AGUA CALIENTE BAND OF CAHUILLA INDIANS
ENVIRONMENTAL CHECKLIST FORM

1. PROJECT TITLE:

Calle Encilia Parking Structure

2. CONTACT PERSON/PHONE NO:

Dan Malcolm, AICP
Planning Manager
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264
Phone: 760-883-1945
Email: dmalcolm@aguacaliente-nsn.gov

3. PROJECT LOCATION:

The Calle Encilia Parking Structure site (the "Project" and "Project Site") is located within Section 14, Township 4 South, Range 4 East of the San Bernardino Base and Meridian in the City of Palm Springs in western Coachella Valley, as shown in **Figure 1, Regional Location Map**. The Project Site is located within the Section 14 Specific Plan (the "Specific Plan") on the Agua Caliente Indian Reservation (the "Reservation"). Regional access to the Project Site is provided via State Highway 111 and Interstate 10, located approximately 1.3 and 4.8 miles to the north, respectively.

The Project Site is bounded by Amado Road on the north, Calle Encilia on the west, Calle El Segundo on the east, and the Spa Resort Casino on the south, as shown in **Figure 2, Project Site Location Map**.

The Project Site is located on approximately 2.8 acres of Tribal Trust land of the Agua Caliente Band of Cahuilla Indians (the "Tribe") within the northwestern portion of the Specific Plan area. The Project Site currently consists of an existing surface parking lot for the Spa Resort Casino, containing a total of 171 stalls.

4. ASSESSOR'S PARCEL NUMBER:

The Project Site is approximately 2.8 acres in size and consists of Assessor's Parcel Numbers (APNs) 508-042-008 and 508-042-010.

5. ADDRESS:

401 Amado Road, Palm Springs, CA 92262

6. GENERAL PLAN DESIGNATION:

The General Plan Land Use Designation for the Project Site, as identified in the Section 14 Specific Plan, is Tourist Resort Commercial.

7. ZONING:

The Specific Plan land use designation for the Project Site is Resort Attraction (RA). The RA land use designation allows for large-scale resort hotel complexes, hotels, and major commercial recreation attractions with retail and entertainment facilities.[1] It also encourages construction of visitor-serving amenities and attractions to complement the hotels.[2]

8. DESCRIPTION OF PROJECT:

The Project consists of the construction of a 4-level/3-story, aboveground public parking structure containing approximately 850 stalls. The proposed parking structure would provide both self-parking and valet parking options, and would consolidate some of the existing nearby surface parking lots that currently serve patrons of the Spa Resort Casino.

As shown in **Figure 3, Conceptual Site Plan,** one of the self-parking entrances to the Project would be located on Amado Road, with additional entrance and exit driveways located on Calle Encilia and Calle El Segundo. Vehicle access to each parking level would be provided via a loop ramp system, with up and down travel movements located on a single ramp well located on the northeastern portion of the parking structure along Amado Road. Each ramp level would consist of two lanes, with one lane provided in each direction. The parking aisle along the inbound/outbound lane from Amado Road will be used for employees and/or long-term valet parking only. Surface parking would also be located adjacent to the west of the parking structure and would provide approximately 35 stalls. Access to the surface parking stalls would be provided from the first level of the parking structure or from the Calle Encilia entrance. Egress traffic flow onto Amado Road and Calle El Segundo would be controlled by designated stop signs.

Access to the valet drop-off area would be provided via an entrance-only driveway from Calle Encilia. Valet service would occur on a one-way eastbound roadway to allow patrons to drop off their vehicles adjacent to the Spa Resort Casino entrance. Valet circulation would occur internal to the Project Site with valet attendants having access to the parking structure directly from the eastbound roadway.

Pedestrian access between the four levels would be provided with three stair wells located on the southwestern, northwestern, and southeastern corners of the parking structure. Elevator access would be located along the

1 City of Palm Springs, "Section 14 Specific Plan" (July 2014).
2 City of Palm Springs, "Section 14 Specific Plan" (July 2014).

southern portion of the parking structure, adjacent to the valet drop-off and pick-up area, with close accessibility to the Spa Resort Casino entrance.

The parking structure would be approximately 47 feet in height, not including appurtenant structures, as shown in **Figure 4, Conceptual Building Elevations**. The parking structure would be painted a similar color to match the existing Spa Resort Casino adjacent to the Project Site. Other design materials would include aluminum, glass, and stucco. The parking structure would be open in design with the incorporation of mesh and metal screening facades. Carport shade structures would be located on the top level within the central and western portions of the parking structure. The proposed parking structure would be designed for visual compatibility with the surrounding uses.

Lighting would be provided within the parking structure, on the top level, and around the Project Site for safety and security purposes. Lighting fixtures would be designed to minimize light spillover onto surrounding land uses. Other safety and security features would include closed-circuit security cameras and emergency phones/call boxes.

As shown in **Figure 5, Landscape Plan,** the Project would include various forms of drought-tolerant landscaping, such as trees, shrubs, and rockwork. The Project would retain some of the landscaping elements that currently exist on the Project Site. Examples of plant species that would be incorporated as a part of the Project include Red Bird of Paradise, Sierra Gold Dalea, and Autumn Glow. Landscaping would primarily be provided along the perimeter of the Project Site with planters located within the proposed surface parking area. Retention basins would be located along the eastern boundary of the parking structure along Calle El Segundo. All landscaping elements would be designed for compatibility with the surrounding area, with surface water runoff directed towards the proposed retention basins.

The Project includes the development of infrastructure and utilities, as needed, to support the parking structure. Such utility infrastructure would include storm drains, water (i.e. landscape irrigation and fire protection), electricity, and telecommunication services. Any proposed utilities would connect to the existing infrastructure surrounding the Project Site.

Project construction is anticipated to begin in mid to late 2016 and would take approximately 12 months to complete. Construction activities would be undertaken in three main phases: (1) site preparation, (2) grading, and (3) building construction.

The site preparation phase would involve the removal of the existing surface parking lot and associated improvements. The grading and soil compaction phase would involve the shoring and excavation of the site to create the proper base and slope for the parking structure. The building construction phase would include the construction of the parking structure, architectural coatings, and paving of the Project Site. Typical construction equipment that may be used would include excavators, dump trucks, dozers, graders, loaders, welders, and

pavers. Throughout construction of the Project, resort patrons and employees would be directed to park within one of the existing surface parking lots near the Project Site.

Construction activities may necessitate temporary lane closures on streets adjacent to the Project Site on an intermittent basis for utility relocations/hookups, delivery of materials, and other construction activities as needed. Site deliveries and staging of all equipment and materials would be organized in the most efficient manner possible on site to minimize any temporary effects to the adjacent residential uses and surrounding traffic. Construction equipment would be staged on site or within one of the surrounding surface parking lots for the duration of construction activities.

9. SURROUNDING LAND USES & SETTING:

As shown in **Figure 2,** the Project Site is located in an urbanized area of downtown Palm Springs. Surrounding uses generally include a mix of commercial and residential uses and surface parking lots. Bordering the Project Site to the south is the approximately 43-foot-tall Spa Resort Casino. To the east and northeast of the Project Site are 2-story multifamily residential buildings. To the north and northwest of the Project Site are surface parking lots and 1- to 2-story commercial uses, respectively. The U.S. Post Office is located directly west and is approximately 2 stories in height.

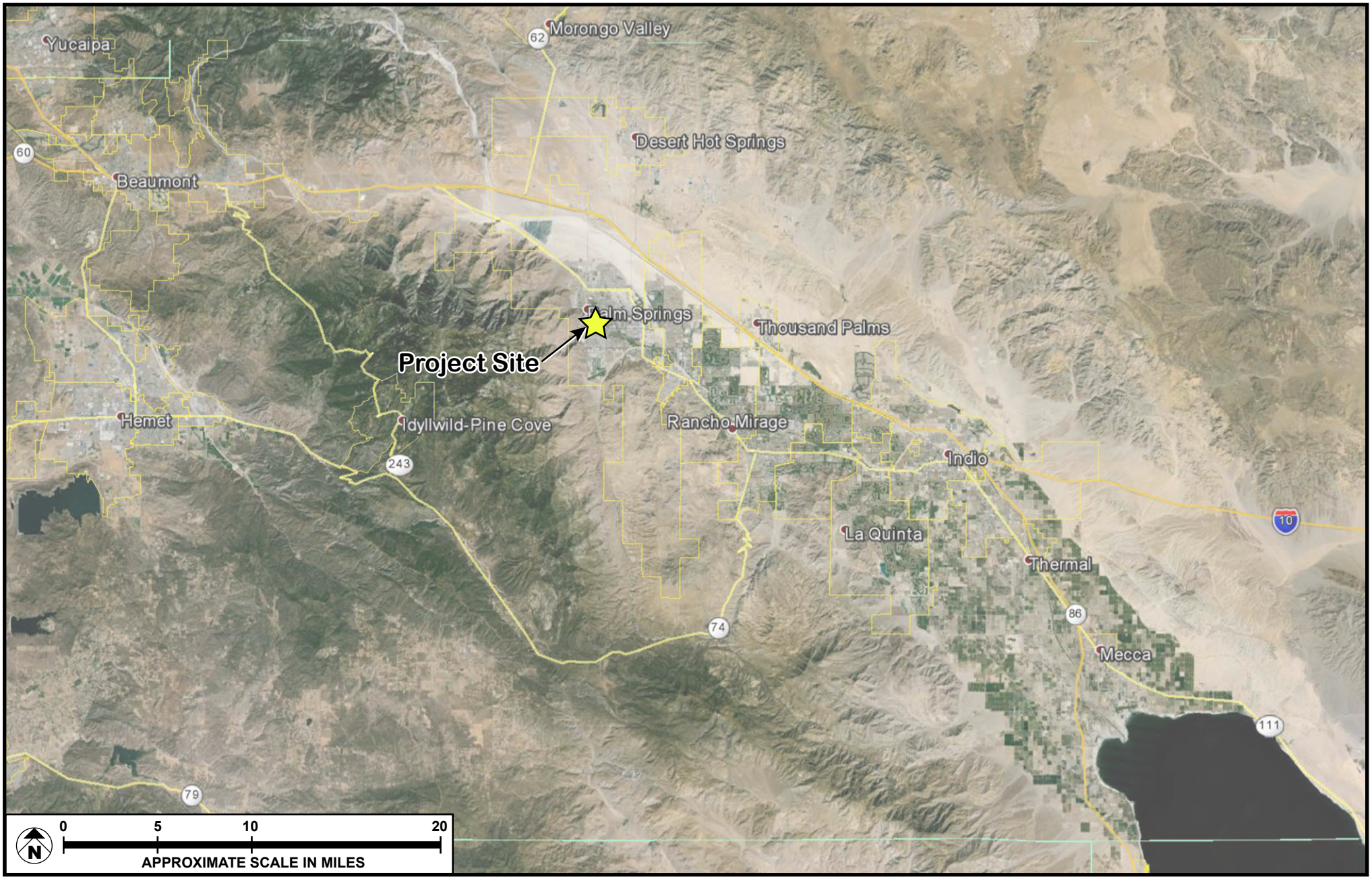
Specific Plan land uses to the north, west, and south are designated as RA, land uses to the northwest are designated as Retail/Entertainment/Office (REO), and land uses to the east and northeast are designated as Residential High (HR), 21 to 30 dwelling units per acre.[3]

The Project Site is relatively flat and urbanized in character. Vehicular access to the Project Site is currently provided through driveways along Amado Road, Calle Encilia, and Calle El Segundo. Landscaping on the Project Site is characterized by minimal vegetation, including street-trees, shrubs, and other ornamental plants.

10. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (E.G., PERMITS, FINANCING APPROVAL, OR PARTICIPATION AGREEMENT):

- U.S. Department of Transportation (USDOT)
- Encroachment permit from City of Palm Springs

3 City of Palm Springs, "Section 14 Specific Plan" (July 2014).



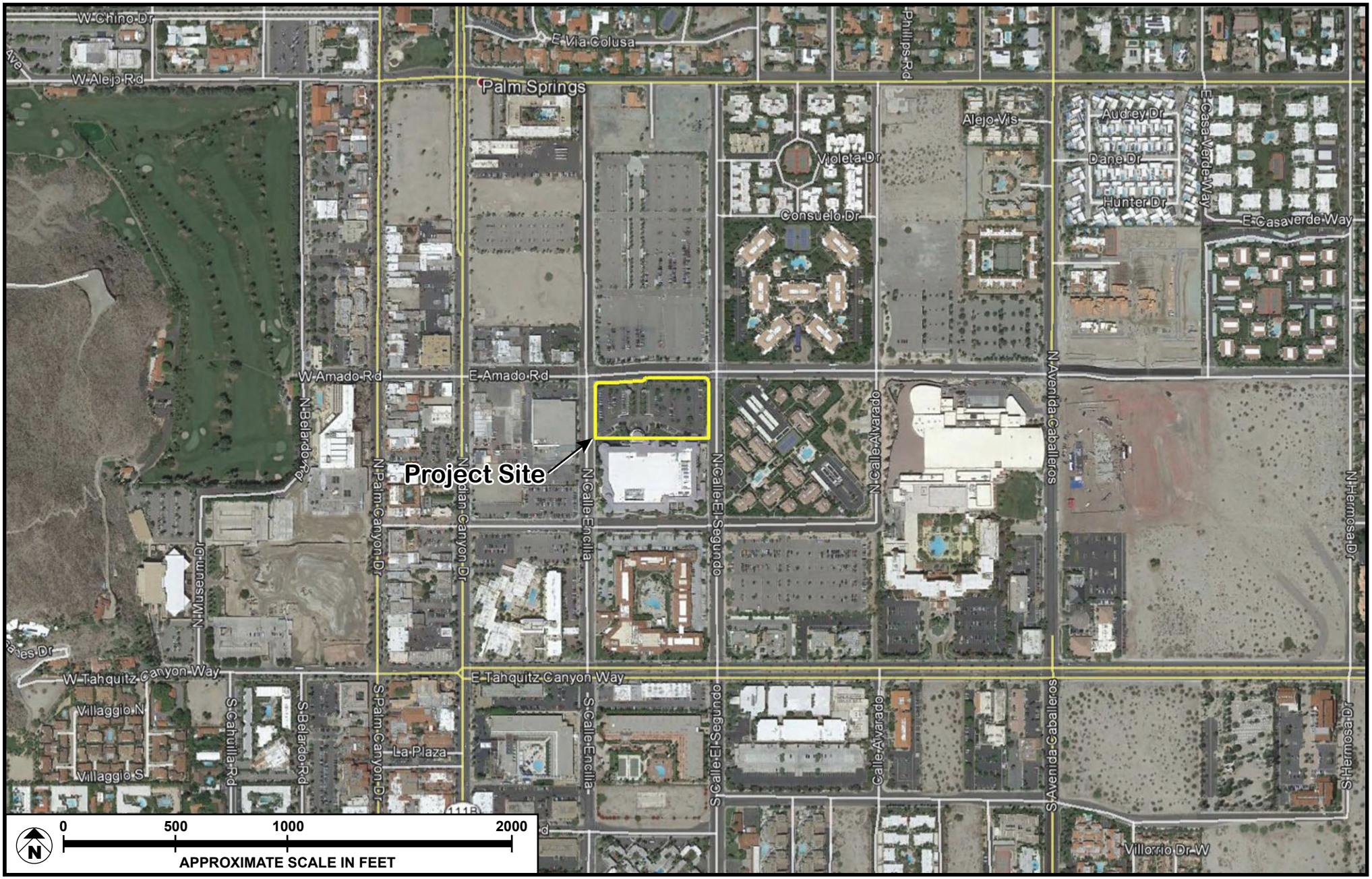
SOURCE: Google Earth - 2015

FIGURE **1**

CALLE ENCILIA PARKING STRUCTURE

Regional Location Map

097-001-15



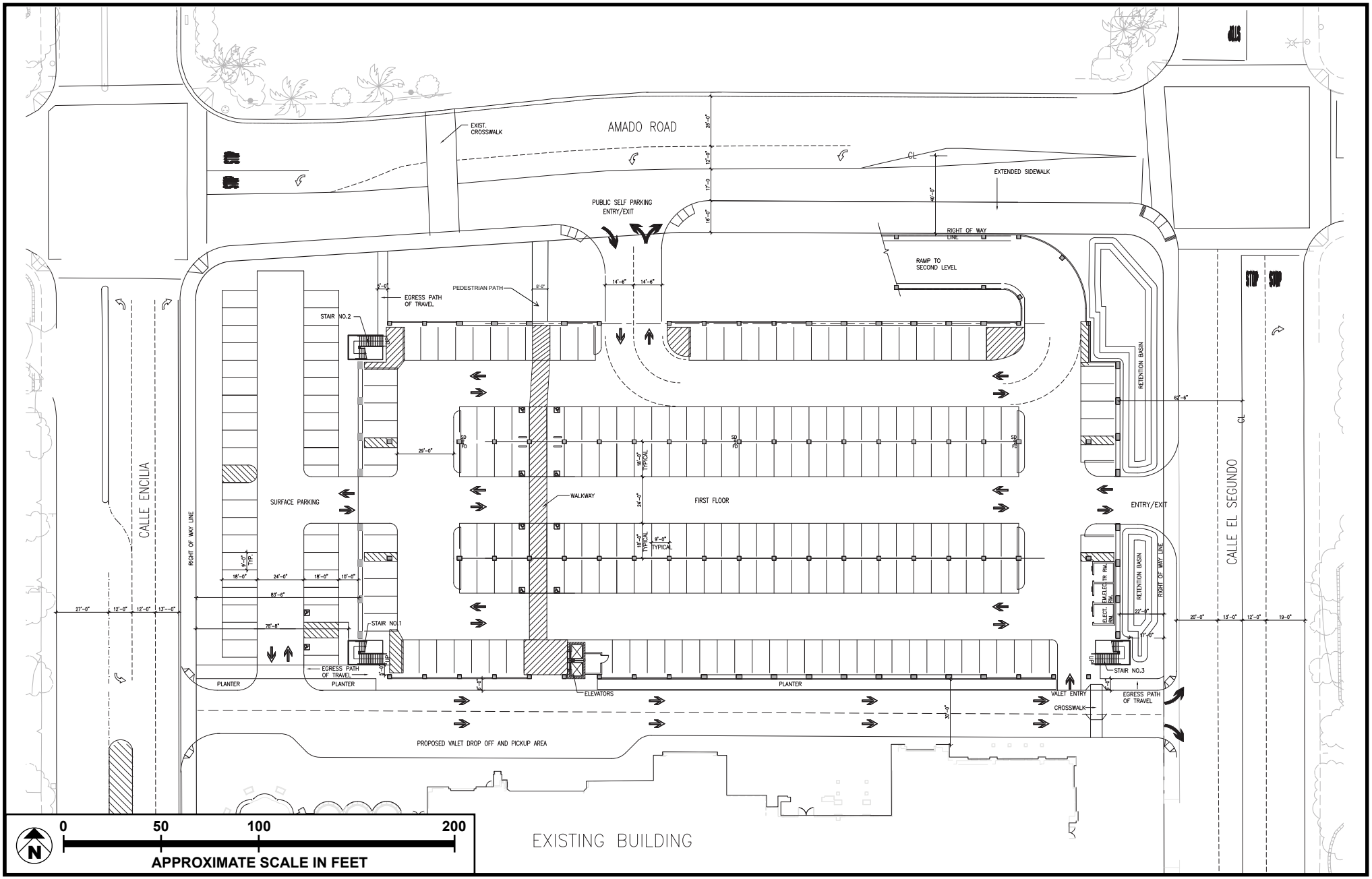
SOURCE: Google Earth - 2015

FIGURE **2**

CALLE ENCILIA PARKING STRUCTURE

Project Site Location Map

097-001-15



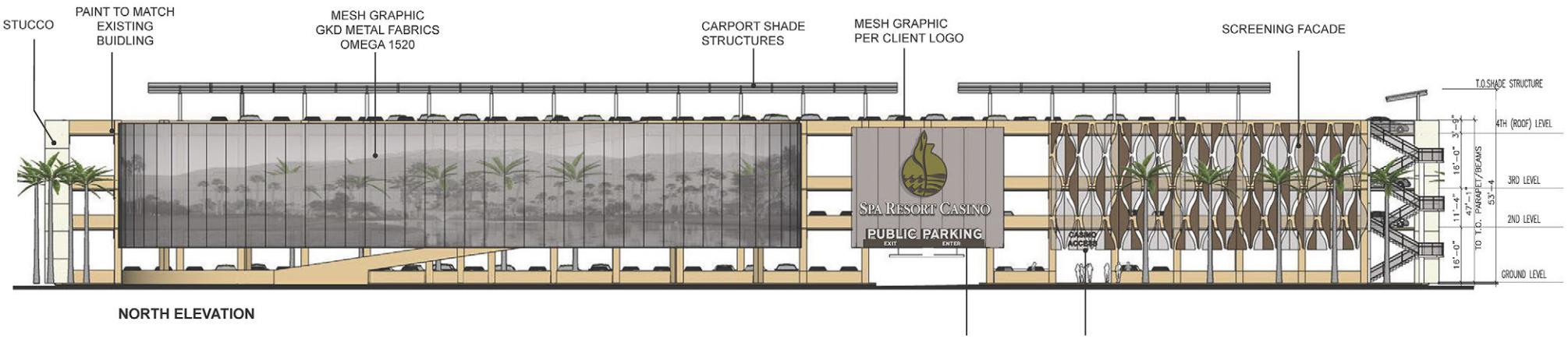
SOURCE: Delawie - December 2015

FIGURE **3**

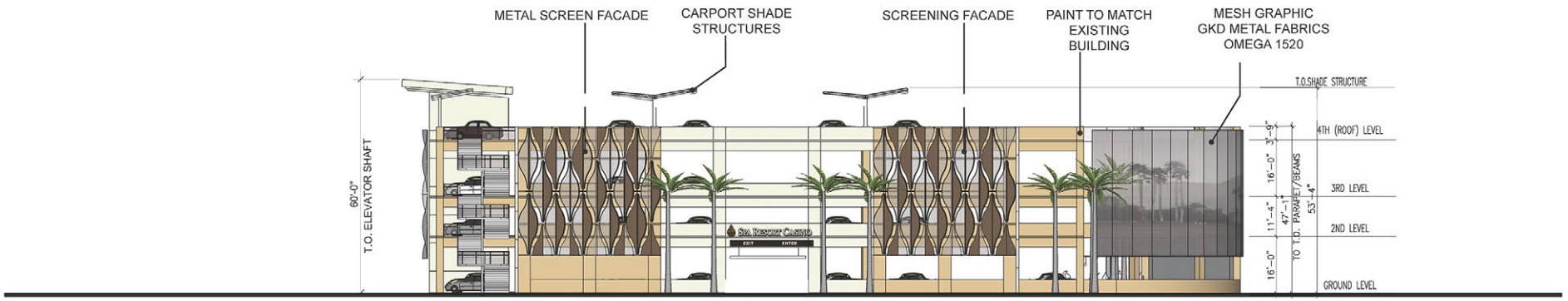
CALLE ENCILIA PARKING STRUCTURE

Conceptual Site Plan

097-001-15



NORTH ELEVATION



EAST ELEVATION

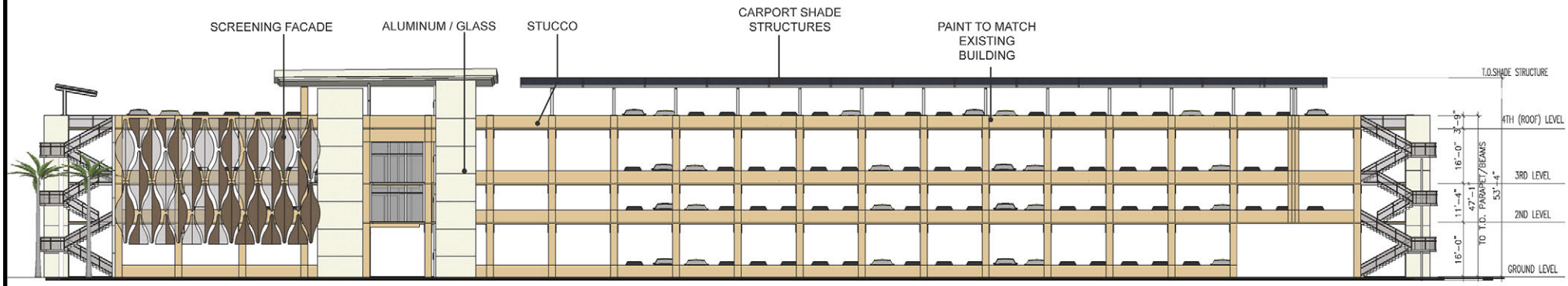
SOURCE: Delawie - December 2015

FIGURE **4a**

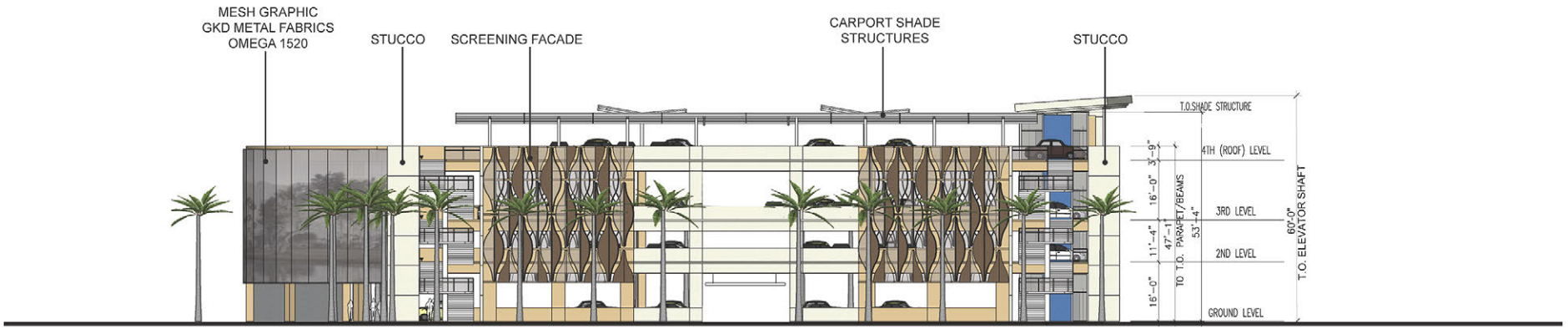
CALLE ENCILIA PARKING STRUCTURE

Conceptual Building Elevations - North and East

097-001-15



SOUTH ELEVATION



WEST ELEVATION

SOURCE: Delawie - December 2015

FIGURE **4b**

CALLE ENCILIA PARKING STRUCTURE

Conceptual Building Elevations - South and West

097-001-15

SOURCE: Delawie - December 2015

FIGURE **5**

CALLE ENCILIA PARKING STRUCTURE

Landscape Plan

097-001-15

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would potentially be 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
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Geology and Soils
- ☐ Hazards
- ☐ Land Use & Planning
- ☐ Mineral Resources
- ☐ Mandatory Findings of Significance
- ☐ Noise
- ☐ Population & Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation/Circulation
- ☐ Utilities & Service Systems
- ☐ Water

DETERMINATION:

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a FINDING OF NO SIGNIFICANT IMPACT (FONSI) 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 the mitigation measures described on the attached form have been added to the project. A FINDING OF NO SIGNIFICANT IMPACT (FONSI) will be prepared. ☐

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

I find that the proposed project MAY have a significant effect(s) 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 the attached form, if the effect is a "potentially significant impact" or "potentially significant if not mitigated". An ENVIRONMENTAL IMPACT STATEMENT (EIS) 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, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIS, pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIS, including revisions or mitigation measures that are proposed upon the proposed project. ☐

Margaret Park
Signature

2-10-16
Date

MARGARET PARK
Printed Name

EVALUATION OF ENVIRONMENTAL IMPACTS:

ISSUES AND SUPPORTING INFORMATION SOURCES:

I. AESTHETICS	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the proposal:				
a) Affect a scenic vista or scenic highway?	☐	☐	☒	☐
b) Have a demonstrable negative aesthetic affect?	☐	☐	☒	☐
c) Create light or glare?	☐	☐	☒	☐

Discussion

a) Less than Significant Impact

Scenic views within the Specific Plan area include the San Jacinto Mountains to the west.[4] The Project Site is located in a developed and urbanized area characterized by a mix of commercial and residential uses and surface parking lots, ranging from 1 to 3 stories in height. Views of the San Jacinto Mountains within proximity to the Project Site can be seen from the residential uses to the east across Calle El Segundo. However, views of these mountains are slightly obstructed by landscaping and walls bordering the properties to the west and from the Spa Resort Casino.

The Project Site currently consists of a surface parking lot with no above-ground structures. Implementation of the Project would result in the construction of a 4-level/3-story parking structure approximately 47 feet in height, not including appurtenant structures, which would alter the existing views and visual character of the Project Site. The Project would be of similar height and massing as the Spa Resort Casino located to the south, and carport shade structures would only be provided on the top level within the central and western portions of the parking structure in an effort to reduce the perceived massing of the building to the residences located to the east and northeast. Similar to existing views west and southwest towards the Spa Resort Casino, the Project would partially obstruct distant views of the San Jacinto Mountains. The Project would not significantly alter existing views across the site since these views are already slightly obstructed. Therefore, impacts would be less than significant.

4 City of Palm Springs, "Section 14 Specific Plan" (July 2014).

As the Project Site is not located within proximity of a state designated scenic highway, it would not result in impacts to scenic resources. Impacts would be less than significant.

b) Less than Significant Impact

Implementation of the Project would convert an existing surface parking lot to a 4-level/3-story above-ground parking structure. The 43 foot tall Spa Resort Casino borders the Project Site directly to the south and 2-story residential buildings border the Project Site to the east and northeast across Calle El Segundo. 1- to 2-story commercial buildings border the Project Site to the northwest across Amado Road, west of Calle Encilia. The design of the parking structure would be similar to and compatible with the adjacent Spa Resort Casino since it would incorporate similar color, material, and architectural detail, as required by the Specific Plan.

As previously mentioned, the Project would be consistent with the height, density, and elevation of the surrounding uses. The design and height of the proposed parking structure would be within the limits allowed by the Specific Plan. A number of design features would be incorporated into the structure, such as mesh and metal screening facades to screen vehicles in the structure from views of along the surrounding roadways. The screening facades and design components would also reduce the visual mass of the parking structure.

Furthermore, the Project would also incorporate drought-tolerant landscaping along the northern, western, and eastern boundaries of the Project Site. The plant palette would use drought-tolerant materials in consideration of the desert climate and the Tribe's water conservation efforts. Landscaping features would include trees, shrubs, and rockwork, which would be designed to complement the natural desert landscape of the Coachella Valley. The use of this vegetation would match existing surrounding landscape to give unity and identity to the community. Therefore, the Project would not result in a negative aesthetic effect on the surrounding area. Impacts would be less than significant.

c) Less than Significant Impact

Existing sources of light would be from security lighting within the parking lots and street lights surrounding the Project Site. These sources of light associated with the Project would be similar to existing uses. The Project would provide illumination at the parking structure entrances along Amado Road, Calle Encilia, and Calle El Segundo. Night lighting would also be incorporated to provide adequate night visibility for parking patrons and to provide a measure of security. Exterior lighting would be included for pedestrian safety, and it would be primarily situated on the ground to prevent light spillage and light impacts. All lighting used throughout the parking structure would consist of energy-efficient LED light bulbs and would be shielded to avoid casting light directly into any adjacent uses, consistent with lighting requirements identified in the Specific Plan.

Existing sources of glare from the Project Site include vehicles parked in both parking lots. Potential reflective surfaces in the Project vicinity include automobiles traveling along roadways and parked on streets, exterior building windows, and surfaces of brightly painted buildings. Construction of the Project would incorporate glare-resistant building materials, such as high-performance non-reflective aluminum and glass wall elements, and stucco. Landscaping would also be provided along the perimeter of the Project Site to buffer and partially screen the building from public view. Additionally, the Project would include solid panels and mesh and metal screening facades around the parking structure to minimize headlight and windshield glare. The Project would therefore not generate a substantial amount of glare and impacts would be less than significant.

ISSUES AND SUPPORTING INFORMATION SOURCES:

II. AIR QUALITY		POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the proposal:					
a)	Violate any air quality standard or contribute to an existing or projected air quality violation?	☐	☐	☒	☐
b)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
c)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Discussion

a) Less than Significant Impact

The Project Site is located within the Salton Sea Air Basin (SSAB), which spans across the Coachella Valley portion of the County of Riverside and the entire County of Imperial. The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control of the SSAB. The SCAQMD creates and enforces air quality regulations and permitting requirements, identifies emission sources, and updates the Air Quality Management Plan (AQMP). SCAQMD adopted the most recent Air Quality Management Plan (AQMP) on December 7, 2012, which was amended in February 2013.[5] The 2012 AQMP was adopted to comply with State and Federal Clean Air Acts regulations to reduce emissions and emission sources.

The U.S. Environmental Protection Agency (EPA) is responsible for the implementation of the Clean Air Act on Tribal lands; State and local agencies, such as SCAQMD, do not have jurisdiction. Although not required to do so, the Tribe is voluntarily complying with SCAQMD air quality regulations for this Project. This voluntary compliance does not include submission of the Tribe to SCAQMD authority or the payment of any fees to SCAQMD. For analysis purposes, the Project's projected air emissions were quantified through the California Emission Estimator Model (CalEEMod), an air quality tool approved by SCAQMD to quantify emissions. CalEEMod relies on project-specific parameterization of the scope of construction activities that will be conducted and the size of the completed project to generate its emissions estimates. Various assumptions are made within the modeling software based on land use type and project scale. The use of CalEEMod to quantify the Project's projected air quality emissions allows the Tribe to assess any potential air quality violations with the 2012 AQMP.

5 South Coast Air Quality Management District (SCAQMD), *Final 2012 Air Quality Management Plan* (2012), http://aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-2012-aqmp-(february-2013)/main-document-final-2012.pdf.

Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 12 months. Construction activities associated with the Project would be undertaken in three main steps: (1) site preparation; (2) grading; and (3) building construction. The building construction phase includes the construction of the parking structure, connection of utilities to the buildings, laying of irrigation for landscaping, application of architectural coatings, paving, and landscaping of the Project Site.

Table 1, Maximum Construction Emissions, presents the maximum estimated daily emissions anticipated to occur throughout the duration of Project construction. Emissions of volatile organic compounds (VOCs), nitrogen oxides (NOx), carbon monoxide (CO), sulfur oxides (SOx), and particulate matter (PM10 and PM2.5) were quantified using CalEEMod. These calculations include control requirements to limit fugitive dust, including but not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel-washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

Table 1
Maximum Construction Emissions (pounds/day)

Source	VOC	NOx	CO	SOx	PM10	PM2.5
Maximum	42.16	19.57	26.72	0.04	8.16	4.87
SCAQMD threshold	75	100	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

*Notes: Refer to Modeling in **Appendix A**.*
Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403 and Rule 1113.
CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; VOC = volatile organic compound; SOx = sulfur oxides.

As shown in **Table 1**, construction-related daily emissions associated with the Project would not exceed any regional SCAQMD significance threshold for criteria pollutants during the construction phases. Impacts would be less than significant.

Operational Emissions

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the Project. Area source emissions would be generated by the consumption of electricity and by landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site. The analysis of daily operational emissions associated with the Project has been prepared utilizing CalEEMod recommended by the SCAQMD. The results are shown in **Table 2, Maximum Operational Emissions**.

Table 2
Maximum Operational Emissions (pounds/day)

Source	VOC	NOx	CO	SOx	PM10	PM 2.5
Maximum	3.13	—*	0.09	—*	—*	—*
SCAQMD threshold	55	55	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

*Notes: Refer to Modeling in **Appendix A.** CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; VOC = volatile organic compound; SOx = sulfur oxides.*
Operational emissions of these compounds are negligible

As shown in **Table 2**, the operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD. Impacts would be less than significant.

b) Less than Significant Impact

The Project is located approximately 90 feet west from the nearest residential uses, at which, people could be temporarily exposed to potential emissions. Construction of the Project would be temporary and of short duration, and the potential emissions from construction equipment would fall below SCAQMD thresholds for criteria pollutants during the construction phases (see **Table 1**).

Furthermore, SCAQMD has developed localized significance thresholds (LSTs) based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each Source Receptor Area (SRA).

LSTs apply to projects that are less than or equal to 5 acres in size and are only applicable to the following criteria pollutants: NOx, CO, PM10, and PM2.5.[6] The Project Site is located within SRA 30, which includes the Coachella Valley.

As previously stated, the closest sensitive receptors are residential uses located approximately 90 feet to the east of the Project Site. The LSTs with receptors located within 25 meters (82.02 feet) have been used for analysis purposes to address the potential localized air quality impacts for each construction phase.

As shown in **Table 3, Localized Significance Threshold (LST) Emissions (pounds/day),** peak daily emissions generated within the Project Site during construction for each phase would not exceed the applicable construction LSTs for a 5-acre site in SRA 30. Localized air quality impacts from construction activities to the off-site sensitive receptors would be less than significant.

6 South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, June 2003, Revised July 2008.

Table 3
Localized Significance Threshold (LST) Emissions (pounds/day)

Source	NO_x	CO	PM10	PM2.5
Construction				
Total mitigated maximum emissions	19.57	26.72	8.16	4.87
LST threshold	304	2,292	14	8
Threshold Exceeded?	**No**	**No**	**No**	**No**
Operational				
Area/energy emissions	—[a]	0.09	—[a]	—[a]
LST threshold	304	2,292	4	2
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: SCAQMD, "Appendix C—Mass Rate LST Look-Up Tables," Revised October 21, 2009.

[a] *PM10 and PM2.5 emissions were determined to be virtually nonexistent.*

Note: CO = carbon monoxide; NO_X = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

Additionally, the City of Palm Springs adopted its Climate Action Plan (CAP) in May 2013, a document that establishes a framework for the development and implementation of policies and programs that will reduce the City's greenhouse gas emissions (GHGs).[7] The City has identified a goal to reduce GHGs by 4,263 tons per year in order to maintain its emissions at the statewide AB 32 targets by 2020. The City currently meets the AB 32 requirements and will continue to work towards reducing GHG emissions. The results from the CalEEMod analysis (see **Appendix A**) determined that operations of the Project would result in marginal GHG emissions. As such, the Project would be consistent with the goals of the City's CAP. Impacts would be less than significant.

c) Less than Significant Impact

During the Project's construction phase, activities associated with the operation of construction equipment or the application of asphalt and architectural coatings may produce discernible odors typical of most construction sites. As identified in **Table 1**, all pollutants would fall below the thresholds used for analysis. Although these odors could be a source of nuisance to adjacent uses, they would be temporary and intermittent in nature. As construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. Additionally, the Project would not contain any uses, such as industrial or any active manufacturing activities, that would generate any objectionable odors. Impacts would be less than significant.

7 City of Palm Springs, "Climate Action Plan" (May 2013).

ISSUES AND SUPPORTING INFORMATION SOURCES:

III. BIOLOGICAL RESOURCES		POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the proposal result in impacts to:					
a)	Endangered, threatened or rare species or their habitats (including, but not limited to plants, fish, insects, animals and birds)?	☐	☐	☒	☐
b)	Locally designated, native species (e.g. palm trees, mesquite, etc.)?	☐	☐	☐	☒
c)	Locally designated natural communities (e.g. palm, cacti or creosote oasis, etc.)?	☐	☐	☐	☒
d)	Wetland habitat (e.g. marsh, riparian and vernal pool)?	☐	☐	☐	☒
e)	Wildlife dispersal or mitigation corridors?	☐	☐	☐	☒

Discussion

a) Less than Significant Impact

The Project Site is located within the boundaries of the Tribal Habitat Conservation Plan (THCP), which, together with the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP), provides a regional framework for the conservation of special status species and their habitat while providing for streamlined development permitting.[8] The USFWS has not yet approved the THCP or issued a 10(a) Incidental Take Permit; however, the Tribe has independent authority to implement the THCP to mitigate impacts to sensitive resources on Reservation lands.

The Project Site is located in an urbanized area of the THCP-designated Valley Floor Planning Area (VFPA) and contains a surface parking lot with minimal landscaping in the form of street-trees, shrubs, and other ornamental plants. The THCP does not identify the Project Site as containing viable habitat for any species identified as candidate, sensitive, or special status by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS). The Project Site is not located within a designated Conservation Area or fluvial sand transport area, and therefore is not subject to THCP-specific avoidance, minimization, or mitigation measures.[9]

Several street and ornamental trees on and around the Project Site would be removed during construction. These trees may provide shelter and habitat for nesting birds, which are protected under the federal Migratory Bird Treaty Act (MBTA)[10] and recognized under the THCP. The Project's site preparation activities would involve the

8 Agua Caliente Band of Cahuilla Indians, "Tribal Habitat Conservation Plan" (August 2010).
9 Agua Caliente Band of Cahuilla Indians, "Tribal Habitat Conservation Plan" (August 2010).
10 United States Code, tit. 33, sec. 703 et seq.; see also Code of Federal Regulations, tit. 50, pt. 10.

removal or disturbance of these existing trees on the Project Site. Fully protected birds and migratory nongame birds as designated by the MBTA including raptors, or nests or eggs of any bird, except as otherwise provided by THCP, may not be taken, possessed, or destroyed at any time. Therefore, with the compliance of the provisions and requirements of the MBTA and THCP, impacts to endangered and/or threatened species would be less than significant.

b–c) No Impact

As previously discussed, the Project Site is not designated by the THCP as containing viable habitat for any candidate species, sensitive species, special status species, or locally designated, native species (e.g., palm trees or mesquite).[11] The Project Site is located in an urbanized area and is currently developed with a surface parking lot. Current landscaping includes street-trees, shrubs, and other ornamental plants. Examples of plant species that would be incorporated into the Project would include Red Bird of Paradise, Sierra Gold Dalea, and Autumn Glow. Implementation of the Project would not have any direct impact to any locally designated native species or natural communities. No impacts would occur.

d) No Impact

The Project Site is located in an urbanized area and contains a surface parking lot with minimal landscaping in the form of street-trees, shrubs, and other ornamental plants. There are no riparian features, such as streams or rivers, on the Project Site or surrounding vicinity.[12] As such, implementation of the Project would not disturb any wetland habitats or alter any streams. No impacts would occur.

e) No Impact

The Project Site is located in an area of the Coachella Valley that has been previously developed and highly disturbed. Due to the highly urbanized surroundings, the Project Site does not provide for wildlife movement of terrestrial wildlife. No impacts would occur.

11 Agua Caliente Band of Cahuilla Indians, "Tribal Habitat Conservation Plan" (August 2010).

12 United States Fish and Wildlife Service, "National Wetlands Inventory," http://www.fws.gov/wetlands/Data/Mapper.html, accessed January 2016.

ISSUES AND SUPPORTING INFORMATION SOURCES:

IV. CULTURAL RESOURCES		POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the proposal:					
a)	Disturb paleontological resources?	☐	☐	☒	☐
b)	Disturb archaeological resources?	☐	☐	☒	☐
c)	Affect historical resources?	☐	☐	☐	☒
d)	Have the potential to cause a physical change, which would affect unique ethnic cultural values?	☐	☐	☐	☒
e)	Restrict existing religious or sacred uses within the potential impact area?	☐	☐	☐	☒

Discussion

a) Less than Significant Impact

The Project Site has been previously graded and is currently developed with a surface parking lot. As the Project Site and immediate surrounding areas are highly disturbed, the Project Site is not likely to contain any known vertebrate paleontological resources.[13] While the Project does not propose the excavation of subterranean parking levels, there is a possibility that paleontological resources exist at subsurface levels and may be uncovered during the site preparation and grading activities for the footings of the parking structure. The Tribe would monitor the Project Site throughout ground-disturbing activities and should unexpected paleontological resources be discovered, the Tribe would provide for an appropriate treatment plan to determine the significance of the discovered resources. Impacts would be less than significant.

b) Less than Significant Impact

The Project Site is located within an urbanized area that has been subject to grading and development in the past. As such, it is unlikely that intact subsurface deposits of prehistoric significance would be encountered during Project construction since sediments within the Project vicinity are highly disturbed. Nevertheless, while the Project does not propose the excavation of subterranean parking levels, there is a possibility that archaeological resources exist at subsurface levels and may be uncovered during the site preparation and grading activities for the footings of the parking structure. The Tribe would monitor the Project Site throughout ground-disturbing activities should unexpected archaeological resources be discovered. If such resources are discovered, the Tribe would provide for an appropriate treatment plan to determine the significance of the discovered resources. Impacts would be less than significant.

13 City of Palm Springs, *General Plan,* "Recreation, Open Space & Conservation Element" (2007).

c) No Impact

The Project Site is currently developed with an existing surface parking lot within the historic shopping core of the City of Palm Springs.[14] However, these existing surface parking lots are not identified by the Tribe as being historically significant resources nor are they designated historical resources by the National Register of Historical Places (NRHP) and the National Register of Historic Resources (NRHR), or directly associated with any important historical events. Thus, there are no historical resources on the Project site or adjacent to the Project area. No impacts would occur.

d) No Impacts

Implementation of the Project would convert an existing surface parking lot to a 4-level/3-story above-ground parking structure. Uses on the Project Site would not change and the proposed parking structure would only serve to consolidate existing parking within the immediate area. The Project Site does not contain any cultural or historic significance and would be designed consistent with the height, massing, and architectural design as the Spa Resort Casino. As such, development of the Project would not cause a physical change to the area that could potentially degrade unique ethnic cultural values. No Impacts would occur.

e) No Impacts

The Project Site is located within an urbanized area that is surrounded by a mix of commercial and residential uses. There are no cultural or open space resources within proximity to the Project Site, such as the Tribal Cemetery or Baristo Park, that would be affected by implementation of the Project.[15] No Impacts would occur.

14 City of Palm Springs, "Section 14 Specific Plan" (July 2014).
15 City of Palm Springs, "Section 14 Specific Plan" (July 2014).

ISSUES AND SUPPORTING INFORMATION SOURCES:

V. GEOLOGY AND SOILS		POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the proposal result in or expose people to potential impacts involving:					
a)	Fault rupture?	☐	☐	☒	☐
b)	Seismic ground shaking?	☐	☐	☒	☐
c)	Seismic ground failure, including liquefaction?	☐	☐	☒	☐
d)	Landslides or mudflows?	☐	☐	☐	☒
e)	Erosion, changes in topography or unstable soil conditions from excavation, grading or fill?	☐	☐	☒	☐
f)	Subsidence of the land?	☐	☐	☒	☐
g)	Expansive soils?	☐	☐	☒	☐
h)	Unique geologic or physical features?	☐	☐	☐	☒

Discussion

a-b) Less than Significant Impact

The Project Site is located in a seismically active area in Southern California. The San Andreas Fault system is a dominant feature within the Coachella Valley. However, there are no Alquist-Priolo Fault Zones located within the Specific Plan or the City.[16] As the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone, nor do any known active faults cross the Project Site, the potential risk for surface fault rupture through the Project Site is considered low.

While the Project would not expose people to significant seismic hazards, construction of the Project would adhere to minimum building standards and seismic safety requirements as identified in the Tribal Building and Safety Code[17] to avoid hazards related to seismic ground shaking. Impacts would be less than significant.

c) Less than Significant Impact

Liquefaction refers to loose, saturated sand or gravel deposits that lose their load-supporting capability when subjected to intense shaking. This phenomenon causes the soils to behave like a liquid when shaken by an earthquake. Within the Specific Plan area, potential exposure to liquefaction hazards is limited to the immediate

16 California Department of Conservation, California Geological Survey, "Regional Geological and Mapping Program," http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm, accessed January 2016.

17 Adopted from the 2013 California Building Code (CBC).

area surrounding the northeast corner of Tahquitz Canyon Way and Indian Canyon Drive.[18] The Project Site is located outside of this area of the Specific Plan that is subject to liquefaction hazards. Accordingly, impacts would be less than significant.

d) No Impact

The Project site and surrounding areas are relatively flat and contain minimal rises or changes in elevation. No major slopes or bluffs are on or adjacent to the site. The Project site is not located within a landslide zone, as delineated by the California Geological Survey.[19] As such, potential exposure to landslides or mudflow is considered unlikely. No impacts would occur.

e) Less than Significant Impact

Erosion is the movement of rock fragments and soil from one place to another. Precipitation, running water, waves, and wind are all agents of erosion. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Moreover, the strong winds that are experienced in the Coachella Valley may also accelerate erosional processes.

The Project site is developed with an existing surface parking lot with little or no soil exposed. The Project Site and surrounding areas are characterized by a relatively flat topography, with minimal rises or changes in elevation. Typical soils in the area are characterized as alluvial sands due to the alluvial sediment washed down from the surrounding mountains.[20] Development of the Project has the potential to result in the erosion of soils during site preparation and construction activities. In 2011, the Tribe received an exemption from National Pollutant Discharge Elimination System (NPDES) Permit requirements from the EPA because those portions of the Reservation under Tribal jurisdiction (i.e. areas outside of the Land Use Agreement) do not qualify for maintaining permit coverage. Although not required to do so, the Tribe is voluntarily going to implement a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the NPDES to reduce erosion on and off site. The SWPPP includes best management practices (BMPs) that would be employed to prevent erosion and siltation during the Project's construction phase. Examples of various BMPs include the use of nontoxic soil stabilizers, covering stockpiles of dirt or other loose granular construction materials, and containing soil runoff from disturbed areas by means of berms, vegetated filters, fencing, or catch basins.

The Project would also incorporate landscaped areas and retention basins as well as non-erosive drainage structures that will be designed to prevent accelerating instability that would constitute a hazard to other properties.

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18 California Department of Conservation, California Geological Survey, "Regional Geological and Mapping Program," http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm, accessed January 2016.

19 California Department of Conservation, California Geological Survey, "Regional Geological and Mapping Program," http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm, accessed January 2016.

20 City of Palm Springs, General Plan Safety Element, (2007) Figure 6-3, Geologic Map.

Further, all grading activities would comply with the grading requirements identified in the Tribal Building and Safety Code. These requirements provide provisions for adequate watering and dust control measures to minimize impacts related to wind or water erosion. Impacts would be less than significant.

f) Less than Significant Impact

Ground surface subsidence generally results from the extraction of fluids or gas from the subsurface that can result in a gradual lowering of the ground level. Ground subsidence can also occur as a response to natural forces such as earthquake movements. A significant impact could occur if the Project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property.

According to the City of Palm Springs General Plan, groundwater depths within the City are estimated to be greater than 50 feet.[21] With the lack of presence of shallow groundwater, the potential for ground collapse and other adverse effects due to subsidence to occur on the Project Site and off-site areas is considered low. However, construction of the Project would adhere to minimum building standards and seismic safety requirements as identified in the Tribal Building and Safety Code to avoid hazards related to seismic-related ground failures. Impacts would be less than significant.

g) Less than Significant Impact

Expansive soils are characterized as fine-grained, such as silts and clays, soils with variable amounts of expansive clay minerals with the ability to give up water (shrink) or take on water (swell). When these soils swell, the change in volume can exert pressures that are placed on the soil, and structural distress and damage to buildings can occur. As previously mentioned, typical soils within the Specific Plan are characterized as alluvial sands, which tend to be coarser to finer and from shallow to deeper as distance increases from the mountains toward the center of the valley.[22] Given the relatively minor amount of clay present in soils in the Specific Plan area, expansive soils are not considered a hazard for the Project. Impacts would be less than significant.

h) No Impact

The Project Site is currently developed and improved with a surface parking lot. The Project Site and surrounding areas are characterized by a relatively flat topography, with minimal rises or changes in elevation. There are no unique geologic or physical features located on the Project Site that are anticipated to cause potential impacts. No impacts would occur.

21 City of Palm Springs, *General Plan,* "Safety Element" (2007).
22 City of Palm Springs, General Plan Safety Element, (2007) Figure 6-3, Geologic Map.

ISSUES AND SUPPORTING INFORMATION SOURCES:

VI. HAZARDS	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the proposal involve:				
a) Possible interference with an emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) The creation of any health hazard or potential health hazard?	☐	☐	☒	☐
c) Exposure of people to existing sources of potential health hazards?	☐	☐	☒	☐
d) Increased fire hazard in areas with flammable brush?	☐	☐	☒	☐

Discussion

a) Less than Significant Impact

Construction of the Project may require a period of partial closures of Amado Road, Calle Encilia, and Calle El Segundo. Staging activities would occur on the Project Site or within the nearby surface parking lots. While it is expected that the majority of construction activities for the Project would be confined to the Project Site, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which may result in temporary street closures. Street closures could have potential to interfere with established emergency response or evacuation plans. Any such closures would be temporary in nature and would be coordinated with the Tribe's Planning and Development Department, the City's Public Works and Engineering Department, and/or the Palms Springs Fire Department (PSFD). The Project would also provide the necessary on- and off-site access and circulation for emergency vehicles and services during the construction and operation phases. Project development would not impair implementation of or physically interfere with the City of Palm Springs Emergency Response Plan and Local Hazard Mitigation Plan (LHMP).[23] Accordingly, impacts would be less than significant.

b) Less than Significant Impact

Implementation of the Project would include construction activities such as site preparation, earthwork (e.g. vegetation removal, grading, and site excavation), and development of the parking structure. Construction of the Project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Any spills or leakages encountered during construction would be required to be remediated in accordance with Tribal Ordinances (No. 14, No. 24, and No. 45) for hazardous waste cleanup.

23 City of Palm Springs, *General Plan,* "Safety Element" (2007).

The types and amounts of hazardous materials that would be used in connection with Project operation would include typical pesticide and landscaping products. The routine use of these products for landscape maintenance is not considered to create a significant hazard to the public or the environment. All potentially hazardous materials would be used and stored in accordance with the Tribal Ordinance No. 14 which prohibits the use of Indian Trust land on the Reservation for the disposal, treatment, or storage of hazardous or non-hazardous wastes, as sanitary landfills, or otherwise to protect groundwater and the health, safety, and welfare of the members of the Tribe and the public. As such, the Project would not create a significant hazard to the public or the environment. Impacts would be less than significant.

c) Less than Significant Impact

Based upon review of the State Cortese List, a compilation of various sites throughout the State that have been compromised due to soil or groundwater contamination from past uses, the Specific Plan does not include sites (1) listed as hazardous waste and substance site by the Department of Toxic Substances Control (DTSC);[24] (2) listed as having an active or open leaking underground storage tank (LUST) site by the State Water Resources Control Board (SWRCB);[25] (3) listed as a hazardous solid waste disposal site by the SWRCB; or (4) currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB,[26] or developed with a hazardous waste facility subject to corrective action by the DTSC.[27]

As such, the Project Site would not be located on or within proximity to any hazardous waste site. Construction and operations of the Project would not create any associated health hazards to the public or the environment. Impacts would be less than significant.

d) Less than Significant Impact

The Project Site is not located within a very high fire hazard zone,[28] and it contains minimal vegetation that could pose a flammable hazard. The Project would provide fire hydrants and adequate fire flows in the event of a fire at or surrounding the Project Site. These hydrants would be designed and constructed in accordance with Tribal and PSFD requirements. Impacts would be less than significant.

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24 California Department of Toxic Substances and Control, "EnviroStor," http://www.envirostor.dtsc.ca.gov/public/, accessed January 2016.

25 State Water Resources Control Board, "GeoTracker," http://geotracker.waterboards.ca.gov/, accessed January 2016.

26 State Water Resources Control Board, "Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit," http://www.calepa.ca.gov/SiteCleanup/CorteseList/CurrentList.pdf, accessed January 2016.

27 California Department of Toxic Substances and Control, "Hazardous Facilities Subject to Corrective Action," http://www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm#Facilities, accessed January 2016.

28 California Department of Forestry and Fire Protection, "Very High Fire Hazard Severity Zones in Local Responsibility Area: Western Riverside County" (January 2010).

ISSUES AND SUPPORTING INFORMATION SOURCES:

VII. LAND USE AND PLANNING		POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the proposal:					
a)	Conflict with general plan designation or zoning?	☐	☐	☒	☐
b)	Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	☐	☐	☒	☐
c)	Be incompatible with existing land use in the vicinity?	☐	☐	☒	☐
d)	Affect agricultural resources or operations (e.g. impacts to soils or farmlands, or impacts from incompatible land uses)?	☐	☐	☐	☒

Discussion

a) Less than Significant Impact

The Project Site is located within Section 14 of the Agua Caliente Band of Cahuilla Indian Reservation, which is regulated by the Section 14 Specific Plan.[29] As Section 14 falls within the boundaries of the City of Palm Springs, the Specific Plan was adopted by the City of Palm Springs to minimize land use conflicts and facilitate the physical development within Section 14, in accordance with the Land Use Agreement between the Tribe and the City.

The Project Site is designated and zoned Resort Attraction (RA) by the Specific Plan and Palm Springs Zoning Ordinance. The RA land use designation allows for large-scale resort hotel complexes, hotels, and major commercial recreation attractions with retail and entertainment facilities. It also encourages construction of visitor-serving amenities and attractions to complement the hotels.

Uses on the Project Site would not change and the proposed parking structure would only serve to consolidate some of the existing parking within the immediate area. As indicated in the Specific Plan, parking structures are permitted uses within RA designated land uses, subject to a Conditional Use Permit. As identified in **Table 4, Section 14 Specific Plan Development Standards** from the Specific Plan**,** with the exception of the minimum front yard setback along a portion of Amado Road, the maximum building floor area ratio, and the minimum open space requirements, the Project would comply with all other development standards identified in the Specific Plan. Consistent with the infrastructure concept for parking structures, the Project is also located along Amado Road, a major access route to shared parking options including parking structures.

29 City of Palm Springs, "Section 14 Specific Plan" (July 2014).

Table 4
Section 14 Specific Plan Development Standards

Property Development Standards	Allowed/Required	Proposed
Building Height	100 feet	47 feet, 1 inch[1]
Yard Setbacks		
Front (North—Amado Road Frontage)	20 feet	8 inches[2]
Side (West—Calle Encilia Frontage)	20 feet	83 feet, 6 inches
Side (East—Calle El Segundo Frontage)	20 feet	22 feet[3]
Rear (South—Spa Resort Casino)	20 feet	30 feet
High-Rise Setbacks[4]		
Side (East—Calle El Segundo Frontage)	47 feet, 1 inch	62 feet, 6 inches
Floor Area Ratio	1.0	1.9
Open Space	40 %	27 %

Source: City of Palm Springs, Section 14 Specific Plan (July 2014).
Notes:
[1] *The height of the parking structure, including the appurtenant elevator shaft and rooftop carport shade structures, is 60 feet and 53 feet 4 inches, respectively. To reduce the perceived massing of the building, carport shade structures will not be installed along the northern and eastern edges of the parking structure.*
[2] *Only the external two-way vehicle loop ramp extends into the minimum front yard setback area across 36 percent of the property frontage along Amado Road. The setback to the rest of the parking structure along this street frontage ranges from 36 feet to 45 feet.*
[3] *The landings for Stairwell No. 3 at the southeast corner of the Parking Structure extend 3 feet into the minimum side yard setback.*
[4] *High-rise buildings in Section 14 are required to have a minimum setback of one (1) foot of horizontal setback distance from any residential district for each one (1) foot of vertical rise of the building.*

As the Project would not conflict with the existing land use designation and it substantially complies with the applicable development standards of the Specific Plan, impacts would be less than significant.

b) Less than Significant Impact

As previously mentioned, the Project Site is located within the Section 14 Specific Plan. While under the terms of the Land Use Agreement between the Tribe and the City uses on the Project Site are within the Tribe's jurisdiction, the Project substantially complies with the guidelines and standards identified within the Specific Plan, which was adopted by the City of Palm Springs.

Furthermore, the Project is located within the THCP's VFPA area, and development would not conflict with this habitat conservation plan as the Project Site does not contain any viable habitat for any candidate, sensitive, or

special status species.[30] Therefore, the Project would not conflict with any applicable environmental documents or policies. Impacts would be less than significant.

c) Less than Significant Impact

The Project Site is located in an urbanized area with surrounding uses consisting of a mix of commercial and residential uses and surface parking lots, ranging from 1 to 4 stories in height. Per the Section 14 Specific Plan, land uses to the north, west, and south are designated as RA uses, land uses to the northwest are designated as Retail/Entertainment/Office (REO) uses, and land uses to the east and northeast are designated as HR uses.

The Project would involve the construction of a 4-level/3-story parking structure. The parking structure would be designed pursuant to the Specific Plan guidelines and would be visually compatible with the surrounding uses including scale, massing, and height as discussed in Section VII.a. Therefore, the Project would result in less than significant impacts.

d) No Impact

The Project Site is currently developed with an existing surface parking lot and is surrounded by urban uses. No farmland or forestland exists on or near the Project Site. Additionally, there are no designated farmlands in or around the Specific Plan.[31] Therefore, implementation of the Project would not result in the conversion of agricultural lands and forestlands to urbanized uses. No impacts would occur.

30 Agua Caliente Band of Cahuilla Indians, "Tribal Habitat Conservation Plan" (August 2010).

31 California Department of Conservation, Farmland Mapping and Monitoring Program, "Riverside County Important Farmland 2010," Sheet 2 of 3 (January 2012).

ISSUES AND SUPPORTING INFORMATION SOURCES:

VIII. MINERAL RESOURCES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the proposal:				
a) 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?	☐	☐	☐	☒
b) Result in the loss of availability of any known mineral resource that would be a future value to the region and residents of the community?	☐	☐	☐	☒

Discussion

a-b) No Impact

The Project Site is currently developed with an existing surface parking lot and is within a designated Mineral Resources Zone 3, which is an area where the significance of mineral deposits cannot be determined from available data.[32] The Project Site is located in an urbanized area and does not contain any locally important mineral resources. The Project would not disrupt any current mining operations. No impacts would occur.

32 State Generalized Mineral Land Classification Map (1994). An area of undermined mineral resource significance indicates that there is too little known about the quality or quantity of these possible sources to permit resource estimates to be made.

ISSUES AND SUPPORTING INFORMATION SOURCES:

IX. NOISE		POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the proposal result in:					
a)	Increases in existing noise levels?	☐	☐	☒	☐
b)	Exposure of people to severe noise levels?	☐	☐	☒	☐

Discussion

a) Less than Significant Impact

Noise levels generated from the Project Site are currently associated with private vehicles traveling to the existing surface parking lot. Existing sources would include engines accelerating, doors slamming, car alarms, and people talking. Upon completion of the Project, on-site operational noise would be similar to existing noise levels as the uses on the site would not change but would be located within the parking structure. The proposed parking structure would not introduce any stationary noise sources, such as HVAC systems, that would potentially increase existing noise levels. The mechanical equipment for the proposed elevators would be enclosed, and as such, would not generate excessive noise levels located near the sensitive uses along the eastern boundary of the Project Site.

Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. As is typical for parking structures, cars entering and exiting the structure at all hours of the day and night could become a nuisance to occupants of adjacent buildings. The driveway ramps would be constructed of noise-attenuating materials such as concrete surfaces with textured interior ramps to prevent tire squeal at turning areas. In order to reduce potential noise impacts to the surrounding sensitive uses, the Project would also incorporate various signage within the parking structure advising resort patrons to not use car alarms as a means of locating vehicles.

Existing traffic would be redistributed from the nearby parking lots to the proposed parking garage. Thus, the Project would not generate new traffic or result in increased noise levels within the vicinity of the Project. Impacts would be less than significant.

b) Less than Significant Impact

Short term noise impacts would be generated by construction equipment, and is dependent on the equipment location, their relative distance to noise sensitive receptors, and the timing and duration of the noise-generating activities. Construction of the Project is anticipated to last approximately 12 months. Construction activities

associated with the Project would occur between the hours of 7:00 AM to 7:00 PM on weekdays and 8:00 AM to 5:00 PM on Saturdays, consistent with the City of Palm Springs Noise Ordinance.[33, 34]

As previously stated, the Project Site is located approximately 90 feet from the closest residential uses. Assuming a noise level of 94 dB(A) from 25 feet and a diminishing effect of 6 dB(A) per doubling distance, the residence nearest to the Project site would experience a noise level of approximately 80—82 dB(A) in an outdoor setting, as identified in **Table 5, Typical Maximum Noise Levels for Construction Phases**. Equipment estimates used for the analysis include site preparation, grading, and building construction noise levels representative of worst-case conditions since they assume several pieces of equipment operating simultaneously. It should be noted that the City's Noise Ordinance does not specify a construction noise limit, only hours of construction. Accordingly, construction related noise levels would occur between the specified hours above and impacts would be less than significant.

Construction of the Project would comply with the Tribal Building and Safety Code, which provides standards and regulations to control minimum building safety and insulation standards of all buildings and structures on the Reservation.[35]

Table 5
Typical Maximum Noise Levels for Construction Phases

	Approximate Leq dB(A) without Noise Attenuation			
Construction Phases	**25 Feet**	**50 Feet**	**100 Feet**	**200 Feet**
Site Preparation	94	88	82	76
Grading	92	86	80	74
Building Construction	94	88	82	76

Source: U.S. Department of Transportation, Construction Noise Handbook, Chapter 9.0 (August 2006).
Note: dB(A) = A-weighted decibels; Leq = equivalent sound level.

33 City of Palm Springs *Municipal Code,* Chapter 11.74.031, Noise Ordinance.
34 City of Palm Springs *Municipal Code,* Chapter 8.04.220, Limitations of hours of construction.
35 As adopted from the 2013 California Building Code, which includes the California Noise Insulation Standards.

ISSUES AND SUPPORTING INFORMATION SOURCES:

X. POPULATION AND HOUSING		POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the proposal:					
a)	Cumulatively exceed official regional or local population projections?	☐	☐	☐	☒
b)	Include substantial growth in an area either directly or indirectly (e.g. through projects in an underdeveloped area or extension of a major infrastructure)?	☐	☐	☐	☒
c)	Displace any existing housing, especially affordable housing?	☐	☐	☐	☒

Discussion

a-c) No Impact

The Project does not include the development of new homes or businesses that would introduce new residents into the area. Furthermore, no existing housing would be displaced. The Project would include the conversion of an existing surface parking lot to a 4-level/3-story above-ground parking structure. Implementation of the Project would consolidate some of the existing parking within the immediate area, and provide closer accessibility to Spa Resort Casino patrons. No indirect growth would be attributed to the structure. As such, the Project would not generate any population or result in the displacement of housing. No impacts would occur.

ISSUES AND SUPPORTING INFORMATION SOURCES:

XI. PUBLIC SERVICES		POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:					
a)	Fire Protection?	☐	☐	☒	☐
b)	Police Protection?	☐	☐	☒	☐
c)	Tribal Rangers?	☐	☐	☐	☒
d)	Tour Groups?	☐	☐	☐	☒
e)	Schools?	☐	☐	☐	☒
f)	Maintenance of public facilities, including roads?	☐	☐	☒	☐
g)	Other governmental services?	☐	☐	☐	☒

Discussion

a) Less than Significant Impact

The Project Site is located within the boundaries of the PSFD. The Project Site is currently served by PSFD Station No. 1, located at 277 North Indian Canyon Drive, approximately 0.1 miles west of the Project Site. Based on the relatively short distance from PSFD Station No. 1 to the Project Site, fire protection response would be considered adequate.

The Project would not result in a significant change in the intensity of existing uses on the Project Site. As the Project would not generate any new residents, there would be no potential increase in demand for PSFD services. No new PSFD facilities would be required.

Construction activities may result in temporary road closures partial closures of Amado Road, Calle Encilia, and Calle El Segundo; however, the Project would not interfere with PSFD's accessibility to the surrounding uses along these roadways.

The Project would be required to provide for the design, number, and the installation of fire hydrants, as well as the provision of adequate emergency access, including ingress and egress point, for emergency services. Additionally, the Project would be required to comply with the Tribal Building and Safety Code and Tribal Fire Marshal requirements in regards to fire flow standards for new development. Impacts would be less than significant.

b) Less than Significant Impact

The Project Site is located within the boundaries of the Palm Springs Police Department (PSPD), which operates out of its police facility at 200 South Civic Drive, approximately 2 miles east of the Project Site. The Project would not generate any population that would affect existing officer-to-population service ratios.

While there would be a net increase in 679 stalls on the Project Site, the Project is not anticipated to result in a significant increase in demand on PSPD. The Project would provide lighting on each level, around the Project Site, and within the stairwells and elevators for safety and security purposes. Other safety and security features would include closed-circuit security cameras and emergency phones/call boxes that would be located throughout the parking structure. The incorporation of these design features would reduce the demand for police protection services on the Project Site.

Therefore, implementation of the Project would not require the construction of new or expanded police facilities and the PSPD would have sufficient resources to service the demands of the Project. Impacts would be less than significant.

c–d) No Impact

The Project would not generate additional increase in population that would place demand on the Tribe's cultural and open space resources or existing tourist attractions. The Project would not require increased demand from Tribal Rangers or impact any existing tour groups led by the Tribe. No impacts would occur.

e) No Impact

Since the Project does not involve the construction of any dwelling units or increase in population, development of the Project would not generate additional students nor require the construction new school facilities. No impacts would occur.

f) Less than Significant Impact

The Project would include various sidewalk and driveway improvements along the adjacent roadways. No other roadway improvements are proposed as part of the Project. The associated roadway improvements would not degrade the existing character of the public roadways or require additional demand on public facilities within the vicinity of the Project. Impacts would be less than significant.

g) No Impact

The Project does not include the development of new homes or businesses that would generate any population into the area. Therefore, the Project would not result in an increased demand on other government services, such as libraries. No impacts would occur.

ISSUES AND SUPPORTING INFORMATION SOURCES:

XII. RECREATION	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the proposal result in:				
a) Increase the demand for other recreational facilities?	☐	☐	☐	☒
b) Affect existing recreational opportunities?	☐	☐	☐	☒

Discussion

a-b) No Impact

The Project does not include the development of new homes or businesses that would introduce new residents into the area. As such, the Project would not generate any population that would result in an increased demand for new or existing recreational facilities. No impacts would occur.

ISSUES AND SUPPORTING INFORMATION SOURCES:

XIII. TRANSPORTATION/CIRCULATION		POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the proposal result in:					
a)	Increased vehicle trips or traffic congestion?	☐	☐	☒	☐
b)	Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☒	☐
c)	Inadequate emergency access or access to nearby uses?	☐	☐	☒	☐
d)	Insufficient parking capacity on or off-site?	☐	☐	☐	☒
e)	Hazards or barriers for pedestrians, hikers, bicyclists or equestrian traffic?	☐	☐	☒	☐
f)	Conflicts with adopted policies supporting alternative transportation (e.g. bus turn-outs, jeep tours, hikers, equestrians)?	☐	☐	☐	☒
g)	Other traffic impacts?	☐	☐	☒	☐

Discussion

a) Less than Significant Impact

The Project would result in a net increase of 679 stalls and would provide closer parking and accessibility for Spa Resort Casino patrons. As discussed in the traffic impact analysis (see **Appendix B**), all study intersections would operate at level of service (LOS) D or better with or without the traffic shifts resulting from the Project. The Project would not cause a significant impact to any study intersections under existing with Project conditions. The addition of the Project improves the LOS ranking at three intersections as a result of the reassignment of trips to the new parking garage:

1. Indian Canyon Dr. & Tahquitz Canyon Way — LOS D to LOS C (PM peak hour)
3. Calle El Segundo & Tahquitz Canyon Way — LOS D to LOS B (PM peak hour)
9. Calle El Segundo & Alejo Road (Minor Approach) — LOS D to LOS C (PM peak hour)

One intersection, Indian Canyon Drive and Amado Road, degrades from LOS B to LOS C as a result of the reassignment of garage traffic, but the resulting LOS is within the acceptable level.

The Project would not cause a significant impact to any study intersections under Future with Project conditions. Two intersections improve as a result of the reassignment of Project trips:

6. Calle El Segundo & Amado Road — LOS B to LOS A (Mid-day peak hour)

9. Calle El Segundo & Alejo Road (Minor Approach) — LOS E to LOS D (PM peak hour)

Intersection 9 does not meet the Level of Service D or better criterion under Future Conditions, which is consistent with the conclusions of the Section 14 Traffic Study. With the reassignment of traffic due to the Project, the intersection would move back into compliance at LOS D under Future with Project conditions. No intersections would experience a degradation of Level of Service as a result of the Project under Future with Project conditions. As indicated by the Traffic Study conducted for the Project, the Project would not generate additional traffic volumes and would serve to redistribute existing traffic from the nearby parking lots to the proposed parking garage.

All four analyzed street segments operate at LOS C or better with or without the traffic shifts resulting from the Project. One segment along Amado Road degrades form LOS A to LOS C, but still within the LOS D or better criterion. The other three analyzed street segments operate at LOS C or better with or without the traffic shifts resulting from the Project. Under Future Base Conditions the segment of Alejo Road east of Indian Canyon Drive would operate at LOS E, consistent with the Section 14 Traffic Study conclusions. However, the redistribution of traffic associated with the Project would actually decrease traffic volumes and the resulting volume to capacity (V/C) ratio at this segment and, therefore, the Project would not cause a significant impact to any analyzed roadway segment under Future with Project Conditions. The Calle El Segundo & Tahquitz Canyon Way intersection actually improves the Future with Project Conditions to the extent that the westbound left turn lane no longer exceeds the available storage length as a result of the Project's traffic reassignment. Additionally, the Project would not have any impacts to intersection queue lengths. Impacts would be less than significant.

b) Less than Significant Impact

Primary ingress and egress to the self-parking option of the parking structure would be provided via a driveway along Amado Road, with a secondary ingress and egress driveway provided along Calle El Segundo. Access to the valet parking drop-off and pick-up would be provided via an entrance-only driveway along Calle Encilia, which would exit to Calle El Segundo. Two full lanes would provide access to the valet area. A third lane would provide a storage bay out of the movement of traffic for valet pick-up and drop off. In busy times, the valet design offers flexibility to drop off vehicles on the west side of the valet area and pick-up on the east side of the area. With a sufficient number of valet operators, the length of the valet area should result in an operation that does not back up onto Calle Encilia. The primary public self-parking access would be from a two-way driveway on Amado Road approximately mid-block between Calle Encilia and Calle El Segundo. As long as the parking in the garage remains free of charge, the inbound and outbound capacity of the single lane would be sufficient to accommodate the anticipate traffic flows. As discussed in the Project Description, the parking aisle along the inbound/outbound lane will be used for employees or long-term valet parking only so that the spaces do not turn over, which would

disrupt the inbound/outbound flow. A secondary entrance/exit onto Calle El Segundo offers the garage operator the flexibility to relieve both the valet and the self-parking areas. Again this flexibility would ensure that inbound queues do not back up onto the adjacent streets. These driveways would be properly designed and constructed in accordance with the Tribal Building and Safety Code to ensure the safety of vehicular and pedestrian circulation around the Project Site. Impacts would be less than significant.

c) Less than Significant Impact

The Project would incorporate all applicable design and safety requirements as set forth in the Tribal Building and Safety Code. Existing emergency access to properties along the surrounding roadways would not be altered or disrupted. Construction of the Project may require a period of partial closures of Amado Road, Calle Encilia, and Calle El Segundo. However, any such closures would be temporary in nature and would not conflict with the City of Palm Springs Emergency Response Plan and LHMP.[36] Impacts would be less than significant.

d) No Impact

The Project would result in a net increase in 679 parking stalls on the Project Site. Implementation of the Project would consolidate some of the existing parking within the immediate area, and provide closer accessibility for Spa Resort Casino patrons. No impacts would occur.

e) Less than Significant Impact

The Project would not require any significant changes to the surrounding roadways that would create hazards or barriers to pedestrians, hikers, bicyclists or equestrian traffic. Construction of the Project would result in partial closures of Amado Road, Calle Encilia, and Calle El Segundo for related roadway improvements. However, these roadways improvements would be temporary in nature and upon completion would improve pedestrian and bicycle access along surrounding roadways. Access from adjacent parking lots would be provided via crosswalks and pedestrian pathways between the Project Site and the Spa Resort Casino. Impacts would be less than significant.

f) No Impact

The Project would not generate new residents into the area, thereby eliminating the need for additional public transit services, nor would it result in straining the current system. Because the Project would not result in any changes to the roadway system, current bus routes would stay the same. As the Project Site is located within an urban area, it would not interfere with existing jeep tours, hiking areas, or equestrian trails. No impacts would occur.

36 City of Palm Springs, General Plan, "Safety Element" (2007).

g) Less than Significant Impact

As previously discussed, implementation of the Project would redistribute some of the existing traffic from the nearby surface parking lots and direct it to the proposed parking garage. Uses on the Project Site would not change and the Project would not generate new traffic. The Project overall may even result in improved traffic conditions within the surrounding area. Lastly, the proposed parking garage would be designed in accordance with the Tribal Building and Safety Code to reduce any potential traffic hazards. Impacts would be less than significant.

ISSUES AND SUPPORTING INFORMATION SOURCES:

XIV. UTILITIES & SERVICE SYSTEMS		POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the proposal result in:					
a)	Power or natural gas?	☐	☐	☒	☐
b)	Communications systems?	☐	☐	☐	☒
c)	Local or regional water treatment or distribution facilities?	☐	☐	☒	☐
d)	Sewer or septic tanks?	☐	☐	☐	☒
e)	Storm water drainage?	☐	☐	☒	☐
f)	Solid waste disposal?	☐	☐	☒	☐
g)	Local or regional water supplies?	☐	☐	☒	☐

Discussion

a) Less than Significant Impact

Electricity within the Specific Plan area is currently provided by Southern California Edison (SCE).[37] The Project would involve the construction of a parking structure, which typically does not require a substantial amount of electricity and would not require the use of natural gas. The Project Site is currently connected to the surrounding infrastructure to support the lighting features associated with the existing surface parking lot. The Project would incorporate similar lighting features within the parking structure, on the top level, and around the Project Site for safety and security purposes. The Project would also require minimal electricity for the operation of the elevators and the closed-circuit security cameras and emergency phones/call boxes.

All lighting used throughout the parking structure would consist of energy-efficient LED light bulbs. In addition, the rooftop carport shade structures would be designed to accommodate the future installation of solar panels. The lighting fixtures, elevator, and emergency call boxes would adhere to the Tribal Building and Safety Code[38] in regards to energy efficiency standards and would not require additional energy supply facilities and/or distribution infrastructure. Accordingly, impacts would be less than significant.

b) No Impact

The Project would incorporate the use of the closed-circuit security cameras and emergency phones/call boxes, which would require connection to the existing telecommunication infrastructure. No impacts would occur.

37 City of Palm Springs, "Section 14 Specific Plan" (July 2014).
38 The 2013 California Green Energy Code is adopted as a part of the Tribal Building and Safety Code.

c) Less than Significant Impact

Construction of the parking structure would occur within the existing footprint of the surface parking lot. Construction of the Project would be in accordance with the Tribal Building and Safety Code and would not result in adverse effects on local or regional water treatment or distribution facilities. Accordingly, impacts would be less than significant.

d) No Impact

Wastewater treatment within the Specific Plan area is provided by the Palm Springs Wastewater Treatment Plant (WWTP), which currently operates at approximately 52 percent of its existing capacity 10.9 million gallons per day (MGD) design capacity.[39] The Project would not include bathrooms that would generate wastewater. As such, the Project would not require connection to the existing sewer system that supports the surrounding area. No impacts would occur.

e) Less than Significant Impact

The Project Site is fully developed with impervious surfaces. As the Project would not increase the amount of impervious surface on the Project Site, the volume of stormwater runoff from the site would be similar to existing conditions. The Project would incorporate landscaped area and retention basins as well as non-erosive drainage structures, to capture and reduce accelerated runoff from the Project Site. Because the Project is not anticipated to have a significant impact on the existing stormwater drainage system, it would not require the construction or expansion of stormwater drainage facilities. Impacts would be less than significant.

f) Less than Significant Impact

The Project would generate a small amount of construction and demolition debris. This construction-related waste would cease upon Project completion, which is estimated to take approximately 12 months. A majority of the construction waste would be readily recyclable materials such as wood, concrete, metals, and soil. This material will be collected on site in accordance with the Tribe's Land Use Ordinance and sent to the nearest recycling facility or transfer station. Impacts would be less than significant.

39 Agua Caliente Band of Cahuilla Indians & City of Palm Springs, "Section 14 Specific Plan" (July 2014).

g) Less than Significant Impact

Water within the Specific Plan area is currently provided by the Desert Water Agency (DWA), which has adequate supplies sufficient to serve the Specific Plan area.[40] Construction of the parking structure would require negligible amounts of water during the excavation and grading phase for dust suppression. The water demand during construction would be short term and temporary and would not impact the local or regional water treatment or distribution facilities. The Project would primarily require the use of water for landscape irrigation and automatic fire sprinkler systems. The use of the fire sprinkler systems would only occur during rare events such as fires and would not affect daily or annual water usage rates. Additionally, design of the Project would employ water conservation measures, such as high-efficiency irrigation systems and drought-tolerant landscaping consistent with the Tribe's Land Use Ordinance, and would use reclaimed water for irrigation wherever feasibly possible.[41] Implementation of the Project would not contribute a substantial water demand; and thus would not significantly impact local water supplies. Impacts would be less than significant.

40 City of Palm Springs, "Section 14 Specific Plan" (July 2014).
41 City of Palm Springs, "Section 14 Specific Plan" (July 2014).

ISSUES AND SUPPORTING INFORMATION SOURCES:

XV. WATER		POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Would the proposal result in:					
a)	Exposure of people or property to water related hazards, such as flooding?	☐	☐	☒	☐
b)	Discharge into surface water or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)?	☐	☐	☒	☐
c)	Changes in the amount of surface water in any water body?	☐	☐	☒	☐
d)	Changes in currents, or the course direction of water movements?	☐	☐	☒	☐
e)	Change in quantity of ground water, through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?	☐	☐	☒	☐
f)	Altered direction or flow rate of groundwater?	☐	☐	☒	☐
g)	Impacts on the groundwater quality?	☐	☐	☒	☐
h)	Substantial reduction in the amount of groundwater otherwise available for public water supplies?	☐	☐	☒	☐

Discussion

a) Less than Significant Impact

The Project Site is not located within a 100-year flood hazard area.[42] The Project Site is located within the Tahchevah Creek Detention Reservoir Dam Failure Inundation Pathway. However, the design of the Project would adhere to flood requirements identified in the Tribal Building and Safety Code. Accordingly, the Project would not expose people or property to new water-related failures or hazards.[43] Therefore, impacts would be less than significant.

42 Federal Emergency Management Agency, Flood Insurance Rate Map, Riverside County California, Panel 1558 of 3805, Map Number 06065C1558G, August 28, 2008.

43 City of Palm Springs, General Plan Safety Element (2007), Figure 6-5 Flood Hazards.

b) Less than Significant Impact

Construction of the Project, such as site preparation and grading activities, could potentially degrade surface water quality through erosion and subsequent sedimentation. Operation of the Project may result in the presence of pollutants, such as trash and debris, oil and grease, nutrients, and pesticides may be present in surface water runoff. However, the Tribe would voluntarily implement BMPs in accordance with the site-specific SWPPP and would comply with Tribal regulations, including Tribal Ordinance No. 24, that would reduce the impacts of the Project on surrounding surface water quality.[44] Impacts would be less than significant.

c) Less than Significant Impact

The Project Site is located in an urbanized area with no streams or river courses located on or within the Project vicinity. The Project Site is fully developed with impervious surface and various ornamental landscaping. Stormwater on the Project Site would be conveyed toward the proposed on-site retention basins to reduce surface water runoff from leaving the site. Additionally, the Tribe would voluntarily implement a site-specific SWPPP that would reduce the amount of surface water runoff throughout construction activities. Compliance with Tribe's Floodplain Management Ordinance and the Tribe's Ordinance Controlling Pollutant Discharges into the Waters of the Reservation would reduce impacts related to on- or off-site flooding, pollution runoff, or stormwater system capacity. Accordingly, the Project would not increase site runoff or result in changes to the local drainage patterns and impacts would be less than significant.

d) Less than Significant Impact

The Project Site is located in an urbanized area with no streams or river courses located on or within the Project vicinity. As discussed in Section XV.c, implementation of the Project would not result in a significant increase in site runoff or cause any changes in currents, or the course direction of water movements. Impacts would be less than significant.

e) Less than Significant Impact

The Desert Water Agency (DWA) currently provides water to the Project Site, which is primarily sourced from groundwater supplies.[45]

The Project Site is fully developed with an existing surface parking lot. The Project would contain similar impervious areas compared to existing conditions, with the addition of two retention basins that would provide

44 Agua Caliente Band of Cahuilla Indians, "Tribal Ordinance No. 24 –Tribal Ordnance Controlling Pollutant Discharges into the Waters of the Agua Caliente Indian Reservation" (December 18, 2012.)

45 City of Palm Springs, "Section 14 Specific Plan" (July 2014).

pervious areas on site to allow percolation of surface water runoff. The Project retention basins would reduce the discharge of expected pollutants that may result in impacts on groundwater quality.

Further, construction of the Project would not reach depths that would result in the intercepting of existing aquifers or penetration of the existing water table. While construction of the Project would temporarily remove impervious surfaces, exposing permeable soil, implementation of appropriate BMPs would reduce any potential impact related to interference with groundwater supplies or groundwater recharge capabilities. Impacts would be less than significant.

f–g) Less than Significant Impact

The Project would contain similar impervious areas compared to existing conditions, with the addition of two retention basins that would provide pervious areas on site to allow percolation of surface water runoff. However, as a small infill project, implementation of the Project would not alter the direction or flow rate of existing groundwater supplies or recharge.

The site-specific SWPPP and appropriate BMPs pursuant to the Tribe's Ordinance Controlling Pollutant Discharges into the Waters of the Reservation would reduce the discharge of expected pollutants during construction of the Project. The Project retention basins would reduce the discharge of expected pollutants that may result in impacts on groundwater quality. Impacts would be less than significant.

h) Less than Significant Impact

As previously discussed, DWA currently provides water to the Project Site, which is primarily sourced from groundwater supplies. The primary use of water on the Project Site would be for drought tolerant landscape. The Project would also require water for automatic fire sprinkler systems; however, the use of the fire sprinkler systems would only occur during rare events such as fires and would not affect daily or annual water rates. Therefore, the Project would not result in a substantial reduction in available groundwater supplies available for public use. Impacts would be less than significant.

XVI. Prior Studies, Reports, Reviews, Environmental Assessments, Environmental Impact Reports, etc.:

- Gibson Transportation Consulting, Inc., Intersection Operations and Queuing Review of the Parking Structure at the Spa Resort Casino, January 25, 2016.

The following documents previously prepared in regards to the Section 14 Specific Plan are as follows:

- Section 14 Specific Plan Update, City of Palm Springs, July 2014
- Section 14 Master Development Plan Specific Plan, Initial Study/Environmental Assessment with Finding of No Significant Impact, City of Palm Springs, December 2013
- Section 14 Master Development Plan/Specific Plan, City of Palm Springs, Final Supplemental Environmental Impact Report, January 2009
- Section 14 Final Master Deveopment Plan, City of Palm Springs, November 2004
- Section 14 Master Development Plan, Environmental Impact Report/Environmental Impact Statement, Agua Caliente Band of Cahuilla Indians, July 2002

ISSUES AND SUPPORTING INFORMATION SOURCES:

XVII. MANDATORY FINDINGS OF SIGNIFICANCE	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
Does the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a wildlife species, cause a wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal species or eliminate important examples of the major proceeds of native history?	☐	☐	☒	☐
b) Have the potential to achieve short-term, to the disadvantage of long-term environmental goals?	☐	☐	☐	☒
c) Have impacts that are individually limited, but cumulatively considerable? (i.e. the incremental effects of the project are considerable when viewed in connection with the effects of past projects, current projects and/or probable future projects).	☐	☐	☒	☐
d) Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

a) Less than Significant Impact

Based on the previous analysis, the Project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal species, or eliminate important examples of native history. Impacts would be less than significant.

b) No Impact

Implementation of the Project would allow the Tribe to consolidate existing surface parking to a dedicated structured facility. While the existing surface parking lot on the Project Site would be temporarily unavailable throughout construction, completion of the Project would provide a more convenient parking option for Spa

Resort Casino patrons. The Project would be consistent with the Specific Plan and zoning designations of the site. Therefore, the Project would not weigh short-term goals above long-term environmental goals of Tribe. No impacts would occur.

c) Less than Significant Impact

Development of the Project would not result in impacts that are individually limited but cumulatively considerable. Additionally, the issues relevant to the Project are localized and confined to the immediate Project vicinity. There are no unusual circumstances relating to the Project that would render any impacts as significant or cumulatively considerable. As discussed in Section XIII, Transportation/Circulation, future traffic conditions within the vicinity of the Project would actually improve due to the redistribution of local traffic along adjacent roadways. No significant cumulatively considerable impacts are anticipated to result from the Project. Impacts would be less than significant.

d) Less than Significant Impact

The Project's potential impacts to air quality, hazards, traffic, noise and water quality were determined to result in less than significant or no impacts from the development and operation of the Project. Accordingly, no substantial adverse effects on humans, either directly or indirectly would occur.

XVIII. DISCUSSION OF IMPACTS AND RECOMMENDED MITIGATION MEASURES.

As previously discussed in **Sections I** through **XVII** of this EA, the Project would have less than significant impacts on the environment. The Project would comply with all Tribal and Federal laws and regulations in regards to land use development and planning on the Project Site. No mitigation measures are recommened for the Project.

XIX. LIST OF STANDARD SOURCE MATERIALS REFERENCED IN PREPARATION OF THE CHECKLIST.

Agua Caliente Band of Cahuilla Indians. Tribal Habitat Conservation Plan. August 2010.

Agua Caliente Band of Cahuilla Indians. Tribal Ordinance No. 21. Floodplain Management Ordinance. Adopted May 1996.

Agua Caliente Band of Cahuilla Indians. Tribal Ordinance No. 24. Tribal Ordnance Controlling Pollutant Discharges into the Waters of the Agua Caliente Indian Reservation. Adopted April 4, 1997, as amended on December 18, 2012.

Agua Caliente Band of Cahuilla Indians. Tribal Ordinance No. 26. Tribal Building and Safety Code. Adopted January 14, 2014.

Agua Caliente Band of Cahuilla Indians. Tribal Ordinance No. 45. Land Use Ordinance. Adopted July 14, 2009, as amended October 1, 2013.

California Department of Conservation. California Geological Survey. Regional Geological and Mapping Program. http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm. Accessed January 2016.

California Department of Toxic Substances and Control. EnviroStor. http://www.envirostor.dtsc.ca.gov/public/. Accessed January 2016.

California Department of Toxic Substances and Control. Hazardous Facilities Subject to Corrective Action. http://www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm#Facilities. Accessed January 2016.

City of Palm Springs. Climate Action Plan. Adopted May 2013.

City of Palm Springs. General Plan. Safety Element. 2007.

City of Palm Springs. General Plan. Recreation, Open Space & Conservation Element. 2007.

City of Palm Springs. Municipal Code, Chapter 8.04.220, Limitations of hours of construction.

City of Palm Springs. Municipal Code, Chapter 11.74.031, Noise Ordinance.

City of Palm Springs. Section 14 Specific Plan. Adopted July 16, 2014.

City of Palm Springs. Section 14 Specific Plan Update Initial Study/Environmental Assessment with Finding of No Significant Impact. December 12, 2013

Federal Emergency Management Agency. Flood Insurance Rate Map, Riverside County California, Panel 1558 of 3805, Map Number 06065C1558G. August 28, 2008.

Gibson Transportation Consulting, Inc. Intersection Operations and Queuing Review of the Parking Structure at the Agua Caliente Band of Cahuilla Indians Spa Resort Casino Palm Springs, California. Memorandum. January 20, 2016.

Parking Design Associates. Calle Encilia Parking Structure, Environmental Review Submittal. December 23, 2015.

South Coast Air Quality Management District. Final 2012 Air Quality Management Plan. http://aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-2012-aqmp-(february-2013)/main-document-final-2012.pdf. Adopted December 7, 2012.

South Coast Air Quality Management District. Final Localized Significance Threshold Methodology. June 2003, Revised July 2008.

South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds. http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed January 2016.

South Coast Air Quality Management District. Appendix C – Mass Rate LST Look-Up Tables. Revised October 21, 2009.

State Water Resources Control Board. GeoTracker. http://geotracker.waterboards.ca.gov/. Accessed January 2016.

State Water Resources Control Board. List of Active CDO and CAO. http://www.calepa.ca.gov/SiteCleanup/CorteseList/. Accessed January 2016.

State Water Resources Control Board. Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit. http://www.calepa.ca.gov/SiteCleanup/CorteseList/CurrentList.pdf. Accessed January 2016.

United States Code. Title 33, Section 703 et seq.

United States Department of Transportation. Construction Noise Handbook. August 2006.

United States Fish and Wildlife Service. National Wetlands Inventory. http://www.fws.gov/wetlands/Data/Mapper.html. Accessed January 2016.