtown core, extending the resort hotel inventory in the City's resort center. The Section 14 Specific Plan identifies this site for hotel attraction development, and the Project implements that land use. The Project is designed consistent with the development standards of the Specific Plan, and consists of detailed architecture and landscape architecture plans that will enhance the character of the Downtown area. The Project will also generate new sales, transient occupancy and property tax, providing revenue for General Fund expenditures to benefit existing and future City residents.

GOAL LU6: Ensure that housing needs of people with varying incomes, household sizes, and lifestyles can be met within the City.

LU6.1 Facilitate new residential development on vacant or underutilized properties that have been designated as mixed/multi-use areas on the Land Use Plan.

LU6.2 Encourage new residential infill development.

Consistency Analysis: The Project will result in 132 new residential units for existing and future City residents on a parcel that has been significantly under-utilized as a parking lot for a number of years. The site's value as a residential and hotel property will result in a mixed use project in the City's Downtown core.

GOAL LU7: Maintain and enhance the City's status and image as a premier resort destination and cultural center in the Coachella Valley.

LU7.1 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.

LU7.2 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.

Consistency Analysis: The Project will result in a first class resort hotel with all of the amenities expected in Palm Springs' resort environment. It will also include residential development in the City's core, and provide new retail and dining opportunities for the City. The Project will also provide a new hotel to support the Convention Center which will be in easy walking distance to the conference rooms and activities at that location.

GOAL LU8: 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.

LU8.1 Encourage new mixed/multi-use developments in areas that are currently vacant or underutilized.

LU8.4 Allow designated mixed/multi-use areas to contain buildings that are taller than the surrounding neighborhood.

LU8.7 Onsite 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.

Consistency Analysis: The Project will provide resort, commercial and residential land uses in the City's central core, and eliminate an under-used parking lot. The structures proposed will be consistent with the high-rise provisions of the Section 14 Specific Plan, and introduce a parking structure with alleyway access.

The Project is consistent with the Palm Springs General Plan, and no conflict would occur.

Section 14 Specific Plan/Zoning
The Project is located within the boundaries of the Section 14 Specific Plan. Under the Specific Plan, the Project is exempt from the City's regulations as provided in its zoning codes and subject to a separate set of development regulations and standards. Per the Specific Plan guidelines, the Project will not exceed the maximum allowed height of 100 feet, at least 40% of the planning area will be allotted for open space, and proper design features will be implemented to ensure the Project's integration into the existing natural and built environment. The proposed hotel, residential, and restaurant land uses are allowed under permitted and conditionally permitted developments for RA. The Project includes a Land Use Permit (LUP) and a Conditional Use Permit (CUP). The LUPs are for the standalone, full service restaurant, hotel restaurant and bar, and coffee shop. The CUP is for the pool bar and roof top social club. All the proposed commercial/retail shops are either permitted or conditionally permitted with permits. The Project is consistent with the Specific Plan land use and developed guidelines.

Summary of Impacts
The Project's land use plan, density capacity, and visual character will remain consistent with the General Plan and Specific Plan land use designation. For this reason, impacts will be less than significant.

Mitigation Measures: Mitigation not required.

Monitoring: Monitoring not required.

Sources: City of Palm Springs General Plan, 2007; Section 14 Specific Plan, July 2014, Project material; Google Earth Pro.

XII. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Setting

The City of Palm Springs, including the Coachella Valley, has significant amounts of sand and gravel from eroding hills and mountains including the San Jacinto Mountains, San Rosa Mountains, and San Bernardino Mountains. The sand and gravel, known as aggregate, is used for asphalt, concrete, road base, and similar construction purposes. Aggregate is mined in a 631 square mile area in the Palm Springs Production-Consumption region (P-C). The Palm Springs P-C region encompasses east of Cabazon, south of Morongo Valley and Joshua Tree National Park, west of the Mecca Hills, and north of the Mecca community and east of the San Jacinto Mountains. The region is governed by the California Surface Mining and Reclamation Act of 1975 (SMARA), according to the California Geological Survey (CGS).

The CGS identifies the presence and significance of minerals within the area. If the area experiences pressure from development, then the CGS classifies the area as a Mineral Resource Zone (MRZ). The zoning designation is dependent on the probability and significance of the mineral onsite:

MRZ-1: Area where the probability of significant mineral resources is slim.
MRZ-2: Area where the probability of significant minerals resources is high, or deposits are present based on geologic data and mineral resources present.
MRZ-3: Area where known or inferred minerals cannot be determined with data.

The Project occupies a MRZ-1 classified area.

Discussion of Impacts

a-b) No Impact. Aggregate is found in the northern region of Palm Springs. There is one active sand-and-gravel mining facility, and two smaller mining facilities operating at the northeasternmost and northern portion of Palm Springs, respectively. These facilities specialize in providing boulders and other crushed rocks. Both mines operate under the jurisdiction of the County of Riverside and comply with the Surface Mining Reclamation Act. The presence of aggregate and the local mining of these minerals assigns the region an MRZ-2 classification.

The site is located at the center of Palm Springs. Neither the Project's location or operation is expected to disrupt or limit the local mining process. In addition, the Bureau of Land Management Mineral Potential map does not identify the prospect of valuable mineral deposits on the site or anywhere in Palm Springs. The General Plan does not identify mineral resource land uses on the site, or anywhere in the vicinity of the property. For these reasons,

the Project's development will not result in the loss of valuable local, regional, or state mineral resources. No impacts would occur, and no mitigation measures would be required.

Mitigation Measures: Mitigation not required.

Monitoring: Monitoring not required.

Sources: City of Palm Springs General Plan, 2007; Bureau of Land Management Mineral Potential Map, https://blm-egis.maps.arcgis.com/

XIII. NOISE Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Setting

The City of Palm Spring's noise environment consists of transportation-related noise by motor vehicles, trucks, airplanes, and commercial-related noise by construction, community, and residential activities.

The Specific Plan does not outline specific noise regulations. Therefore, the City of Palm Springs noise ordinance applies and takes precedence. The Project is subject to a level limit of 55-60 dBA associated with a high density residential and commercial zone (Chapter 11.74 Noise Ordinance, Section 11.74.031). The noise limit is specific to land-use structured in compliance with the California Building Code Chapter 12. Palm Springs' noise regulation follows California's Health and Safety Code 46000.

The Project will generate noise during the construction phase by the use of machinery and motor vehicles. The noise in relation to the construction is temporary and will cease after the project has finished. During the Project's operation, it will become a source of noise due to the increased volume of occupants, vehicles, residential and commercial activities.

Factors to consider when determining the significance of noise impacts include resulting noise level, duration of frequency, number of people affected, and the land use designation of the affected receptors.

Discussion of Impacts

a) **Less than Significant Impact**. The subject property is currently developed as a parking lot. The main noise source in the area is vehicular traffic accessing the site and on Calle El Segundo and Andreas Road. The surrounding area mainly consists of commercial and residential development. The nearest sensitive receptors are the multi-family residences immediately north of Andreas Road, approximately 85 feet north of the Project site at their closest point.

Construction Noise

Noise generating construction activities would include site preparation, excavation, grading, the construction and finishing of the proposed buildings, and paving. Noise levels surrounding the Project site could be elevated for short periods of time, as equipment moves through the site. These noise levels would be limited to the less sensitive daytime hours and would cease once building construction began. Project construction will temporarily increase ambient noise levels from the operation of heavy equipment and machinery. Grading, construction, paving, and other development activities will involve the operation of graders, excavators, bulldozers, dump trucks, and similar equipment. Heavy equipment can generate noise levels ranging from 70 to 90 dBA at 50 feet from the source. The Federal Transit Administration (FTA) considers a daytime exterior construction noise level of 80 dBA Leq as a threshold for noise sensitive residential land use, and a noise level of 85 dBA Leq for commercial locations. Given the location of the condominiums at a distance of approximately 85 feet from the Project's north boundary, and hotel rooms at a distance of approximately 125 feet west and 75 feet east of the Project boundary, noise levels during construction can be expected to be up to 80 dBA for short periods as grading and paving equipment traverses the site for the closest residential and hotel rooms on the north and east of the site. However, such equipment will be mobile and will not create a source of constant noise at any one location on the site. Once site grading is complete, noise levels associated with construction of the Project buildings will be less than 80 dBA, because heavy equipment use would cease.

Noise from construction activities will be temporary and will cease once the Project is operational. Construction noise is exempt from the noise standards of Section 11.74.031of the City Municipal Code. Instead, it is subject to Municipal Code Section 8.04.220, which limits construction activities to the least sensitive hours of the day including 7 am to 7 pm on weekdays and 8 am to 5 pm on Saturdays, excluding Sundays and holidays. Adherence to these restrictions and distance between the Project site and surrounding receptors will ensure that construction-related impacts are compatible with the Municipal Code and less than significant.

Operational Noise

During long-term operation, the Project will permanently increase ambient noise levels in the Project area. Noise will be generated by vehicles accessing the site, mechanical equipment (such as HVAC units), and landscaping equipment. However, the Project will be required to comply with the noise level limits of the Noise Ordinance, Chapter 11.74. Commercial and high-density residential noise levels are limited to 50 dBA between 10 p.m. and 7 a.m., 60 dBA from 7 a.m. to 6 p.m., and 55 dBA from 6 p.m. to 10 p.m. The Project will not permanently increase ambient noise levels such that they exceed the City's standards.

The General Plan EIR projected future noise levels at General Plan buildout using land use designations assigned by the General Plan land use map. These noise projections include future noise generated by buildout of the subject stie, which is designated in the General Plan for tourist commercial land uses. According to the General Plan (Figure 8-5), the Project site is projected to experience noise levels of 60 dBA CNEL immediately adjacent to Andreas Road at General Plan build out (also see Table 5.11-10, General Plan EIR). These noise levels are within the normally acceptable noise range for hotels and residential uses (maximum of 65 dBA CNEL), including the residential uses to the north, established in General Plan Noise Element Figure 8-2, Land Use Compatibility for Community Noise table. In addition, since the General Plan and its EIR included resort commercial uses consistent with the proposed Project for the site, the noise levels shown on Figure 8-5 will remain consistent, and will not generate significant increases in noise for surrounding receptors, including the residential units to the north of the Project.

The Project will also generate on-site noise from outdoor on-site activities including gatherings and events in and around the event space proposed on the south side of the Project. These noise levels, however, will be entirely shielded by the hotel and residential buildings on the site, which occur on the east-west axis of the property and will block noise to the condominium units to the north. The solid structure of the buildings will provide a minimum 20 dBA noise attenuation to the receptors on the north. The noise environment at the Project would be similar in scope and size to those now occurring at the existing Hilton and Renaissance hotels, which also offer outdoor pool and event areas surrounded by the hotel structure itself. The proposed Project's noise levels would not be different or greater than those already occurring in this area, and would be subject to the City's noise standards, as prescribed in the City's Noise Ordinance (Chapter 11.74 of the Municipal Code). The physical layout of the site, and the City's restrictions on noise will assure that operational noise levels will be less than significant.

Therefore, Project operational noise will increase noise levels in the area, but they will not exceed General Plan standards. Impacts will be less than significant.

b) **Less than Significant Impact.** Groundborne vibration and/or groundborne noise will be produced by heavy equipment during the construction phase of the Project. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Based on Federal Transit Administration (FTA) data, vibration velocities from 0.003 PPV to 0.089 PPV can be expected from construction heavy equipment at 25 feet from the source of activity[13]. As such, sensitive receptors greater than 26 feet from vibratory roller operations would not experience groundborne vibration above the Caltrans significance thresholds (i.e. 0.3 inch-per-second PPV for structures and 0.2 inch-per-second PPV for human annoyance).

Construction activities, such as excavating, earth-moving and trenching, could generate temporary and short-term groundborne vibration and/or noise. The highest degree of groundborne vibration is likely to be generated during paving due to the operation of a vibratory roller. The nearest sensitive receptors are the multi-family residents approximately 80 feet north of the subject site. Due to this distance, these sensitive receptors would not be significantly impacted by groundborne vibration and/or noise, and any such impacts would be temporary and would end once construction is complete. No such impacts will occur during long-term Project operation. Therefore, impacts would be less than significant.

The Project site is located approximately 90 feet north of the Class 1 historic site known as Tahquitz Plaza. As described above, the FTA has established thresholds for the potential for construction vibration to damage buildings. The FTA identifies construction vibration levels capable of building damage ranging from 0.12 to 0.5 in/sec PPV. Given that construction equipment ranges from 0.003 to 0.089 PPV at 25 feet, and that the existing buildings at Tahquitz Plazq are 90 feet from the Project's southern property line, the Project's construction will not damage the historic structures, and impacts to these structures from vibration will be less than significant.

[13] Federal Transit Administration, Transit Noise and Vibration Impact Assessment

c) **Less than Significant Impact.** The subject property is approximately 1.6 miles from the Palm Springs International Airport. The Project site is outside the boundary of the airport's land use compatibility plan. Its noise contours are localized, and do not extend to the vicinity of the proposed Project site (General Plan Figure 8-6). The Project will not expose people residing or working in the Project area to excessive noise levels. Impacts will be less than significant.

Mitigation Measures: Mitigation not required.

Monitoring: Monitoring not required.

Sources: City of Palm Springs General Plan, 2007; City of Palm Springs Municipal Code, accessed December 2023; Project materials; Google Earth Pro.

XIV. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Setting

The City of Palm Springs is the westernmost city in the Coachella Valley. The City consists of 96.2 square miles, bordered by the San Jacinto Mountains (west), Santa Rosa Mountains (southwest) and the San Bernardino Mountains and Interstate-10 (north). The area is characterized by its mid-century urban landscape. The land use consists of residential communities, hotels, recreational attractions, commercial shops, and industrial facilities.

The total population of permanent residents was 45,223 in 2022, according to the U.S. Consensus. In addition, the City experiences a wave of approximately 1 million tourists per year, according to the Palm Springs' City Profile. Multiple resort hotels and residential communities are established to accommodate the influx to the City's population.

According to California Department of Finance the City's household size is 1.75 persons.[14] There are 36,475 housing units in Palm Springs, of which 23,673 units are occupied. The Southern California Association of Governments (SCAG) estimates that the City will have a total of 30,500 households in 2050.[15] Assuming 1.75 persons per household, this equates to a total population of 53,375 by 2050.

Discussion of Impacts

a) Less Than Significant Impact. The Project proposes the development of a hotel with 125 rooms and 132 residential condos. The addition of commercial and residential buildings is expected to increase the population size of the area. Given the City's average household size of 1.75 persons, the132 new units could potentially include a permanent population of approximately 231 persons, based on the City's current household size, as calculated by the Department of Finance. This represents less than one percent of the City's anticipated 2050 population of 53,375 calculated by SCAG, which would have a less than significant impact on the overall population of the area. The subject property is designated by the Specific Plan for Resort-Attraction and by City's General Plan for Tourist Resort Commercial. Both land use designation

[14] CA Department of Finance Table 2: E-5 City/County Population and Housing Estimates, January 2021-2024 for the City of Palm Springs. 1.75 persons per dwelling unit.

[15] 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Appendix: Demographics & Growth Forecast, Table 13, Southern California Association of Governments, April 2024.

supports the development of large scale resort hotels, high density residential, and related services ranging from retail, entertainment, spa, fitness, and convenience. The onsite population growth is planned and part of the City's vision for this site, as established in the General Plan, and predicted by SCAG.

The Project will generate a variety of new jobs, including construction, hotel and restaurant jobs and could attract new residents to the City. The Southern California Association of Governments (SCAG) estimates that the City will have a total employment of 44,600 in 2050. Most jobs are expected to be filled by people already living in the valley or future residents coming to the area as part of expected growth predicted by SCAG, and the Project is not expected to attract a substantial number of new residents to the area. Project impacts on population growth and housing demand are expected to be less than significant.

The proposed Project occurs on the City's existing street grid and will tie into existing utility systems. Since existing streets, utilities and public facilities are located adjacent to the Project site along N. Calle El Segundo and E. Andreas Road, the Project will not result in the construction or expansion of new infrastructure. Overall, less than significant impacts are anticipated.

b) **No Impact.** The site currently exists as a developed and vacant parking lot. There are no existing people or homes onsite. The Project will not cause the displacement of a substantial number of people or houses and to the contrary will add 132 residential units. The development has no impact.

Mitigation Measures: Mitigation not required.

Monitoring: Monitoring not required.

Sources: Section 14 Specific Plan, July 2024; CA Department of Finance Table 2: E-5 City/County Population and Housing Estimates, January 2021-2024 for the City of Palm Springs; Demographics and Growth Forecast Technical Report, Southern California Association of Governments, April 2024.

XV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

Setting

Fire Protection:
The City employs the Palm Springs Fire Department to operate five stations located on 277 N. Indian Canyon Drive, 300 N. El Cielo Road, 590 E. Racquet Club, 1300 La Verne Way, and 5800 Bolero Road, and services a 96-square mile area. In relation to the site, the nearest Fire Department is Fire Station 1, approximately 0.3 miles northwest. The Department serves the community by providing immediate emergency, paramedic, and fire response. Additionally, the Department services the City by reviewing development plans, coordinating disaster preparedness programs, and participating in the Hazardous Materials Business Program.

The City's fire codes and measures follow the California Fire Code (Title 24, Part 9) establishing practices for safeguarding life and property from fire related disasters. These standards and services protect Palm Springs, including Indian Reservation lands such as Section 14.

Police Protection:
Palm Springs has one Police Department, located at 200 S Civil Dr, 1.9 miles southeast from the site. The police department offers response service, criminal investigation, traffic enforcement, and preventive patrol. The Department has two divisions: Operations and Services. Operations including patrol, jail, and airport operations. Services encompass investigation, records, animal control, and communications. These divisions employ in total 88 sworn and 59 nonsworn personnel.

Police personnel would access the site by heading north on S. Civil River, west on E. Tahquitz Canyon Way for 1.68 miles, and north on Calle El Segundo. The distance from the Police Department to the site is approximately 1.9 miles northwest. The time of arrival is approximately 5 minutes. And the Departments response time for emergency calls is 5-minutes and nonemergency calls is 30-minutes.

Schools:
The nearest school to the Project is the Palm Springs High School, on 2401 E. Baristo Road, 1.7 miles southeast from the site. The school is under the Palm Springs Unified School District (PSUSD). Currently, the district has sixteen elementary schools, five middle schools, four high schools, and two continuation high schools. These schools are located in the cities of Desert Hot Springs, Palm Springs, Cathedral, Rancho Mirage, and the community Thousand Palms.

Parks:
The City's regional, local, and neighboring parks account for 156-acres of developed parkland, and public and private golf course account for 160-acres. The nearest active recreational area to the site is the Baristo Park on the northwest corner of S. Calle El Segundo and Saturnino Road, approximately 0.5 miles southwest. Similar to the site, the Baristo Park enjoys from a clear view of the San Jacinto Mountains, mature landscaping, and playground space for children.

Other public facilities:
Other public facilities include the Palm Spring City Hall, found 1.9 miles southeast on 3200 E Tahquitz Canyon Way, and the Palm Springs Public Library, found 1.4 miles southeast on 300 S Sunrise Way.

Discussion of Impacts

Fire Protection:

Less Than Significant Impact. Palm Springs currently operates five fire stations throughout the City. Their location is key for the Department to have a response time under 5-minutes, in compliance with the National Fire Protection Association (NFPA) Standard 1710 requirements for response time. The Department responds to 6,400 calls per year, approximately. Each year, they experience a 5-7% increase of call-responses, according to the City's General Plan.

The Project will result in an increase of residents and guests at the site, which will increase the demand for fire protect services. The nearest Fire Station is located to the northwest on 277 N. Indian Canyon Drive, approximately 0.3 miles northwest and 2 minutes from the site. The site's distance from the fire station and the response time within the 5-minute standard, eliminates the environmental impact associated with the expansion of the fire station in order to adequately service the Project.

Although the Project is located on Indian Reservation land, the Tribe has adopted Palm Springs Safety standards which include fire safety codes, and any new development plan will be reviewed by the Fire Department to ensure fire safety standards are followed.

Overall, the Project will increase the demand of fire service protection. The Palm Springs Fire Station 1 is the nearest to the site and it is within proximity where no new facility or expansion of the existing facility is necessary to meet the NFPA Standard 1710 requirements. Project development will be in accordance with all state and local (Municipal Code and RCFD) fire standards to assure adequate fire safety and emergency access. The Project will be required to pay City development impact fees to contribute its fair share of costs for future fire facilities, personnel, and apparatus, as calculated in the nexus analysis which established these fees, which is demand-based. In addition, the Project will generate increased revenues from sales, transient occupancy and property taxes, which will be applied to the cost of providing services to the site. With imposition of the mandated development impact fees and the generation of tax revenues, the impact on fire services will be less than significant.

Police Protection:

Less Than Significant Impact. The site is currently a paved parking lot. The Project proposes a resort hotel, condominiums, and restaurants. The increase occupation of the site will require and increase the demand for policing services.

The Department has one location at 200 S. Civil Drive, and six patrol beats throughout the city. These patrol beats surveil an area on foot, bicycle, or car to ensure the protection and safety of the community in their vicinity. The Project occurs in the Downtown core, where the Police Department provides existing service. The Project will not require the construction of new facilities or expansion of existing facilities to receive adequate services.

The Project will be required to comply with all Police Department regulations and procedures, and Project plans will be reviewed by the Police Department to assure adequate emergency access is provided. The Project will generate sales, transient occupancy and property tax revenues which will be applied to the provision of Police services to the site. The Project is not expected to require the construction of new or expanded police services or facilities. Impacts will be less than significant.

Schools:

Less Than Significant Impact. The Project is within the PSUSD boundaries. The proposal of 132-condos is expected to generate a permanent population and thus contribute to an increase of student enrollment in the district.

Based on PSUSD student generation factors, shown below, the Project has the potential to generate approximately 40 students at the elementary to high school levels. The Project's will pay the PSUSD construction structure fee of $5.17 per square foot of residential and $0.84 per square foot of commercial (as of October 2024) to mitigate the effects.[16] Payment of developer fees would reduce potential Project impacts to school resources to less than significant levels.

Table 10
Estimated Student Generation

School Type	Generation Rate (per residential unit)	Estimated Project Student Generation
Elementary School	0.1339	17.6748
Middle School	0.0688	9.0816
High School	0.0961	12.6852
	Total:	**39.4416**

Sources: Residential and Commercial/Industrial Development School Fee Justification Study, Palm Springs Unified School District, March 26, 2024, Table 18 Average Student Generation Impact; Project materials.

Parks and other public spaces:

Less Than Significant Impact. The Project's commercial component is unlikely to have an adverse effect on the quality of recreational spaces and parks, because the Project will include on-site recreational facilities, including pools, gyms and outdoor open space for both the residents and hotel

[16] PSUSD Website, accessed October 2024. https://www.psusd.us/Page/2400

guests. However, the residential units and their population are likely to marginally increase use of the city's other facilities including City Hall and the Palm Springs Public Library. The project will add to the City's revenues through the generation of sales, transient occupancy and property taxes, which will be applied to providing services for its residents. The Project's will therefore not require the expansion of existing or construction of parks or facilities and thus, impact will be less than significant.

Mitigation Measures: Mitigation not required.

Monitoring: Monitoring not required.

Sources: City of Palm Springs General Plan, 2007; Palm Springs Unified School District, https://www.psusd.us/Page/2400.

XVI. RECREATION	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Setting

Palm Springs own and maintains 11 parks accounting for 156-acres of developed parkland, 160-acres of golf courses, miles of developed greenbelts, and extensive trail systems. The public access to these parks and recreational spaces function as an attraction, enhancing the public's interest in the city's "recreational oasis" lifestyle and thus, increasing its popularity. In relation to the Project, Baristo Park is approximately 0.5 miles south of the site, Cactus to Sky Trail is approximately 0.5 miles west, and Sunrise Park is approximately 1.2 miles southeast.

In addition to outdoor spaces, Palm Springs offers recreational facilities including the City Hall, the Palm Springs Public Library, and the Boys and Girls Club, approximately within 2-mile southeast of the site. These facilities are open and accessible to the public and meet the diverse need of all residents and visitors.

The Project proposes recreational facilities such as pool areas onsite.

Discussion of Impacts

a,b) Less Than Significant Impact. The Project proposes commercial and residential land-uses. The Project is not expected to add demand to recreational areas because the Project will provide on-site recreational facilities, including pools, gyms and open spaces for guests and residents. The residential units could increase the City's population by 231 persons (1.75 persons per household), resulting in an increased demand for recreational spaces. The Project is located at the center of downtown Palm Springs and is likely to increase the use of public areas within a one-quarter- to one-half mile radius of the site. These areas include the Skyline Trail, approximately 0.6 miles west, Baristo Park, approximately 0.5 miles northwest, and Ruth Hardy Park, approximately 0.8 miles northeast. The Project could marginally increase the use of these facilities, but will offset this use by generating sales, transient occupancy and property taxes which the City can use to maintain existing recreational facilities. Impacts to recreational facilities will be less than significant.

Mitigation Measures: Mitigation not required.

Monitoring: Monitoring not required.

Sources: City of Palm Springs General Plan, 2007; Section 14 Specific Plan, July 2014; Project materials; Google Earth Pro.

XVII. TRANSPORTATION Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☒	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Setting

The City of Palm Springs transportation system consist of roadways, nine bus routes managed by SunLine Transit, bikeways in and around the City, and sidewalks. The project's site is located on the southeast corner of N. Calle El Segundo and E. Andreas Road. The streets that experience the most traffic during peak hours, in proximity to the site, are Indian Canyon Way (west) and Ramon Road (south). According to the City of Palm Springs General Plan, there are six roadway classifications, consisting of freeway, expressway, major and secondary thoroughfare, collector, and local and private streets. Under these classifications, N. Calle El Segundo Drive and E Andreas Road are collector streets because they service local traffic and are comprised on two lane roadways. Additionally, Indian Canyon Way and Ramon Road are major thoroughfare because they consist of four lanes and are part of Palm Springs' circulation system.

The Level of Service (LOS) system is utilized to qualitatively determine the travel efficiency of existing and future roadways in Palm Springs. The LOS is determined by multiple variables including speed and travel time, traffic interruption, freedom to maneuver, safety, driving comfort, and convenience. The Levels of Service are designated by grades of A (excellent, free flow) through F (failure, delays with increasing queue lengths). The LOS standard for the City's roadway network is LOS D (General Plan Circulation Element).

CEQA requires lead agencies to use VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the City of Palm Springs adopted analytical procedures, screening tools, and impact thresholds for VMT, which are documented in their adopted City of Palm Springs Transportation Impact Analyses Guidelines for Vehicle Miles Traveled and Level of Service Assessment (July 2020) (City Guidelines). City Guidelines identifies VMT per service population as the transportation efficiency metric to be compared to the City of Palm Springs General Plan Buildout VMT average.

At buildout, the Project site will primarily operate as a hotel and residential development with 125 hotel rooms and 132 residential condominium units. Onsite recreational areas will include a standalone restaurant, event space, three (3) swimming pools, roof top social club, and in-house facilities. The site plan proposes multiple points of entry/exit and onsite driveways including two (2) access points east of N. Calle El Segundo, and four (4) access points south of E. Andreas Road. In conjunction to onsite access, the Project proposes roadway improvements of the southern and eastern Alley Way. Each Alley Way is designed to provide one (1) access point to the onsite parking structure located on the southeastern corner of the planning area.

A Project-specific traffic report and separate VMT analysis were prepared by Urban Crossroads in September and June 2024, respectively (Appendix C and D). The traffic report characterizes the proposed Project based on respective land uses and calculates a trip-generation rate using the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition of 2021. Based on the report's findings, the Project is anticipated to generate a total of 1,378 vehicle trip-end per day. The VMT analysis utilized the City's VMT screening process and the Riverside County Transportation Model (RIVCOM) to determine if Project-related transportation impacts would result in a significant VMT impact.

The following analysis is based on the traffic report and VMT analysis findings and recommendations.

Discussion of Impacts

a) Less Than Significant Impact with Mitigation. The proposed site is currently developed as a parking lot, located on the southeast corner of N. Calle El Segundo and E. Andreas Road. The Project consists of the redevelopment of the site to include a 9-story tall condominium and hotel building with a standalone restaurant. The proposed development will utilize neighboring roadways including N. Calle El Segundo and E. Andreas Road to provide points of entry/exit to residents, guests, and the public. Onsite access will be provided by the following areas:

- Northern driveway on N. Calle El Segundo: Hotel loading/trash
- Southern driveway on N. Calle El Segundo: Restaurant Valet
- Alley on N. Calle El Segundo: provides access to loading zones for the Flex Event Space and access to the parking garage from the south side
- Western driveway on E. Andreas Road: Shared hotel/residential drop-off
- Eastern driveway on E. Andreas Road: Residential drop-off
- Alley on E. Andreas Road: Provides access to the parking garage from the east side

A Project-specific traffic report was prepared to determine whether and, if applicable, to what extent does the Project conflict or violate with the existing conditions of Palm Springs's circulation policies. The report characterizes the Project by designating land uses including residential condominium, hotel, and fine dining restaurant. The Project is forecast to generate approximately 1,378 daily vehicle trips at buildout, including 93 trips during the AM peak hour and 128 trips during the PM peak hour. Based on consultation with City staff, the traffic impact analysis studied seven (7) intersections to evaluate Project impacts on the circulation network:

1. Indian Canyon Drive and Andreas Road
2. Calle Encilia and Andreas Road
3. Calle El Segundo and Andreas Road
4. Calle El Segundo and Driveway 1
5. Calle El Segundo and Driveway 2
6. Calle El Segundo and Tahquitz Canyon Road
7. Driveway 3 and Andreas Road

The following scenarios were analyzed:

- Existing (2024) Conditions
- Existing plus Project (E+P) Conditions
- Existing plus Ambient Growth plus Cumulative (EAC) (2027)
- Existing plus Ambient Growth plus Project Plus Cumulative (EAPC) (2027)

Existing Traffic Conditions

The study area intersections operate at acceptable LOS during AM and PM peak hours. None of the intersections warrant for the installation of a traffic signal based on existing traffic count. Table 11 analysis the current conditions of the report's study area intersections.

Table 11
Nexus: Existing 2024 Conditions

Number	Intersection	Traffic Control[2]	Delay[1] (seconds)		Level of Service	
			AM	PM	AM	PM
1	Indian Canyon Drive and Andreas Road	TS	3.6	7.4	A	A
2	Calle Encilia and Andreas Road	AWS	7.7	8.7	A	A
3	Calle El Segundo and Andreas Road	AWS	8.1	8.5	A	A
4	Calle El Segundo and Driveway 1		Future Intersection			
5	Calle El Segundo and Driveway 2		Future Intersection			
6	Calle El Segundo and Tahquitz Canyon Road	TS	7.4	7.8	A	A
7	Driveway 3 and Andreas Road	CSS	7.3	7.3	A	A

[1]Per the Highway Capacity Manual (7th Edition)
[2] TS= Traffic Signal; AWS= All-way Stop; CSS= Cross-street stop

Existing Plus Project Conditions

For Existing Plus Project traffic conditions, the study area intersections continue operating at an acceptable LOS (LOS "D" or better) during AM and PM peak hours, with the imposition of Mitigation Measure TRANS.1, which requires the following improvements:

- Andreas Road is an east-west oriented local roadway located on the Project's northerly boundary. According to the City of Palm Springs General Plan, Andreas Road is currently built to its ultimate width. However, the Project is to implement sidewalk, curb-and-gutter, and landscaping improvements consistent with the City's General Plan roadway cross-section requirements.
- Calle El Segundo is a north-south oriented local roadway, located on the Project's westerly boundary. According to the City of Palm Springs General Plan, Calle El Segundo is currently built to its ultimate width. However, the Project is to implement sidewalk, curb-and-gutter, and landscaping improvements consistent with the City's General Plan roadway cross-section requirements.
- Calle El Segundo & Driveway 1 (#4): Project to install a stop control on the westbound approach and construct a shared left-right turn lane.
- Calle El Segundo & Driveway 2 (#5): Project to install a stop control on the westbound approach and construct a shared left-right turn lane.
- Driveway 3 & Andreas Road (#7): Project to install a stop control on the northbound approach and construct a shared left-through-right turn lane.

Table 12 Nexus: Existing Plus Project (2024) Conditions						
Number	**Intersection**	**Traffic Control**[2]	**Delay**[1] **(seconds)**		**Level of Service**	
			AM	**PM**	**AM**	**PM**
1	Indian Canyon Drive and Andreas Road	TS	4.5	7.8	A	A
2	Calle Encilia and Andreas Road	AWS	7.8	9.0	A	A
3	Calle El Segundo and Andreas Road	AWS	8.3	8.7	A	A
4	Calle El Segundo and Driveway 1	**CSS**	10.0	8.6	A	A
5	Calle El Segundo and Driveway 2	**CSS**	9.9	8.7	A	A
6	Calle El Segundo and Tahquitz Canyon Road	TS	7.5	7.8	A	A
7	Driveway 3 and Andreas Road	CSS	9.2	9.3	A	A
[1]Per the Highway Capacity Manual (7th Edition) [2] TS= Traffic Signal; AWS= All-way Stop; CSS= Cross-street stop; **CSS**= Improvements						

Existing plus Ambient Growth plus Cumulative (EAC) (2027)

For EAC traffic conditions, the study area intersections continue operating at an acceptable LOS (LOS "D" or better) during AM and PM peak hours. The traffic signal warrant analysis found that the unsignalized study area intersections are not anticipated to meet peak hour volume-based warrants and daily volume-based warrants for a traffic signal for background conditions.

Table 13 Nexus: Existing plus Ambient Growth plus Cumulative (EAC) (2027)						
Number	**Intersection**	**Traffic Control**[2]	**Delay**[1] **(seconds)**		**Level of Service**	
			AM	**PM**	**AM**	**PM**
1	Indian Canyon Drive and Andreas Road	TS	6.9	9.0	A	A
2	Calle Encilia and Andreas Road	AWS	8.3	10.2	A	B
3	Calle El Segundo and Andreas Road	AWS	8.7	9.7	A	A
4	Calle El Segundo and Driveway 1	**CSS**	Future Intersection			
5	Calle El Segundo and Driveway 2	**CSS**	Future Intersection			
6	Calle El Segundo and Tahquitz Canyon Road	TS	7.9	8.4	A	A
7	Driveway 3 and Andreas Road	CSS	7.3	7.3	A	A
[1]Per the Highway Capacity Manual (7th Edition) [2] TS= Traffic Signal; AWS= All-way Stop; CSS= Cross-street stop; **CSS**= Improvements						

Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2027)

For EAPC traffic conditions, the study area intersections continue operating at an acceptable LOS (LOS "D" or better) during AM and PM peak hours, consistent with the General Plan's policy. The traffic signal warrant analysis found that the unsignalized study area intersections are not anticipated to meet peak hour volume-based warrants and daily volume-based warrants for a traffic signal for background conditions.

Table 14 Nexus: Existing plus Ambient Growth plus Project Plus Cumulative (EAPC) Conditions						
Number	**Intersection**	**Traffic Control**[2]	**Delay**[1] **(seconds)**		**Level of Service**	
			AM	**PM**	**AM**	**PM**
1	Indian Canyon Drive and Andreas Road	TS	7.1	9.1	A	A
2	Calle Encilia and Andreas Road	AWS	8.5	10.8	A	B
3	Calle El Segundo and Andreas Road	AWS	9.0	10.2	A	B
4	Calle El Segundo and Driveway 1	**CSS**	10.4	8.9	B	A
5	Calle El Segundo and Driveway 2	**CSS**	10.3	9.0	B	A
6	Calle El Segundo and Tahquitz Canyon Road	TS	8.0	8.4	A	A
7	Driveway 3 and Andreas Road	CSS	9.6	9.8	A	A
[1]Per the Highway Capacity Manual (7th Edition) [2] TS= Traffic Signal; AWS= All-way Stop; CSS= Cross-street stop; **CSS**= Improvements						

Alternative Transportation

SunLine Transit Agency provides bus transit services to the Coachella Valley, including Palm Springs. The closest bus stop to the Project site is on Tahquitz Canyon Way 0.5 miles south of the site. There is another bus stop on Indian Canyon Drive near Andreas Road, approximately ¼ mile from the Project site. SunLine periodically reviews and updates its services and facilities based on ridership, budget, and community demand. The Project would have no impact on plans or policies addressing transit facilities because access to transit is available in proximity to the site, and the addition in transit use will result in increased revenues to SunLine, allowing for continued and expanded operation.

Sidewalks exist on Indian Canyon Drive, Calle Encilia, Calle El Segundo, Calle Alvardo, Amado Road, Andreas Road, and Tahquitz Canyon Way. A class II bike lanes exists on Tahquitz Canyon Way, east of Calle El Segundo, and class III bike routes exist on Indian Canyon Drive, Calle Encilia, Calle El Segundo, and Tahquitz Canyon Way, west of Calle El Segundo. The City will require the applicant to implement sidewalk, curb-and-gutter, and landscaping improvements consistent with the City's roadway cross section requirements along Andreas Road and Calle El Segundo to accommodate site access (TRANS.1). The Project would not conflict with plans or policies addressing multimodal facilities because it will be required to provide sidewalks, bike lanes and similar facilities consistent with General Plan and Municipal Code requirements.

Summary

The development of a mixed-use hotel and residential land use is not expected to adversely or significantly impact or conflict with Palm Springs's roadway network. Existing and future intersections will operate at a LOS D or above, as mandated by the City's 2007 General Plan. All proposed improvements will be consistent with the City's Circulation Element and adhere to applicable General Plan policies because the City will require that roadway and sidewalk design are implemented consistent with General Plan policies. The Project will not violate or conflict with any programs, plans, policy or ordinance related to the local circulation system and thus, less than significant impact will occur. The Project will comply with Mitigation Measure TRANS.1 in accordance with the traffic report recommendations to ensure the study area intersections continue operating at an acceptable LOS. With the implementation of this mitigation measure, less than significant impact will occur.

b) **Less than Significant Impact with Mitigation Incorporated.** CEQA Guidelines section 15064.3 sets forth guidelines for implementing Senate Bill 743 (SB 743) which promotes GHG emission reduction, the development of multimodal transportation networks, and diversity of land uses. Amendments to CEQA Guidelines includes the evaluation of a project's transportation impact based on vehicle miles traveled or VMT metric. VMT refers to the amount and distance of automobile travel related to a project. City Guidelines identifies the following impact thresholds for project level VMT analyses:

1. The baseline project generated VMT per service population exceeds the City of Palm Springs General Plan Buildout VMT per service population, or
2. The cumulative project generated VMT per service population exceeds the City of Palm Springs General Plan Buildout VMT per service population.

In addition, the City Guidelines state the project's effect on VMT would be considered significant if it resulted in either of the following conditions:

1. The baseline link-level boundary VMT per service population within the City boundary increases under the plus project condition compared to the no project condition, or
2. The cumulative link-level boundary VMT per service population within the City boundary increases under the plus project condition compared to the no project condition.

A Project-specific VMT analysis was prepared by Urban Crossroads in June 2024 (Appendix D) in which the Project VMT is measured against the City's guidelines and VMT screening criteria to determine if the Project poses a significant transportation impact. The City guidelines identify 36.7 VMT per service population as the transportation efficiency metric.

Project Generated VMT

The report characterizes the Project site under three (3) land uses: residential, resort hotel, and restaurant. The original/destination (OD) method for calculating VMT was utilized for analysis purposes to sum all weekday VMT generated by trips with at least one trip end in the study area. The method was selected because it accounts for all trips including both passenger car and truck, and trip purposes to provide a more complete estimate of VMT. A 2023 baseline and 2045 cumulative VMT is provided. A baseline VMT analysis examines Project-related vehicle trips independent from surrounding land uses, meaning the trip generation is a reflection of automobile trips for the site's respective land uses. In contrast, a cumulative VMT analysis examines the Project's vehicle trips in context to the surrounding land uses which may reduce trip length or total number of vehicle trips due to the proximity and accessibility of other facilities within the area. Table 15 provides baseline and cumulative VMT and determines potential significance.

Table 15
Nexus Baseline and Cumulative VMT

	Baseline	**Cumulative**
Service Population	575	575
OD VMT	21,428	21,119
OD VMT per Service Population	37.3	36.7
City Thresholds	36.7	36.7
Potential Significant?	**Yes**	**No**

Source: Palm Springs Hotel and Residences Vehicle Miles Traveled (VMT) Analysis, Urban Crossroads, June 2024.

The Project baseline VMT exceeds the City's threshold of 36.7 when analyzed independent of surrounding land uses (i.e., baseline link level boundary) and under the City Guidelines, this would be considered a significant impact. When the analysis accounts for the Project's proximity to downtown Palm Springs's, the Project's cumulative VMT would not exceed the City's VMT threshold because the site's redevelopment as a residential and hotel project will bring occupants closer to surrounding land uses including commercial, tourist-oriented facilities, and recreational spaces within Palm Springs and thus, reduce the length of and/or number of vehicle trips.

Project Effect on VMT

Consistent with City Guidelines, the VMT analysis also evaluated the Project's effect using the Boundary Method. The boundary method is the sum of all weekday VMT on the roadway network within a designated boundary and estimates VMT by multiplying vehicle trips on each roadway segment within the boundary by that segment's length. This approach consists of all trips, including those trips that do not begin or end in the designated boundary. The following table shows boundary VMT and boundary VMT per service population estimates for the baseline and cumulative conditions.

Table 16
Nexus Boundary VMT

	Baseline Boundary		**Cumulative Boundary**	
Scenario	**No Project**	**With Project**	**No Project**	**With Project**
Service Population	80,196	80,775	103,440	104,011
Boundary VMT	845,454	850,369	1,131,398	1,135,729
VMT per Service Population	10.5	10.5	10.9	10.9
Change in VMT per Service Population	0.0		0.0	

The Project's cumulative effect on VMT is considered less than significant as there was no boundary VMT per service population increase within the City Boundary for the No Project and the With Project scenario. The Project's cumulative boundary results indicate that the efficiency of travel does not change on the roadway network with the proposed Project. The Project's effect on VMT is less than significant.

VMT Reduction Strategies

The Project's resort hotel and residential component generated VMT per service population would exceed the City's impact threshold of 36.7 VMT per service population. Therefore, the Project would need to reduce its VMT impact by 1.5% to achieve a finding of less than significant in the baseline condition. The VMT analysis lists three VMT reduction strategies the Project could utilize to achieve the necessary reduction based on the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA, 2021). The VMT reduction strategies include:

1. **Commute Trip Reduction (CTR) Marketing**: Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT. According to the VMT analysis, with proper implementation and 90% of the Project's employees eligible, this design feature is expected to reduce VMT by 3.6%, consistent with the CAPCOA findings. The following features (or similar alternatives) of the marketing strategy are essential for effectiveness.

- Onsite or online commuter information services.
- Employee transportation coordinators.
- Onsite or online transit pass sales.
- Guaranteed ride home service.

2. **End-of-Trip Bicycle Facilities**: the measure will install and maintain end-of-trip facilities for employee, resident, and guest use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions. According to the VMT analysis, this design feature is expected to reduce VMT by 0.1%.

3. **Unbundled Hotel Guest Parking**: Although not a quantifiable reduction, all guests of the hotel will be required to self-park or valet park at a currently undetermined cost. This will have an inducive VMT reducing effect. On the assumption that parking costs are passed through to the vehicle drivers utilizing the parking spaces, this design feature results in decreased single occupancy vehicles visiting the Project and encourages alternative modes of transport while arriving and on the Project site for the duration of their stay.

The VMT analysis determined that with the inclusion of feasible VMT mitigation measures the Project would reduce its VMT impact below the City's VMT impact threshold and result in a less than significant VMT impact. With implementation of TRANS.2, the Project would result in less than significant VMT impacts and would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3(b).

c) **Less Than Significant Impact.** The type of traffic the Project would generate is expected to consist of passenger cars, and service/delivery trucks. These vehicles are compatible with the type of traffic observed along roadways within the Project vicinity under existing conditions. As discussed in subsection a) above, roadway improvements will be constructed in compliance with City standards and will not cause significant traffic delays or increased traffic hazards. No sharp curves, dangerous intersections, or hazardous geometric features are proposed. Impacts would be less than significant.

d) **Less Than Significant Impact.** All driveways can serve as emergency access routes. Prior to construction, the Fire and Police Departments will review the site plan to ensure safety measures are addressed, including emergency access and vehicle turnaround space. Construction plans will be coordinated with the city and emergency providers, as needed, to assure that emergency access is maintained throughout all stages of development. No impact will occur.

Mitigation Measures:

TRANS.1 Traffic Control Improvements

The following traffic control improvements shall be implemented by the Project's design plan to be consistent with the recommendations outlined in the traffic report.

- Andreas Road is an east-west oriented local roadway located on the Project's northerly boundary. According to the City of Palm Springs General Plan, Andreas Road is currently built to its ultimate width. However, the Project is to implement

sidewalk, curb-and-gutter, and landscaping improvements consistent with the City's General Plan roadway cross-section requirements.

- Calle El Segundo is a north-south oriented local roadway, located on the Project's westerly boundary. According to the City of Palm Springs General Plan, Calle El Segundo is currently built to its ultimate width However, the Project is to implement sidewalk, curb-and-gutter, and landscaping improvements consistent with the City's General Plan roadway cross-section requirements.
- Calle El Segundo & Driveway 1 (#4): Project to install a stop control on the westbound approach and construct a shared left-right turn lane.
- Calle El Segundo & Driveway 2 (#5): Project to install a stop control on the westbound approach and construct a shared left-right turn lane.
- Driveway 3 & Andreas Road (#7): Project to install a stop control on the northbound approach and construct a shared left-through-right turn lane.

TRANS.2 VMT Reduction

Per the VMT reduction strategies identified in the Project-specific VMT analysis, the Project is required to enforce the Commute Trip Reduction (CTR) Marketing strategy as described in the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA, 2021) because it will a achieve a 3.6% reduction in VMT impacts, which exceeds the required 1.5% reduction. The hotel operator will submit a CTR marketing strategy to the City prior to receipt of a certificate of occupancy for the Project. The other two strategies, End-of-Trip Bicycling Facilities and Unbundled Hotel Guest Parking are encouraged but not required because their potential to reduce VMT impacts are either too low when applied individually, or unquantifiable.

Monitoring:

TRANS.A All improvement plans for the proposed Project shall be prepared to include the roadway and access improvements cited in Mitigation Measure TRANS.1.
Responsible Parties: Project applicant, Traffic Engineer, Planning Department.

TRANS.B Prior to receipt of a certificate of occupancy, the hotel operator shall demonstrate the submit a CTR Marketing strategy to the City.
Responsible Parties: Project applicant, Planning Department.

Sources: City of Palm Springs General Plan, 2007; Palm Springs Hotel and Residences Traffic Analysis, Urban Crossroads, September 2024; Palm Springs Hotel and Residences Vehicle Miles Traveled (VMT) Analysis, Urban Crossroads, June 2024.

XVIII. TRIBAL CULTURAL RESOURCES a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Setting

The Cahuilla Tribe were hunters and gathers in the San Bernardino basin, the San Jacinto Mountains, and the Coachella Valley. The Tribe was geographically divided into three clans: Mountain Cahuilla, Desert Cahuilla, and Western (San Gorgonio Pass) Cahuilla. The City of Palm Springs is home to the Agua Caliente Band of the Cahuilla Tribe, part of the Desert Cahuilla clan. The Tribe has lived in Palm Springs for at least 5,000 years, according to archeological findings.

The potential for the subject property to harbor tribal cultural resources, such as a site, feature, place, or cultural landscape, is considered to be low given the disturbed nature of the site, its previous use as a mobile home park, and its current use as a parking lot. However, under Tribal Cultural Resources Assembly Bill 52, Tribal consultation is required to ensure the protection of significant tribal cultural resources during the development of a project situated in Tribal lands.

Discussion of Impacts

a. i, ii) Less Than Significant with Mitigation. Assembly Bill 52 (AB 52) requires a lead agency to consult with tribes in the Project area during the CEQA process to allow tribes to be involved in the project development process and to address their concerns about potential impacts to tribal cultural resources. The consultation process requires the lead agency to provide written notification about a proposed project, as defined by CEQA, to tribes within the project's geographic area. If a tribe chooses to engage in consultation, it must respond to the lead agency within 30 days of receipt of the formal notification, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Consultation

concludes when the parties agree to measures to mitigate or avoid a significant effect (if a significant effect exists) on the tribal cultural resources, or when a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (Public Resources Code section 21080.3.2 (b)(1) and (2)).

The Project site is currently developed as a parking lot, and was previously a mobile home park. The Project will require ground disturbance, including excavation for the foundations and parking structure. Given that the Project's development will include excavation at a greater depth than the initial development of the parking lot, there is the possibility to uncover cultural and historical artifacts. Please see Cultural Resources, above.

The City conducted Tribal Consultation in conformance with AB 52 requirements. Six Tribes were contacted in writing (Torres Martinez, Soboba, Morongo, Cabazon and ACBCI) in November, 2024. None of the Tribes responded, and no request for consultation was received. However, the mitigation measures included in Section V, Cultural Resources, require a worker's education program for construction personnel prior to the initiation of ground disturbing activities, and that an archaeologist and Native American monitor be consulted should any resources be identified during grading, to assure that impacts are reduced to less than significant levels. These mitigation measures will assure that impacts associated with tribal cultural resources will be less than significant.

Mitigation Measures: See Section V, Cultural Resources, Mitigation Measures CUL-1 and CUL-2

Monitoring: See Section V, Cultural Resources.

Sources: City of Palm Springs General Plan, 2007.

XIX. UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Setting

Wastewater Treatment

Wastewater is recycled by the Desert Water Agency (DWA) and the City of Palm Springs. The sewage is collected and processed initially at the Palm Springs' wastewater treatment plant, located at 4375 E Mesquite Avenue, approximately 4 miles from the site. Palm Spring contracts Veolia Water North American to operate its 10.9 million gallons per day (MGD) wastewater facility, 5 pump stations, 225 miles of sewer pipelines, 6 percolation ponds, and a biosolids disposal program. The facility's currently sewage flow is approximately 6.5 MGD.

The City's primary and secondary treated wastewater is treated again at the DWA's water recycling facility located at 1200 S Gene Autry Trail, approximately 4 miles from the site. The DWA's facility carries a capacity of 10 MGD. The DWA distributes recycled wastewater to the Indian Canyons Golf Resort, Demuth Park, and Mid-Valley Parkway. This strategy replaces potable water with recycled wastewater for irrigation purposes; thereby helping conserve the groundwater aquifer.

Domestic Water
The DWA provides potable water to Desert Hot Springs, Palm Springs, and part of Cathedral City, encompassing a 325-square mile service area. About 95% of the domestic water comes from groundwater subbasins, the remaining 5% comes from surface water from mountain streams. Most of the groundwater is collected from the Whitewater River subbasin, which has a capacity of 28 million af and extends 70 miles from the junction of SR-111 and I-10 to the Salton Sea.

The DWA operates 29 active pumps, including 23,000 active services throughout 392 miles of pipeline. The agency replenishes the basins by importing water from the Colorado River through the All-American Canal to ensure constant groundwater levels. Plus, it reduces the stress on groundwater aquifer by servicing water from mountain streams including the Chino Creek, Snow Creek, and Fall Creek. Through these means, DWA is the provider for a population of 72,000.

Flood Management
The City of Palm Spring is dry for most of the year, however, unexpected flash floods due to rain fall and severe storms affect the City's infrastructure. The City has taken preventative measures by building concrete levees, storm drainage, and detention basins. These flood control structures are located in special flood hazard areas. Palm Springs requires new development projects to comply with the National Pollutant Discharge Elimination System (NPDES) permit requirements to ensure the establishment of mitigation plans and programs addressing the development, adoption, and enforcement of stormwater management and non-stormwater runoff reduction.

Solid Waste
The Palm Springs Disposal Service collects and disposes of solid waste in the City. The waste is transported to the Edom Hill Transfer Station. The landfill has been carefully structured for trash to be isolated from the surrounding environment using bottom liners and daily covering of oil. After waste in sorted at the Edom Hill, it is then transferred to the Lamb Canyon Landfill facility for disposal.

Discussion of Impacts

a-c) Less Than Significant Impact.

Wastewater
The Project site is currently developed with a paved parking lot. The proposed Project will require construction of on-site sewer infrastructure to connect to the existing sewer mains in the adjacent roadways. The Palm Springs and the DWA wastewater treatment facilities will provide wastewater collection and treatment services to the Project. The Project wastewater discharges will be typical of residential and commercial uses. No industrial discharge into the wastewater system would occur. The Project will generate approximately 48,625 gpd of wastewater at build out and full occupancy[17] . The City's plant has a capacity 10.9 million gallons per day, and treats 7 million gallons per day. The Project will increase treatment daily by 0.7% per day, and will not exceed the plant's daily capacity. No new wastewater treatment facility or the expansion of existing facilities is required to properly service the site.

Water
The DWA will provide domestic water to the Project. The DWA pumps water from the Whitewater River groundwater basin which has a capacity of 300,000 acre-feet per year (af/year). The DWA services a population of approximately 72,000 throughout 392 miles of pipeline running under the City. The Project's temporary and permanent occupants will increase the demand for domestic water to the site.

[17] CVWD Regulations Governing Sanitation Service (February 2021), p. A-2. Residential =250 gpd per unit; hotel =125 per room (0.5 EDU).

The proposed Project is consistent with the land use designation assigned to it in the General Plan, on which, in part, DWA based its future water demand analysis when contributing to the 2020 Coachella Valley Regional Urban Water Management Plan (RUWMP). According to the RUWMP, the projected 2025 regional water supply is 36,228AFY, and the projected 2045 regional water supply is 41,565 AFY. [18] The proposed Project's water demand (36.59 AFY) is 0.1% of projected 2025 regional water supplies and 0.08% of projected 2045 regional water supplies.

The project will be required to comply with the DWA's water-efficiency requirements, including the use of drought-tolerant planting materials and limited landscaping irrigation as required by the City's landscaping requirements. Buildings will be equipped with water efficient fixtures in compliance with Building Code requirements to reduce water consumption. Implementation of these requirements will assure that water-related impacts remain at less than significant levels. The residential and commercial uses within the Project will connect to existing major trunk lines located under East Palm Canyon Drive. Therefore, project impacts associated with domestic water supplies are expected to be less than significant.

Stormwater

The site is surrounded by residential, commercial and resort hotel facilities with existing underground drainage infrastructure, which the Project's stormwater drainage system will connect to. Currently, the site directs runoff into existing curbs and gutters on the east and south sides of the parking lot, N. Calle El Segundo, and E. Andreas Road, where it is collected by a series of catch basins. The collected runoff is then discharged into a 36-inch storm drain main in the alleyway east of the site. Under Project conditions, stormwater runoff will be collected using catch basins and storm drainpipes then directed into an underground infiltration system. In the case of an overflow, the runoff will be discharged to the existing 36-inch storm drain main. The basins have also been designed to protect against a 100-year storm.

As required by the federal Clean Water Act (CWA) (33 U.S.C. § 1251 et seq.) and the California Water Code (CWC) (commencing with section 13000), a Preliminary Water Quality Management Plan will be prepared for the Project. As discussed above in Section X, Hydrology and Water Resources, the Project site will incorporate BMPs for construction and post-construction conditions, designed to control pollutants that enter the on-site and off-site system, and is not expected to affect water quality. A final hydrologic analysis will be required to demonstrate that the Project meets the City's standards. The Project will design on site storm water systems designed to City standards, and which control flows on-site. As a result, the Project will not generate the need for the construction of new facilities, and will have a less than significant impact on existing storm drains.

Other Utilities

The Project will require the addition of on-site electric power, natural gas, and telecommunication lines to connect to the existing infrastructure that currently exists in the vicinity of the Project site. However, it will not require the expansion of existing or construction of new electric power, natural gas, or telecommunication facilities. The Project will not cause environmental impact related to the construction of these off-site facilities.

Overall, the Project is anticipated to result in less than significant impact.

[18] Table 6-7. DWR 4-2R Projected Demands for Water (AF), 2020 Coachella Valley Regional Urban Water Management Plan, prepared by Water Systems Consulting, Inc. June 30, 2021

d, e) **Less Than Significant Impact.** The Palm Springs Disposal Service (PSDS) collects solid waste from residential, institutional, commercial, industrial, and hospitals located in the City. The waste is transferred to the Edom Hill Landfill located at 70100 Edom Hill, Cathedral City, approximately 11 miles northeast of the site. The landfill has a total capacity of 17,777 cubic yards, according to the CalRecycle Solid Waste Information System. After the waste has been processed at Edom Hill it is transferred to the Lamb Canyon Landfill, located at 16411 Lamb Canyon Road, Beaumont, California.

The PSDS will provide solid waste collection and disposal services to the Project. The Project's waste generation sources are residential and service sector which includes hotel and restaurant. The development is projected to increase the waste service of PSDS by 172.85 tons per year. The Project will reduce the landfill's capacity by less than percent 1% each year.

Table 17
Estimated Solid Waste Disposal at Project Buildout

Land Use	CIWMB Disposal Rates	Proposed	Solid Waste Disposal (pounds per day)	Solid Waste Disposal (tons per year)
Residential	12.23 lb/household/day	132-condos	1,614	294.56
Hotel	2 lb/room/day	125-rooms	250	45.63
Restaurant	0.005 lb/ sq ft/day	6,040 sq ft	30	5.51
			TOTAL	345.70
			TOTAL (with 50% diversion)	**172.85**

Source: Estimated Solid Waste Generation Rates by CalRecycle, https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, accessed December 2023.

The Project is required to will comply with federal, state, and local management and reduction statutes and regulations related to solid waste as declared in the Section 14 Specific Plan. Overall, the Project is not expected to exceed the landfill's capacity or exceed federal, state, or local regulation standards. Impacts will be less than significant.

Mitigation Measures: Mitigation not required.

Monitoring: Monitoring not required.

Sources: Coachella Valley Regional Urban Water Management Plan, June 2021; California Department of Water Resources: Coachella Valley Groundwater Basin, 2004; CalRecycle Solid Waste Information System Facility/Site Activity Details, 2019; Section 14 Specific Plan, July 2014; Preliminary Drainage Study for Palm Springs Hotel and Residences, Walden and Associates Preliminary Drainage Study, September 2023 (Appendix B); City of Palm Springs Ordinance Code, accessed December 2023.

XX. WILDFIRE **If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Setting

The California Department of Forestry and Fire Protection publishes updates on fire hazard severity zones. The current map shows red flag warnings, recent perimeters, smoke/haze forecast, and 5-years fire history for all of California. The fire severity zones are determined based on the likelihood of a fire, the fire's behavior. Other variables are considered such as fire history, existing and potential natural fuel, blowing embers, terrain, and typical fire weather. Each zone falls into the moderate, high, or very high classification. The Coachella Valley, located in the northwest region of Riverside County, is not within a fire designated zone according to the State's Fire Hazard Severity Zone Map.

Discussion of Impacts

a) Less Than Significant Impact. The San Jacinto Mountains bordering the City's western boundary is the nearest fire hazard zone in proximity to Palm Springs, according to the updated 2024 Fire Hazard Severity Zones Map by the California Department of Forestry and Fire Protection (CalFire). The mountain region is classified as Very High Fire Hazard Severity Zone (VHFHSZ), as well as the development immediate to the mountain foothill given its proximity to the fire hazard zone. The proposed Project site is located at a distance of 2,000± feet from the San Jacinto Mountain hillside and is not within the designated VHFHSZ.

The Palm Springs Emergency Operations Plan (EOP) outlines the City's planned response and recovery in case of an emergency or major disaster. Specifically, it assigns responsibility to the City's emergency management organization within the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS) and the overall responsibility of the federal, state, and county entities.

For any type of emergency including a wildfire, the evacuation routes are expected to be major streets including Palm Canyon, Ramon Road, Tahquitz Way, Dinah Shore, and Sunrise. In relation to the Project, most of the evacuation routes are within less of a mile, except for Dinah Shore. The nearest route is S. Tahquitz Way, approximately 0.12 miles south of the site. The Project's occupants are likely to increase the use of these evacuation routes. However, the increase is unlikely to exhaust these sources.

The proposed development of a resort hotel, condominiums, and stand-alone restaurant will not physically block or change the evacuation routes. The roadways to access these evacuation routes will not be physically changed aside from temporary disruptions during the Project's construction. While in operation, N. Calle El Segundo and E. Andreas Road will remain clear to allow for direct access south onto S. Tahquitz Canyon and west onto N. Palm Canyon Way.

The Project does not propose to change evacuation routes or interfere with the City's EOP in the event of a wildfire. For these reasons, impacts are expected to be less than significant.

b) Less Than Significant Impact. The Project's site is not located on or near a very high wildfire hazardous zone. The site is subject to high winds due to the tunneling effect of air through the narrow San Gorgonio Pass, running between San Gorgonio Mountains to the north and San Jacinto Mountains to the south. The Project is in the central core of Palm Springs, and not within a high fire risk area. However, local winds could increase pollutant concentrations in the Downtown core, should a fire occur upwind. Under these circumstances, the SCAQMD monitors air quality, and issues warnings when necessary if air quality is affected, as is their mandate. These standards assure that impacts associated with increased air emissions remain less than significant.

c) Less Than Significant Impact. The Project is located in the center of Palm Springs. The area is highly developed with existing utility infrastructure such as roads, fuel breaks, emergency water sources, and power lines. The Project will to be integrated into the currently operational utility system, thus additional maintenance or associated infrastructure for the site is not warranted. Therefore, no environmental impact or fire risk associated with the construction of utility infrastructure is anticipated. The impact will be less than significant.

d) Less Than Significant Impact. Palm Springs is susceptible to flash floods. The City's proximity to the San Jacinto Mountains characterized by rocky impermissible terrain, mature and spare desert vegetation, and flat Valley surface makes severe rainfall collect rapidly as runoff. The Project is located outside a flood hazard area, according to the City of Palm Springs Flood Hazards Map. The site's relative flat surface and distance from the San Jacinto Mountains lowers the likelihood of landslides and downstream flooding. Preventative infrastructure including concrete levees, storm drains, and detention basins are located in severe flood hazardous zones as required by the City's Local Hazard Mitigation Plan (LHMP). The Project does not propose to change, interfere, or limit with the Palm Springs' LHMP. Impacts are expected to be less than significant.

Mitigation Measures: Mitigation not required.

Monitoring: Monitoring not required.

Sources: Fire Hazard Severity Zone Map, California Department of Forestry and Fire Protection, updated April 2024; Palm Springs Emergency Operations Plan, updated September 2019;

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) Less Than Significant Impact with Mitigation Incorporated:

Biological Resources

Considering the site has been previous degraded by its initial development as a public parking lot and high level of disturbance by surrounding land uses, the Project site is not a viable habitat for native wildlife, nor local or regional special status species. The redevelopment of the site to including the Project components would not pose a significant impact to biological resources nor reduce population size of plant or animal species. Additionally, the Project site would not interfere with a classified conservation area nor a wildlife migratory corridor. All development activities will be limited as within the site's boundaries and thus, no land apart from the property's 5.65± acre parcel will be disturbed as a result of the Project's implementation. Although, the Project would pose less than significant impact to local biological resources, a nesting bird survey must be prepared if any ground disturbance is to occur during nesting season. Less than significant is expected with the implementation of Mitigation Measure BIO.1.

Cultural Resources

The Project site is currently developed and utilized by the City as a public parking lot. The California Office of Historic Preservation, California Historical Resources database and the Citywide Historic Resource Inventory indicate that there are no historical or cultural resources within the site's boundaries. However, given that the Project's development will include excavation at a greater depth than the initial development of the parking lot, then there is the possibility to uncover cultural and historical artifacts. These artifacts may hold tribal value given the site is within the Agua Caliente Band of Cahuilla Indian Tribe traditional land use. To ensure less than significant impacts occur to possible archaeological artifacts, human remains, and other cultural material that could be unearthed during construction, Mitigation Measure CUL-1 and CUL-2 would be required secure those materials and assure their proper disposition.

b) Less Than Significant Impact with Mitigation Incorporated:

Significant cumulative impacts could occur if the Project, in conjunction with related projects, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. In this case, the Project's impacts are individually limited and not cumulatively considerable. The proposed Project is consistent with the development envisioned for the site in the City's General Plan and the Section 14 Specific Plan. The overall impacts of both the General Plan's and the Specific Plan's build out were considered in EIRs prepared for those documents, and the Project will not result in greater impacts than those identified for build out of the General Plan or Specific Plan in their EIR documents.

As discussed in Section III (Air Quality), air pollutants will be emitted by the Project during construction and operation. However, emissions are shown not to exceed SCAQMD significant thresholds. Additionally, the Project, and all projects in the City and region, will be subject to air quality management plans including SCAQMD Air Quality Management Plan and the Coachella Valley PM_{10} Plan to ensure no cumulative impact occurs in relation to the Project's development.

Cumulative air quality analysis is evaluated on a regional scale (rather than a neighborhood scale or city scale, for example) given the dispersing nature of pollutant emissions and aggregate impacts from surrounding jurisdictions and air management districts. Any development project or activity resulting in emissions of PM_{10}, ozone, or ozone precursors will contribute, to some degree, to regional non-attainment designations of ozone and PM_{10}.

The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.[19] Therefore, air quality impacts will be cumulatively less than significant.

Per the discussion in Section VIII (Greenhouse Gas Emissions), the Project's GHG emissions are analyzed under SCAQMD recommended tiered system approach. Tier 3 designates projects as having less than a significant impact is total annual emissions are at or below 3,000 CO_2eMT/year. However, as the air quality report shows (Appendix A), the cumulative emissions

[19] http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf) (pg 7)

from construction and operation would exceed the significant thresholds and thus, the Project has the potential to cause significant impact. Under Tier 2, projects are considered to have less than a significant impact if they adhere to goals, programs, and plans for GHG emission reduction. The City requires that all project be consistent with the Palm Springs 2013 Climate Action Plan, applicable California Green Building and Energy Codes, and consistency with State and local VMT reduction measures, which ensures consistency with AB 32. For this reason, cumulative impacts related to GHG emissions will be less than significant.

As described in Section XIII (Noise), noise will be generated by vehicles accessing the site, mechanical equipment (such as HVAC units), and landscaping equipment. However, the Project, and all projects in the City, are required to comply with the noise level limits of the Noise Ordinance, Chapter 11.74. The General Plan EIR projected cumulative future noise levels at General Plan buildout using land use designations assigned by the General Plan land use map. These noise projections include future noise generated by buildout of the Project and all other projects in the vicinity developed under the General Plan's land use designations. According to the General Plan (Figure 8-5), the Project site is projected to experience noise levels of 60 dBA CNEL immediately adjacent to Andreas Road at General Plan build out (also see Table 5.11-10, General Plan EIR). These noise levels are within the normally acceptable noise range for hotels and residential uses (maximum of 65 dBA CNEL), including the residential uses to the north, established in General Plan Noise Element Figure 8-2, Land Use Compatibility for Community Noise table. Since the General Plan analysis considers not only the resort uses proposed for the Project site, and all other uses in the area, cumulative noise impacts will be less than significant.

A traffic analysis was prepared to analyze the Project's potential impacts to the existing circulation system. Based on the results, the Project's operation will not reduce any study area intersection LOS level below the City's standard of LOS D. Additionally, a Project-specific VMT report was prepared in which the Project cumulative VMT is expected to adhere to the City's VMT thresholds. The VMT analysis determined that with the inclusion of feasible VMT mitigation measures the Project would reduce its VMT impact below the City's VMT impact threshold and result in a less than significant VMT impact. With implementation of TRANS.2, the Project would result in less than significant VMT impacts and would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3(b). Similarly, the City will require VMT analysis be completed for future projects, and will require conformance with CEQA Guidelines Section 15064.3(b), to reduce City-wide VMT. Therefore, less than significant cumulative impacts are expected with the implementation of Mitigation Measure TRANS.1 and TRANS.2.

All environmental impacts that could occur as a result of the Project would be less than significant with the implementation of mitigation measures included in this document, and when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, would not be significant.

c) Less Than Significant with Mitigation Incorporated.

The Project will have less than significant impacts on human beings with the implementation of the mitigation measures included in this document. Impacts associated with air quality and noise will be less than significant, and neighboring sensitive receptors will not experience air emissions or noise levels above the thresholds established by the SCAQMD or the City's General Plan, respectively. The Project will be required to comply with the City's greenhouse gas reduction policies in order to assure that GHG emissions do not significantly impact City residents. Building construction will be required to conform to current building codes, which

are designed to protect structural integrity, thereby protecting residents and guests in the event of an earthquake. The Project will be required to comply with City, regional, state and federal regulations governing public health and safety, as are all projects proposed and constructed in the City. As a result, the Project will not result in cumulatively significant impacts to human beings.

References

I. AESTHETICS

Source: Palm Springs General Plan; Section 14 Specific Plan; Palm Springs Municipal Code, Google Earth Pro.

II. AGRICULTURE RESOURCES

Source: Section 14 Specific Plan (2014); City of Palm Springs General Plan: Land Use Element (2007); California Important Farmland Map Finder, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed January 2024.

III. AIR QUALITY

Source: South Coast Air Quality Management District Annual Air Quality Monitoring Network Plan (2023), EPA Green Book PM-10 (1978), Federal Register, "Designation of Areas for Air Quality Planning Purposes"; California; Coachella Valley Ozone Nonattainment Area; Reclassification to Extreme", https://federalregister.gov/documents/; Project-specific Air Quality Report (Appendix A), September 2024; CalEEMod Version 2022.1.1.28; Google Earth Pro.

IV. BIOLOGICAL RESOURCES

Source: Section 14 Specific Plan (2014), Tribal Habitat Conservation Plan (2010); Coachella Valley Conservation Commission Plan Maps, Coachella Valley Multiple Species Habitat Conservation Plan (2008); City's General Plan Recreation, "Open Space and Conservation Element" (2007); Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (2007).

V. CULTURAL RESOURCES

Source: City of Palm Springs Municipal Code, Chapter 8.05 Historic Preservation; Palm Springs Citywide Historic Context Statement & Survey Findings, December 2018; Palm Springs Citywide Historic Resource Inventory, City of Palm Springs Department of Planning Services. Revised January 5, 2023; California Office of Historic Preservation, https://ohp.parks.ca.gov/listedresources/.

VI. ENERGY

Source: City of Palm Springs General Plan, 2007; Southern California Edison, https://www.edison.com/about-us/; Southern California Gas Company, https://www.socalgas.com/about-us/

VII. GEOLOGY AND SOILS

Source: Palm Springs General Plan, "Administration" (2007); Palm Springs General Plan, "Recreation, Open Space and Conservation Element" (2007); Palm Springs General Plan, "Safety Element" (2007); Coachella Valley Water District, Soil Types, https://www.cvwd.org/273/Soil-Types; Southern California Earthquake Data Center, https://scedc.caltech.edu/earthquake

VIII. GREENHOUSE GAS EMISSIONS

Source: Palm Springs Climate Action Plan, May 2013; Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2021, accessed December 2023; Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans, South Coast Air Quality Management District, December 2008; AB 32 Global Warming Solution Act of 2006, California Air Resources Board, September 2018; Palm Springs Ordinance Code, accessed September 2024; CalEEMod Version 2022.1.1.28; Air Quality Report (Appendix A), September 2024; Project material; Google Earth Pro.

IX. HAZARDS AND HAZARDOUS MATERIALS

Source: City of Palm Springs General Plan, 2007; California Department of Toxic Substance Control Hazardous Waste and Substance Cortese List, https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=palm+springs, accessed 2024; State Water Resources Control Board GeoTracker, https://geotracker.waterboard.ca.gov/; Palm Springs Emergency Operations Plan, updated September 2019; Fire Hazard Severity Zone Map, California Department of Forestry and Fire Protection, updated April 2024.

X. HYDROLOGY AND WATER QUALITY

Source: City of Palm Springs General Plan: Safety Element (2007), Palm Springs Flood Hazard Map (2007); Walden and Associates Preliminary Drainage Study, 2023 (Appendix B); Federal Emergency Management Agency (FEMA) Flood Map Service, https://hazards-fema.maps.arcgis.com/

XI. LAND USE AND PLANNING

Source: City of Palm Springs General Plan, 2007; Section 14 Specific Plan, July 2014, Project material; Google Earth Pro.

XII. MINERAL RESOURCES

Source: City of Palm Springs General Plan, 2007; Bureau of Land Management Mineral Potential Map, https://blm-egis.maps.arcgis.com/

XIII. NOISE

Source: City of Palm Springs General Plan, 2007; City of Palm Springs Municipal Code, accessed December 2023; Project materials; Google Earth Pro.

XIV. POPULATION AND HOUSING

Source: Section 14 Specific Plan, July 2024; CA Department of Finance Table 2: E-5 City/County Population and Housing Estimates, January 2021-2024 for the City of Palm Springs; Demographics and Growth Forecast Technical Report, Southern California Association of Governments, April 2024.

XV. PUBLIC SERVICES

Source: City of Palm Springs General Plan, 2007; Palm Springs Unified School District, https://www.psusd.us/Page/2400.

XVI. RECREATION

Source: City of Palm Springs General Plan, 2007; Section 14 Specific Plan, July 2014; Project materials; Google Earth Pro.

XVII. TRANSPORTATION

Source: City of Palm Springs General Plan, 2007; Palm Springs Hotel and Residences Traffic Analysis, Urban Crossroads, September 2024; Palm Springs Hotel and Residences Vehicle Miles Traveled (VMT) Analysis, Urban Crossroads, June 2024.

XVIII. TRIBAL CULTURAL RESOURCES

Source: City of Palm Springs General Plan, 2007.

XIX. UTILITIES AND SERVICE SYSTEMS

Source: Coachella Valley Regional Urban Water Management Plan, June 2021; California Department of Water Resources: Coachella Valley Groundwater Basin, 2004; CalRecycle Solid Waste Information System Facility/Site Activity Details, 2019; Section 14 Specific Plan, July 2014; Preliminary Drainage Study for Palm Springs Hotel and Residences, Walden and Associates Preliminary Drainage Study, September 2023 (Appendix B); City of Palm Springs Ordinance Code, accessed December 2023.

XX. WILDFIRE

Source: Fire Hazard Severity Zone Map, California Department of Forestry and Fire Protection, updated April 2024; Palm Springs Emergency Operations Plan, updated September 2019;

Appendix A
CalEEMod Air Quality and GHG Modeling
(Available for review at City Hall)

Appendix B
Preliminary Drainage Report
(Available for review at City Hall)

Appendix C
Traffic Report
(Available for review at City Hall)

Appendix D
VMT Analysis
(Available for review at City Hall)