

PALM SPRINGS ARENA

PROJECT REPORT



Prepared by:

Planning & Development Department
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November 4, 2019

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I. INTRODUCTION

The Agua Caliente Band of Cahuilla Indians (the “**Tribe**”) in partnership with the Oak View Group (OVG) are proposing to jointly develop the Palm Springs Arena (the “**Project**” or “**Arena**”), a multi-sport and entertainment arena that will include a practice/training facility, locker rooms, other support facilities, and parking. The Arena is proposed on approximately 14 acres of Tribal land (the “**Project Site**”) located in downtown Palm Springs within Section 14, Township 4 South, Range 4 East of the San Bernardino Base and Meridian, on the Agua Caliente Indian Reservation. The Project Site is located north of the Agua Caliente Casino Palm Springs (ACCPs) and is bounded by East Alejo Road to the north, North Calle El Segundo to the east, East Amado Road to the South, and North Calle Encilia to the west (see Exhibit A, *Project Site Location Map*).

As part of the project approval process and pursuant to the terms of the *Agreement for Tribal/City Land Use Coordination on Certain Parcels* (the “**Land Use Coordination Agreement**”) with the City of Palm Springs (the “**City**”) dated December 15, 1998, the Tribe has prepared this report on the Palm Springs Arena (the “**Project Report**”) for the City’s administrative review. The following key Tribal and/or City actions establish the project approval process for Tribal lands:

1. On July 26, 1977, the Tribe and the City entered into Agreement No. 1324 (the “**Land Use Agreement**”) adopted by City Council Resolution No. 12298. Pursuant to the Land Use Agreement, the parties agreed that applications for issuance of permits and development pertaining to Indian Trust lands would initially be processed through the City, with the City collecting its normal fees and charges. Any party aggrieved by an action of the City Council in any such planning and zoning matters was given the right to appeal any action of the City to the Tribal Council, with the Tribal Council having the ability, following a noticed hearing, to affirm, reverse, or modify any decision of the City Council on any matter affecting Indian Trust lands, with the decision of the Tribal Council being final, after considering the recommendation of the Indian Planning Commission, as well as applicable Federal and Tribal law.
2. On January 5 and July 27, 1995, the City and the Tribe amended the Land Use Agreement with Supplement Nos. 3 and 4, respectively, which exempted certain Tribal lands from the Land Use Agreement.
3. On December 15, 1998, the Tribe and City entered into the aforementioned Land Use Coordination Agreement, which provides for City review and comment on projects exempted from the Land Use Agreement, while retaining the Tribe’s final approval and authority over projects on Tribal land.
4. On February 3, 1999, the City and the Tribe amended the Land Use Agreement with Supplement No. 5, which exempted all Tribal lands from the Land Use Agreement subject to the Land Use Coordination Agreement process.

5. On October 17, 2018, the City and the Tribe entered into an Amended and Restated Land Use Contract (the “**Contract**”) that superseded all prior agreements regarding land use between the Tribe and the City, including the Land Use Agreement and all supplements and amendments. As with the prior Land Use Agreement, the Contract exempts all Tribal lands which are then subject to the Land Use Coordination Agreement process.

This Project Report serves as an expanded project description and goes “hand in hand” with other submittal documents including technical reports and other pertinent information. The proposed Project will be developed to the standards of development identified in this Project Report.

II. EXISTING CONDITIONS

Project Site

As shown on Exhibit B, *Existing Site Conditions Map*, the Project Site currently contains surface parking for ACCPS and one (1) single family residence located at the southwest corner of East Alejo Road and North Calle Santa Rosa that is surrounded by vacant/previously developed land (see Exhibit C, *Project Site Photos*). Utility connections for water, sewer, natural gas, electricity, and telecommunication services are available, and the public streets surrounding the Project Site providing direct access to the Arena include Alejo Road to the North, Calle Encilia to the west, and Calle El Segundo to the east, and Amado Road to the south. North Calle Santa Rosa was vacated as a public street by the City Council on July 24, 2019, and the single-family residence located off that street is scheduled to be removed after the current tenant lease expires on May 31, 2020.

Surrounding Land Uses

Land uses on adjacent properties include:

- North – Single-Family Residential
- West – Commercial Development, Surface Parking, Vacant Land, and Multi-Family Residential (Villa Alejo)
- Southwest – U.S. Post Office
- South – Agua Caliente Casino Palm Springs
- Southeast – Multi-Family Residential (Plaza Villa)
- East – Multi-Family Residential (Palm Springs Deauville and St. Tropez Villas)

III. STATEMENT OF PROJECT

The Tribe is proposing to construct an approximately 252,000 square foot multi-sport and entertainment facility including:

- 173,000 square foot arena;
- 35,000 square feet of practice/training facilities; and
- 44,000 square feet of locker rooms/support facilities.

The *Site Plan* for the Project is included as Exhibit D, and as discussed further in the remainder of this Project Report, Exhibits E through G provide additional information on the Arena.

A. Property Development Standards

While the Project is located within the Section 14 Specific Plan area, it is located on Tribal lands that are not subject to City land use regulations. As a result, the Section 14 Specific Plan serves as a guiding framework, but does not bind the Tribe in its decision to approve the Project. The Project, however, supports the Specific Plan's vision for Section 14 as a "bold and lively place providing fun and excitement for visitors, locals, and residents." The Project Site is also located within the Specific Plan's Resort, Shopping & Entertainment District where "sports and retail entertainment" attractions are encouraged.

Under the Section 14 Specific Plan, the Project Site is designated Resort Attraction (RA), where "indoor amusement/entertainment centers (live performance theaters, cinemas, auditoriums, meeting halls...etc.)" are permitted by right with high-rise buildings greater than 35 feet being allowed subject to a Conditional Use Permit. Table 1 below compares the proposed development standards for the Project against the allowed/required standards of the RA Zone.

Table 1 – Development Standards Comparison		
Section 14 Specific Plan Property Development Standard	Allowed/ Required	Proposed
Maximum Building Height	100'	61'
Minimum Yard Setbacks:		
Front (South - Amado Road Frontage)	20'	85'
Side (East - Calle Encilia Frontage)	20'	20'
Side (West - Calle El Segundo Frontage)	20'	21'
Rear (North – Alejo Road Frontage)	20'	630'
High-Rise Setbacks (Calle El Segundo Frontage): ¹		
Max height at minimum 20' side yard setback	60'	23'
Max height at 37' side yard setback (77' from C/L)	77'	44'
Max height at >= 67' side yard setback (107' from C/L)	100'	55'- 61'
Floor Area Ratio FAR)	3.0 ²	0.28
Open Space	40%	25.7%
¹ 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. The boundary of the High Density Residential district to the east is the centerline (C/L) of Calle El Segundo, which is located 60' to the east of the minimum side yard setback. ² Since the Arena is a commercial project that combines 22 parcels totaling approximately 14 acres, it qualifies as Consolidated Project where the Section 14 Specific Plan provides development incentives including allowing FAR intensity up to 3.0.		

As Table 1 illustrates, with the exception of meeting minimum open space requirements, the Project complies with all other development standards established by the Section 14 Specific Plan. However, in addition to the 25.7% outdoor open space provided, the Arena will provide indoor recreational space for sports and other entertainment venues, and serve as a community ice center for the public. The Section 14 Specific Plan identifies that “private open spaces provide certain benefits not found in public parks” and they “offset the need to provide cost- and labor-intensive public recreational facilities such as tennis courts, swimming pools, and other facilities” (e.g. ice skating rinks); therefore, the private indoor recreational space combined with the outdoor open space provided meet the intended open space and recreation goals for the Section 14 Specific Plan and the City.

B. Circulation & Parking

Primary vehicular access to the Arena will be from Calle Encilia with additional secondary access off Calle El Segundo and Alejo Road. An event drop off lane for taxi/Uber/Lyft services will be provided on Calle Encilia and service deliveries will also be directed to enter/exit off that street. In addition to the 650 on-site parking spaces provided, Arena patrons are expected to use other Tribal parking lots in the vicinity, the adjacent ACCPS parking garage, and any available on- and off-street parking spaces within a ¼ to ½ mile radius of the Project Site.

As outlined in the Transportation Study prepared for the Arena by the Mobility Group (see the Preliminary Environmental Project Review document included as Appendix A), given the impacts associated with the temporary and distributed nature of event parking and traffic, Parking and Transportation Management Plans will be prepared for the Arena that: 1) identify all the on- and off-street public parking within a ¼ to ½ mile of the Project Site; 2) provide for event coordination with the City for scheduling the availability of that public parking; 3) encourage rideshare programs; 4) implement measures to prevent event parking in nearby residential areas; and 5) provide traffic control measures for event traffic to ensure that any temporary impacts to local roadways are kept to a minimum.

IV. ARCHITECTURAL AND LANDSCAPE CONCEPT

The design inspiration for Arena draws from the unique geological and climatic character of the surrounding region. The building's exterior façade is a hybrid of functional design and unique architectural expression. The nearly 15,000 square foot canopy gives the Arena presence on Amado Road while also offering critical shade to the exterior plaza and concourse. The horizontal banding of plaster and storefront offer familiar forms of desert windswept rock – revealing bands of 'earth red' and white adobe stucco – materials and colors widely used in desert climates.

As shown on Exhibit G, the proposed landscaping surrounding the Arena will be drought tolerant/water efficient desert-scape, and will include numerous trees to help soften the views of the Arena and surface parking lots from the east and north looking west and south.

V. ENVIRONMENTAL ANALYSIS

A Categorical Exclusion (CE) will be prepared for the Project pursuant to the Tribal Environmental Policy Act. Included as Appendix A is the Preliminary Environmental Project Review document that provides a summary of the potential effects of the proposed Project including impacts related to aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards, land use and planning, mineral resources, noise, population and housing, public services, recreation, traffic/circulation, utilities and service systems, and water. Based on the analysis contained in Appendix A, no adverse environmental impacts are anticipated.

VI. FISCAL IMPACT ANALYSIS

Events at the Arena will have an impact on public services provided by the City; however, the Project will generate: 1) additional sales and Transit Occupancy Tax generated by Arena patrons eating and shopping at local businesses and staying at Palm Springs hotels; 2) stimulus for additional economic development activity in downtown Palm Springs; 3) new job opportunities for the community; and 4) a premiere sporting and entertainment venue for visitors, locals, and City residents.

With respect to public services, the Project will be conditioned to develop and fund event parking and traffic management plans and pay, either directly or indirectly, standard development fees typically imposed by the City, including, but not limited to, regional traffic impact (TUMF) fees, school fees, public art fees, sewer and drainage fees, etc. Therefore, the Project will have a negligible impact on public services while providing direct tangible benefits to downtown Palm Springs and the greater community.

EXHIBIT A – PROJECT SITE LOCATION



EXHIBIT B – EXISTING SITE CONDITIONS

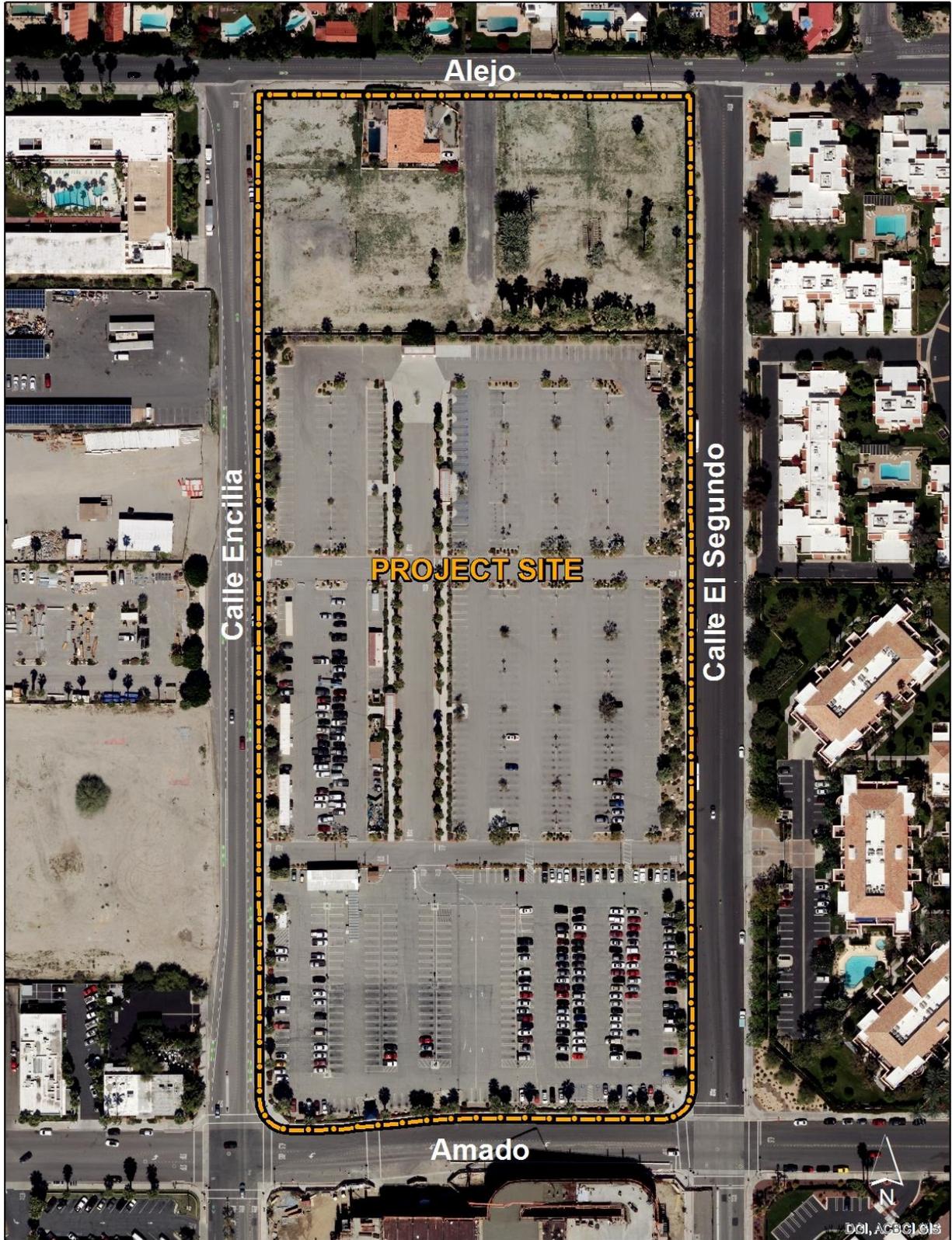


EXHIBIT C – PROJECT SITE PHOTOS



Southeast Corner looking Northwest



Southwest Corner looking Northeast



Northeast Corner looking Southwest



Northwest Corner looking southeast

EXHIBIT D.1

SITE PLAN

OPEN SPACE CALCULATIONS:

OPEN SPACE: 118,994 SQFT
 SITE AREA: 642,383 SQFT
 ARENA FOOTPRINT: 179,921 SQFT

SITE AREA - ARENA FOOTPRINT=
 462,462 SQFT

OPEN SPACE PERCENTAGE=
 118,994 SQFT / 462,462 SQFT = 25.7%

*OPEN SPACE INCLUDES ALL PLAZAS AND PEDESTRIAN SPACES, WITH ASSOCIATED LANDSCAPE AREAS, DIRECTLY AROUND THE ARENA. IT DOES NOT INCLUDE ANY SPACE NORTH OF THE ARENA, EXCEPT FOR THE EASTERN VIP PLAZA AND DROP OFF AREA.

FLOOR AREA RATIO CALCULATIONS:

SITE AREA: 642,383 SQFT
 ARENA (ROOF) AREA: 181,087 SQFT

FLOOR AREA RATIO=
 181,087 SQFT / 642,383 SQFT = 28.2%

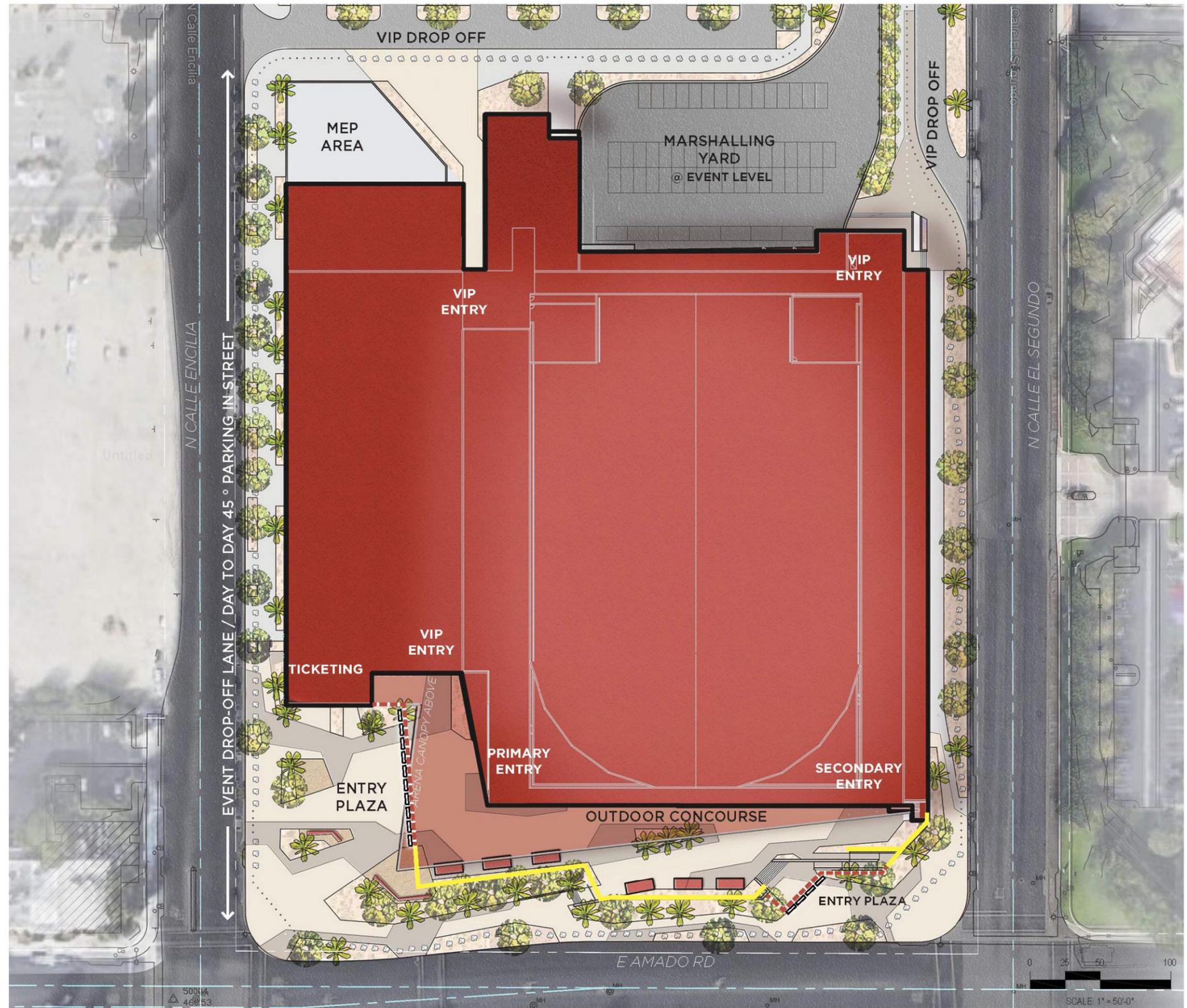


*ROOF ELEVATIONS TAKEN AT THE TOP OF PARAPET



EXHIBIT D.2

SITE PLAN



LEGEND

- PERMANENT SECURE LINE - ARCHITECTURAL FENCING
- TEMPORARY SECURE LINE - MAGS
- POP UP CONCESSIONS

EXHIBIT E.1 – EXTERIOR ELEVATIONS



SOUTH ELEVATION 1" = 30'



WEST ELEVATION 1" = 30'

EXHIBIT E.2- EXTERIOR ELEVATIONS



NORTH ELEVATION 1" = 30'



EAST ELEVATION 1" = 30'

EXHIBIT F.1- RENDERINGS



EXHIBIT F.2- RENDERINGS

SOUTHEAST PERSPECTIVE



EXHIBIT F.3- RENDERINGS



EXHIBIT F.4- RENDERINGS

NORTHEAST PERSPECTIVE



EXHIBIT G.1- PRELIMINARY LANDSCAPE PLAN

PLANT SCHEDULE

TREES

-  *Brahea armata* / Mexican Blue Palm
-  *Cercidium* x 'Desert Museum' / Thornless Palo Verde
-  *Phoenix dactylifera* / Date Palm
-  *Pithecellobium flexicaule* / Texas Ebony
-  *Sophora secundiflora* / Texas Mountain Laurel
-  *Washingtonia filifera* / California Fan Palm

SHRUBS & GRASSES

-  *Agave americana* 'Variegata' / Variegated Century Plant
-  *Agave deserti* / Desert Agave
-  *Bougainvillea* x 'La Jolla' / Bougainvillea
-  *Caesalpinia pulcherrima* / Red Bird Of Paradise
-  *Chrysactinia mexicana* / Damianita
-  *Dasylirion wheeleri* / Grey Desert Spoon
-  *Leucophyllum frutescens* 'Compacta' / Compact Texas Ranger
-  *Muhlenbergia capillaris* 'Lenca' / Regal Mist Pink Muhly
-  *Muhlenbergia lindheimeri* 'Leni' / Autumn Glow Muhly
-  *Stipa tenacissima* / Mexican Feather Grass

ROCKWORK

-  4'-5' SECURITY BOULDER
-  3"-6" COBBLE

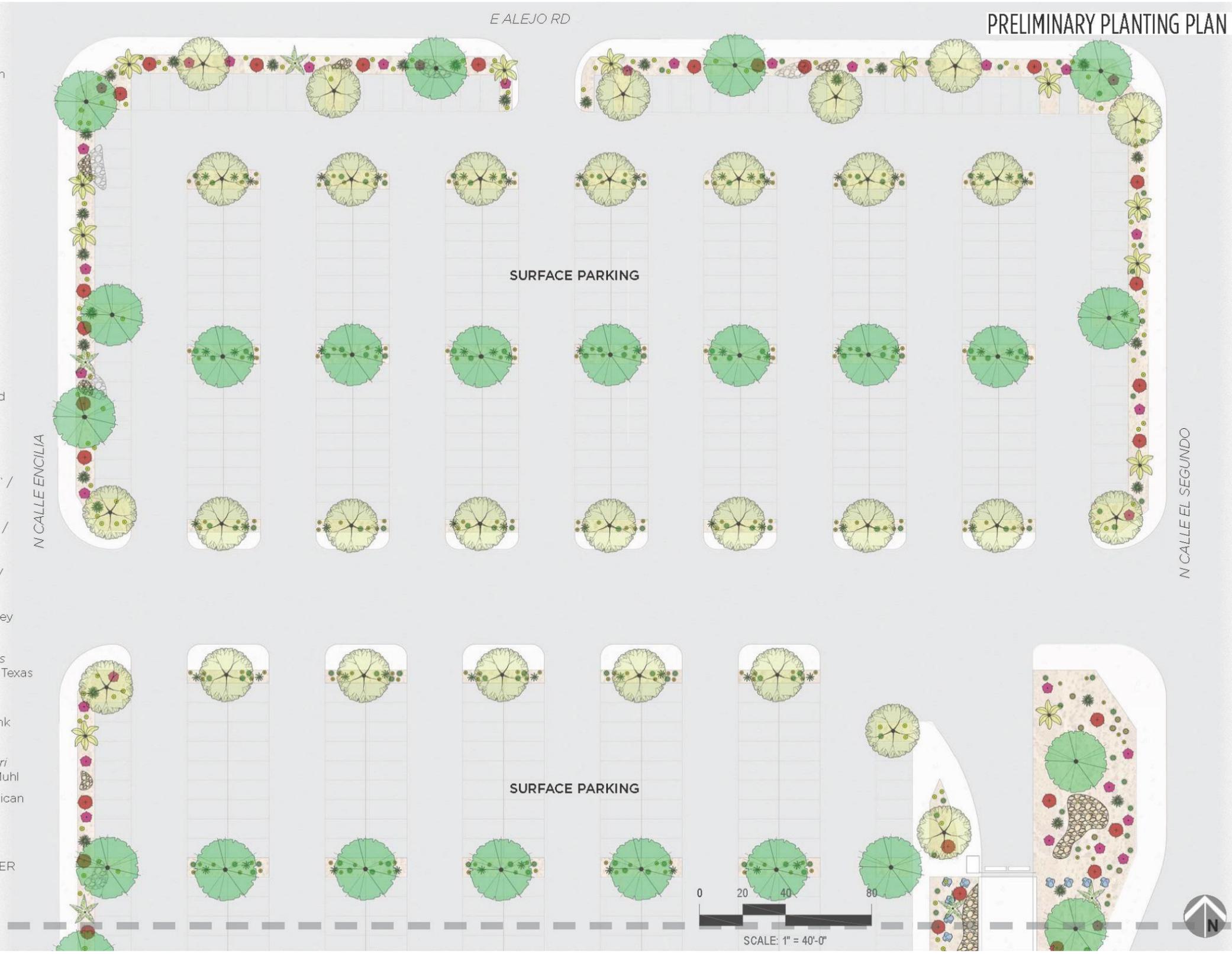


EXHIBIT G.2- PRELIMINARY LANDSCAPE PLAN

PLANT SCHEDULE

TREES

-  *Brahea armata* / Mexican Blue Palm
-  *Cercidium* x 'Desert Museum' / Thornless Palo Verde
-  *Phoenix dactylifera* / Date Palm
-  *Pithecellobium flexicaule* / Texas Ebony
-  *Sophora secundiflora* / Texas Mountain Laurel
-  *Washingtonia filifera* / California Fan Palm

SHRUBS & GRASSES

-  *Agave americana* 'Variegata' / Variegated Century Plant
-  *Agave deserti* / Desert Agave
-  *Bougainvillea* x 'La Jolla' / Bougainvillea
-  *Caesalpinia pulcherrima* / Red Bird Of Paradise
-  *Chrysactinia mexicana* / Damianita
-  *Dasylirion wheeleri* / Grey Desert Spoon
-  *Leucophyllum frutescens* 'Compacta' / Compact Texas Ranger
-  *Muhlenbergia capillaris* 'Lenca' / Regal Mist Pink Muhly
-  *Muhlenbergia lindheimeri* 'Leni' / Autumn Glow Muhly
-  *Stipa tenacissima* / Mexican Feather Grass

ROCKWORK

-  4'-5' SECURITY BOULDER
-  3"-6" COBBLE

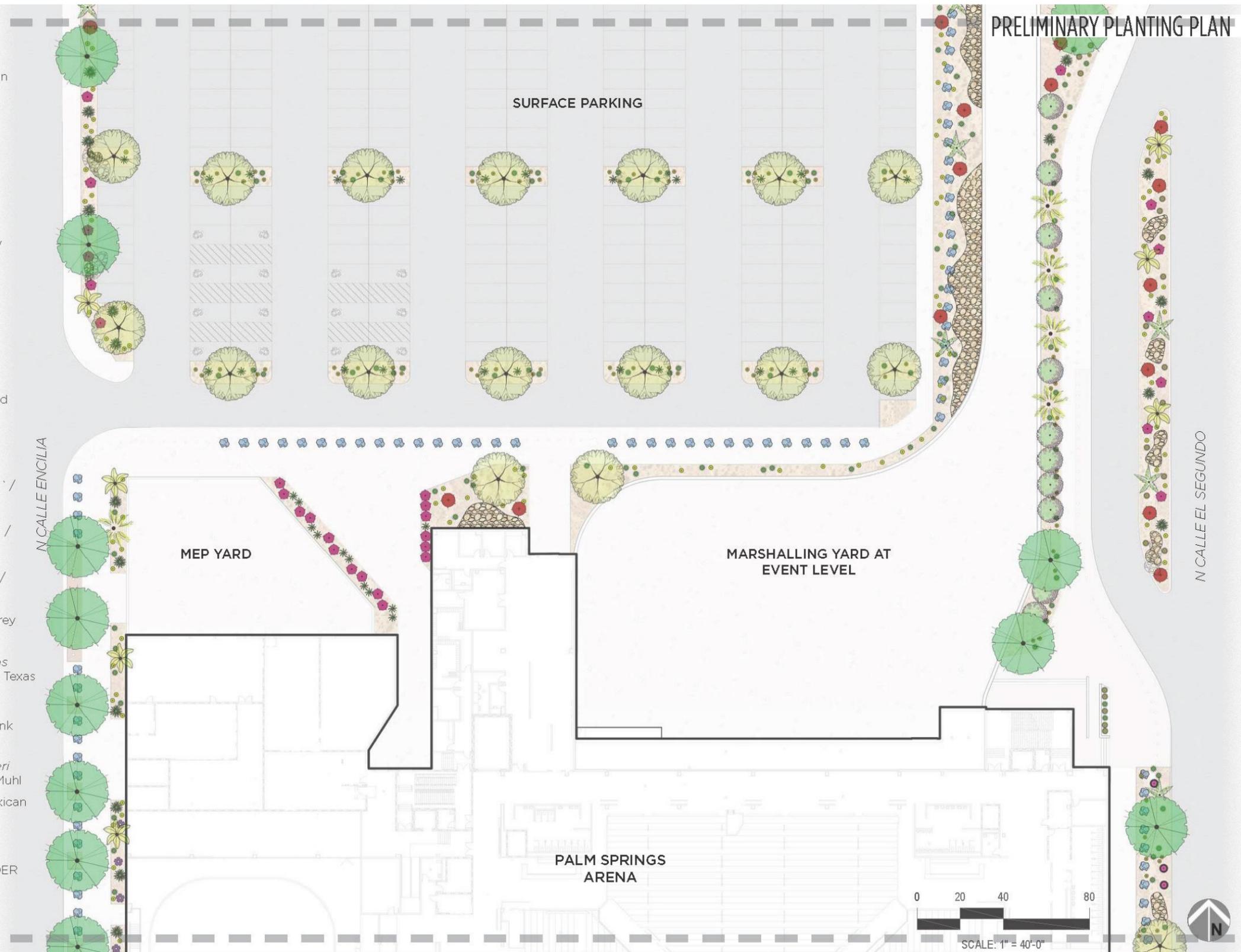


EXHIBIT G.3- PRELIMINARY LANDSCAPE PLAN

PLANT SCHEDULE

TREES

-  *Brahea armata* / Mexican Blue Palm
-  *Cercidium* x 'Desert Museum' / Thornless Palo Verde
-  *Phoenix dactylifera* / Date Palm
-  *Pithecellobium flexicaule* / Texas Ebony
-  *Sophora secundiflora* / Texas Mountain Laurel
-  *Washingtonia filifera* / California Fan Palm

SHRUBS & GRASSES

-  *Agave americana* 'Variegata' / Variegated Century Plant
-  *Agave deserti* / Desert Agave
-  *Bougainvillea* x 'La Jolla' / Bougainvillea
-  *Caesalpinia pulcherrima* / Red Bird Of Paradise
-  *Chrysactinia mexicana* / Damianita
-  *Dasylirion wheeleri* / Grey Desert Spoon
-  *Leucophyllum frutescens* 'Compacta' / Compact Texas Ranger
-  *Muhlenbergia capillaris* 'Lenca' / Regal Mist Pink Muhly
-  *Muhlenbergia lindheimeri* 'Leni' / Autumn Glow Muhly
-  *Stipa tenacissima* / Mexican Feather Grass

ROCKWORK

-  4'-5' SECURITY BOULDER
-  3"-6" COBBLE

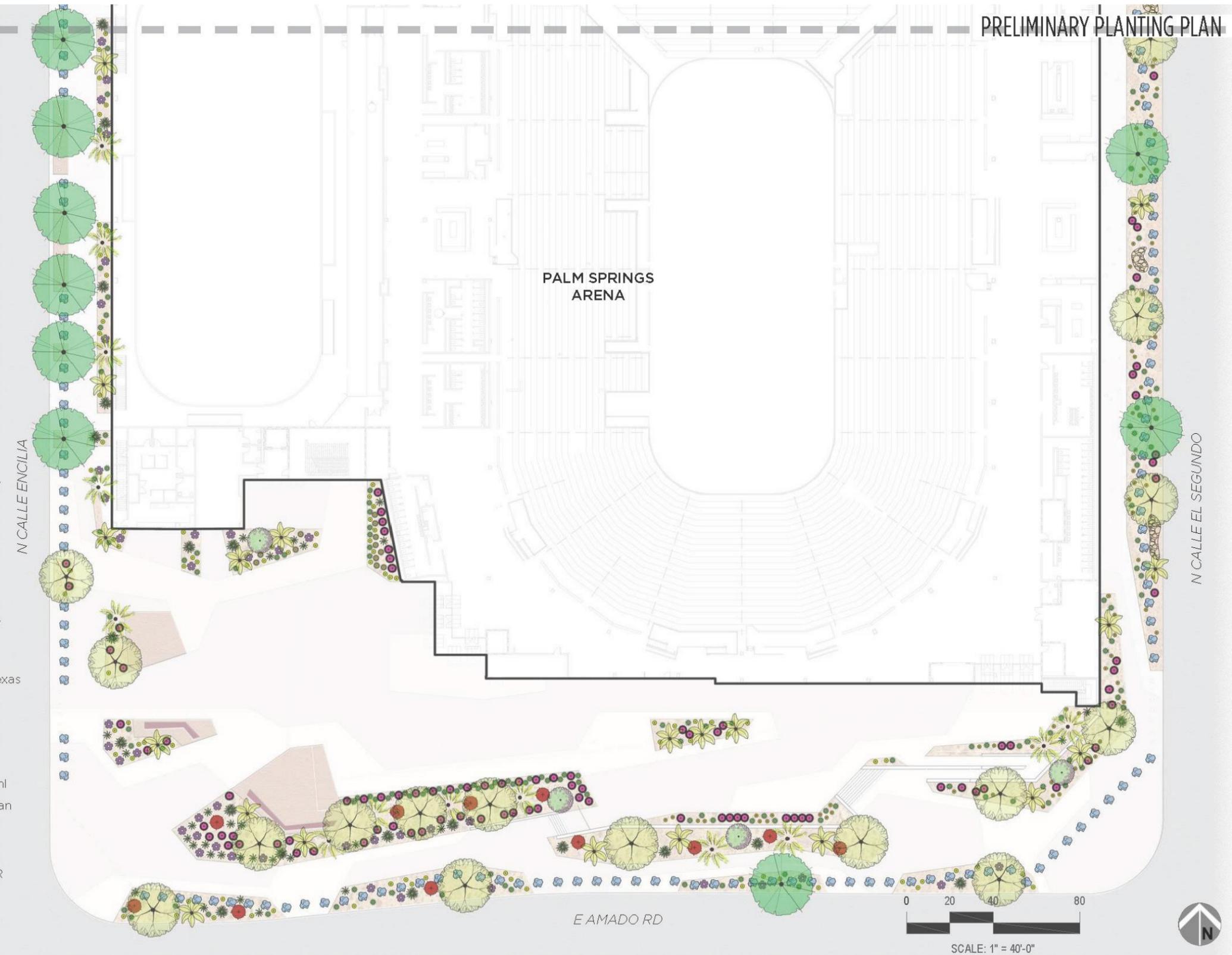


EXHIBIT G.4- PRELIMINARY LANDSCAPE PLAN

PLANT SCHEDULE

TREES

-  *Brahea armata* / Mexican Blue Palm
-  *Cercidium* x 'Desert Museum' / Thornless Palo Verde
-  *Phoenix dactylifera* / Date Palm
-  *Pithecellobium flexicaule* / Texas Ebony
-  *Sophora secundiflora* / Texas Mountain Laurel
-  *Washingtonia filifera* / California Fan Palm

SHRUBS & GRASSES

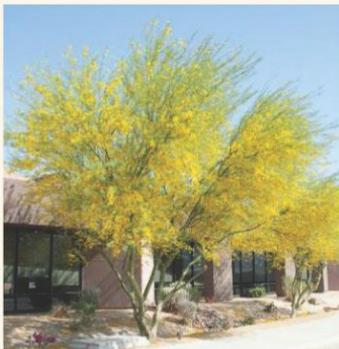
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-  *Stipa tenacissima* / Mexican Feather Grass

ROCKWORK

-  4'-5' SECURITY BOULDER
-  3"-6" COBBLE

PRELIMINARY PLANTING PALETTE

TREES

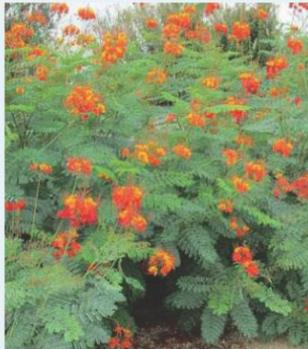







SHRUBS & GRASSES




SHRUBS AND GRASSES







APPENDIX A
PRELIMINARY ENVIRONMENTAL PROJECT REVIEW

Preliminary Environmental Project Review

Palm Springs Arena

Agua Caliente Band of Cahuilla Indians

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November 2019

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1.0 INTRODUCTION AND PURPOSE AND NEED

The Agua Caliente Band of Cahuilla Indians (the “Tribe”), a federally recognized Indian Tribe, is the Lead Agency under the Tribal Environmental Policy Act (TEPA) (Agua Caliente Band of Cahuilla Indians Ordinance No. 28) and is preparing this Preliminary Environmental Project Review for the Palm Springs Arena Project (“Project” or “Arena”). The Tribe in partnership with the Oak View Group (OVG), a Delaware LLC (the “Applicant”) are proposing to jointly develop the Project, an approximately 11,000 seat multi-sport and entertainment area in the Section 14 Specific Plan area on approximately 14 acres of Tribal land (the “Project Site”).

The Arena would be the home of an American Hockey League (AHL) professional hockey team. The Arena would have a total seat capacity of approximately 10,000 seats for hockey games and 11,300 seats for entertainment events. Related facilities would include a practice/training facility, locker rooms, other support facilities, and parking.

This section of the Preliminary Environmental Project Review document describes the location, objectives, and characteristics of the Project. A general description of the Project’s technical, economic, and environmental characteristics is provided below.

1.1 BACKGROUND

In November 2004, the City of Palm Springs (the “City”) adopted the original Section 14 Master Plan (the “Specific Plan”) that included an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) prepared in accordance with the California Environmental Quality and National Environment Policy Acts (CEQA and NEPA, addressing approximately 640 acres of Agua Caliente Indian Reservation (the “Reservation”) land located in downtown Palm Springs known as “Section 14.” The Project Site is located in the northwest portion of Section 14.

In 2013, the Tribe and the City jointly prepared a comprehensive update to the Specific Plan to revise designated land uses and base development standards, incorporate complete streets design principles, and modify development incentives to help realize the vision for the Specific Plan and better implement physical development in Section 14. Environmental review was conducted for the Section 14 Specific Plan update and an Initial Study/Environmental Assessment (IS/EA) with a Finding of No Significant Impacts was released for public review in December 2013. The updated Section 14 Specific Plan was adopted by the City in July 2014.

As determined by case law over the past half century, the status of the Tribe as a sovereign nation with independent authority over the lands of the Reservation is without question; neither the State of California nor its political subdivisions have the authority to regulate Indian trust lands.

To minimize conflicts and facilitate the development process on the Reservation, the Tribe and the City entered into a land use contract in 1977. The contract recognized the Tribe's authority to regulate all Indian trust lands (i.e., Tribal and allotted trust lands), and the Tribe and the City agreed to the following: (1) the Tribe will adopt the City's land use regulations for the Indian trust lands located within the City's boundaries and designate the City to act as the Tribe's agent to enforce such regulations; (2) the City will consult with the Tribe with regard to any action that may affect Indian trust lands; (3) any party aggrieved by a decision of the City Council affecting Indian trust lands may appeal to the Tribal Council; and (4) there is a mutual benefit of having a consistent planning/development process. It is important to note, however, that the Tribe and City subsequently entered into a cooperation agreement that governs the City's review of proposed development on Tribal lands and amended the land use contract to exclude a delegation of the Tribe's land use authority to the City in cases where development is located on Tribal lands, such as the lands that are the subject of this Preliminary Environmental Review Document. Under the land use contract and cooperation agreement, the policies and regulations of the Section 14 Specific Plan serve as a guiding framework for the development of Tribal lands in Section 14.

1.2 PURPOSE AND NEED OF THIS PRELIMINARY ENVIRONMENTAL REVIEW DOCUMENT

The Tribe, acting as the Lead Agency for the planning and environmental review of the Project, has prepared this Preliminary Environmental Review Document in compliance with TEPA, which is "an ordinance setting forth the environmental policy of the Agua Caliente Band of Cahuilla Indians and establishing a basic process for conducting environmental review of major Tribal actions which significantly affect the quality of the environment." The proposed construction of the Arena will affect more than 25 percent of the Project Site, thus qualifying it as a Major Tribal Action as defined in Section D.6 of the ordinance. Section D.6 of the ordinance also states that a Major Tribal Action, "does not include such actions which are otherwise subject to environmental review under either federal or state law, or which are determined by the Tribal Council, by resolution, to be categorically exempt from environmental review under the ordinance.

This Preliminary Environmental Review Document evaluates the potential physical environmental effects of the proposed Arena. This document incorporates by reference the information and analysis contained in the prior 2004 EIR/EIS prepared for the original Section 14 Master Plan and the 2013 IS/EA prepared for the updated Section 14 Specific Plan.

A. PROJECT LOCATION AND CHARACTERISTICS

1. Project Location

The Arena is proposed on approximately 14 acres of Tribal land located in downtown Palm Springs within Riverside County. Regional access to the site is provided by Interstate 10 (I-10) located approximately four (4) miles northeast of the site and State Route 111/"Vista Chino" (SR 111), located approximately one (1) mile north of the site and as shown in **Figures 1.0-1: Regional Location Map** and **1.0-2: Project Location Map**, the latter further showing the location of the site in downtown Palm Springs, which is bounded by East Alejo Road to the north, North Calle El Segundo to the east, East Amado Road to the south, and North Calle Encilia to the west.

Currently, the southern two-thirds of the Project Site contains a surface parking lot. The northern one-third of the Project Site contains a single-family home, owned by the Tribe, on the southwest corner of East Alejo Drive and North Calle Santa Rosa. The remainder of the northern portion of the site consists of previously developed and now vacant land.

As covered in the introduction, the Project Site is located within the Section 14 Specific Plan, which was approved by the City in 2004 and comprehensively updated in July 2014. The Section 14 Specific Plan addresses the 640-acre area bound by Alejo Road on the north, Sunrise Way on the east, Ramon Road on the south, and Indian Canyon Drive on the west. The Project Site is located on the northwest portion of Section 14, as illustrated in **Figure 1.0-3: Section 14 Land Use Plan**. Uses surrounding the Project Site include single-family homes to the north, condominiums to the east, the Agua Caliente Casino Palm Springs and parking structure to the south, and commercial uses, a surface parking lot, and a condominium complex to the west.

B. PROJECT CHARACTERISTICS

1. Arena

The Proposed Project would involve demolition of the existing parking lot, single-family house, and North Calle Santa Rosa Street and the construction of the new arena and parking lot as shown in **Figure 1.0-4: Conceptual Site Plan**. The Proposed Project would include the main arena, a practice arena, associated facilities, and a surface parking lot as further described below. The Arena facilities would be located on the southern portion of the Project Site with parking located on the northern portion.

The Arena facility would include approximately 262,000 net square feet as shown in **Table 1.0-1: Development Summary**.

**Table 1.0-1
Development Summary**

Facility Description	Total Net Square Feet
Spectator Facilities	89,500
Food and Retail Facilities	12,750
Circulation	60,250
Administrative & Ticketing	6,250
Press Facilities	1,250
Team Facilities	12,000
Operations Support	45,000
Practice Facility	35,000
Total Net Square Footage	262,000

Main Arena

The Main Arena, located on the southeast of the Project Site, would be an approximately 330 foot by 540 foot building, with a maximum height of approximately 61 feet. The Arena floor would be located approximately 25 feet below ground, and a cross section of the Arena showing the depth of the floor, the ground level, and the overall height of the facility is shown in **Figure 1.0-5: East-West and North-South Cross Sections of the Arena**.

The Arena would have two layout options, a hockey layout as shown in **Figure 1.0-6: Hockey Layout**, and a stage layout for entertainment events as shown in **Figure 1.0-7: Stage Layout**. Hockey based events would have a total seat capacity of 10,055 seats which would include, bowl seats, Standing Room Only (SRO) positions, ADA/companion seats, chairman's club seats, suites, and club seats. Stage-based events would cover the ice rink in order to have a total of 11,295 seats which would include, bowl seats, floor seats, SRO positions, ADA/companion seats, chairman's club seats, suites, and club seats.

Level 1 of the Arena would contain facilities for the AHL team including, exercise rooms, offices, washrooms, storage, lockers, laundry room, and a club to the west, star suits, offices, security, fire, loading dock, trash and custodial staff to the north, and maintenance and storage to the east as shown in **Figure 1.0-8: Level 1 Event Level**. Level 2 would have lockers, player's lounge, kitchen, and interview/multipurpose room to the west as shown in **Figure 1.0-9: Level 2 Practice Ice Level**. Level 3 would contain restrooms, bars, and food services to the west, restrooms, a kitchen, laundry, and chef offices, to the north, and restrooms, bars, food services and an electrical room to the east as shown in **Figure 1.0-10: Level 3 Main Concourse Level**. Level 4 would contain restrooms, suites, clubs throughout the level and a pantry to the north as shown in **Figure 1.0-11: Level 4 Premium Concourse Level**. Level 5 would contain the catwalk and the control room as shown in **Figure 1.0-12: Level 5 Catwalk Level**.

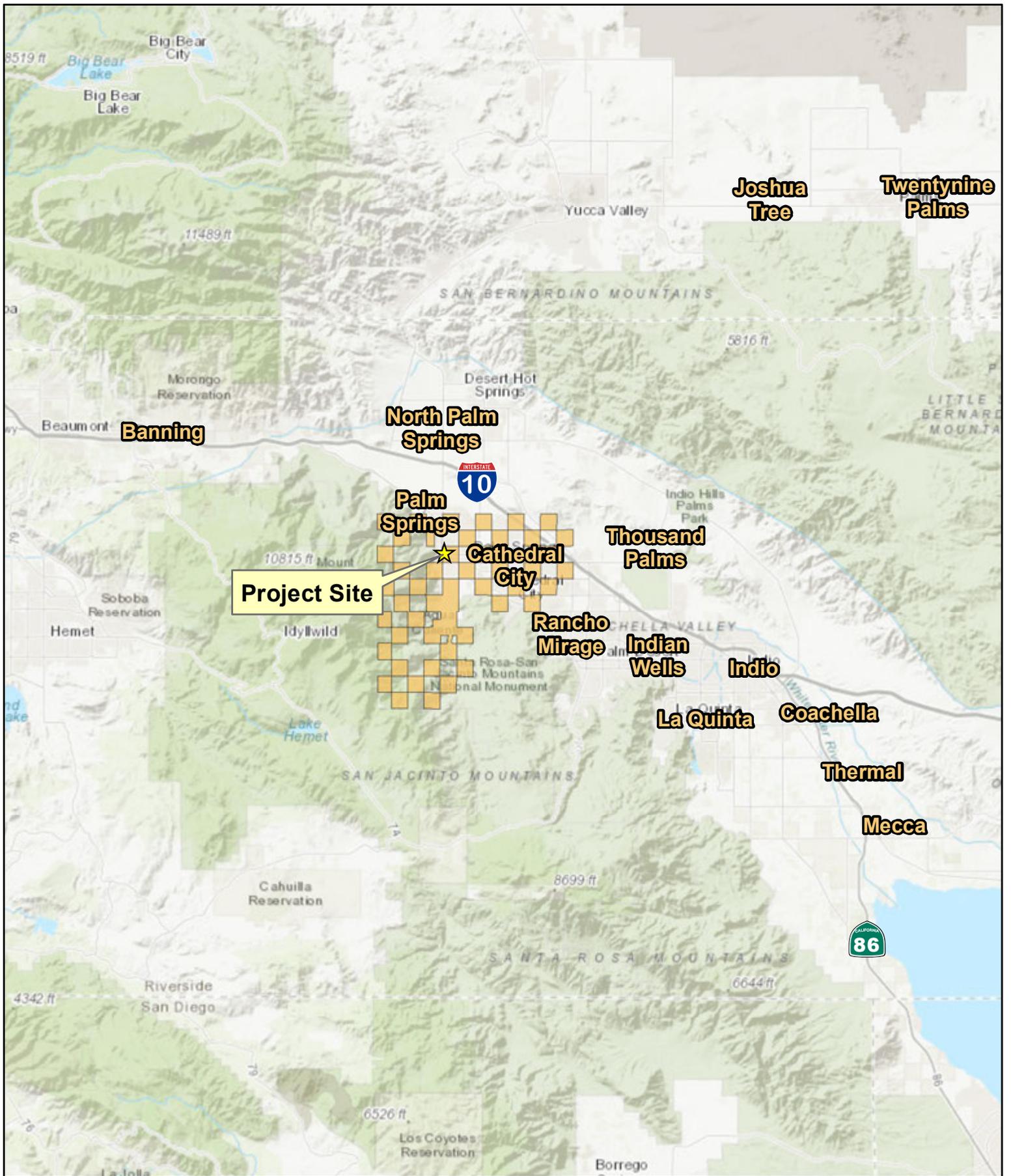


FIGURE 1.0-1 - REGIONAL LOCATION MAP

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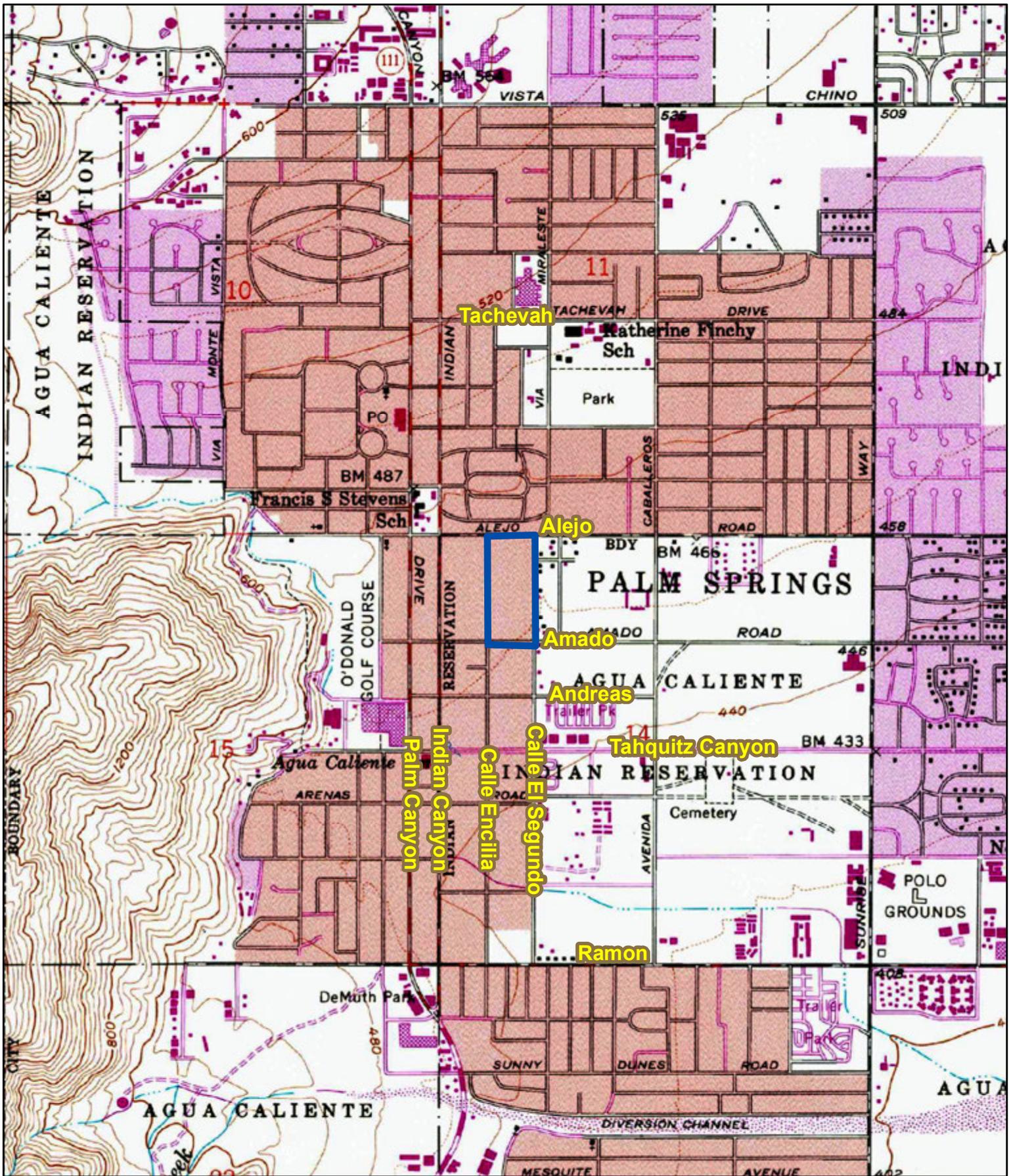
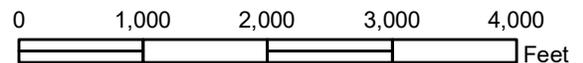


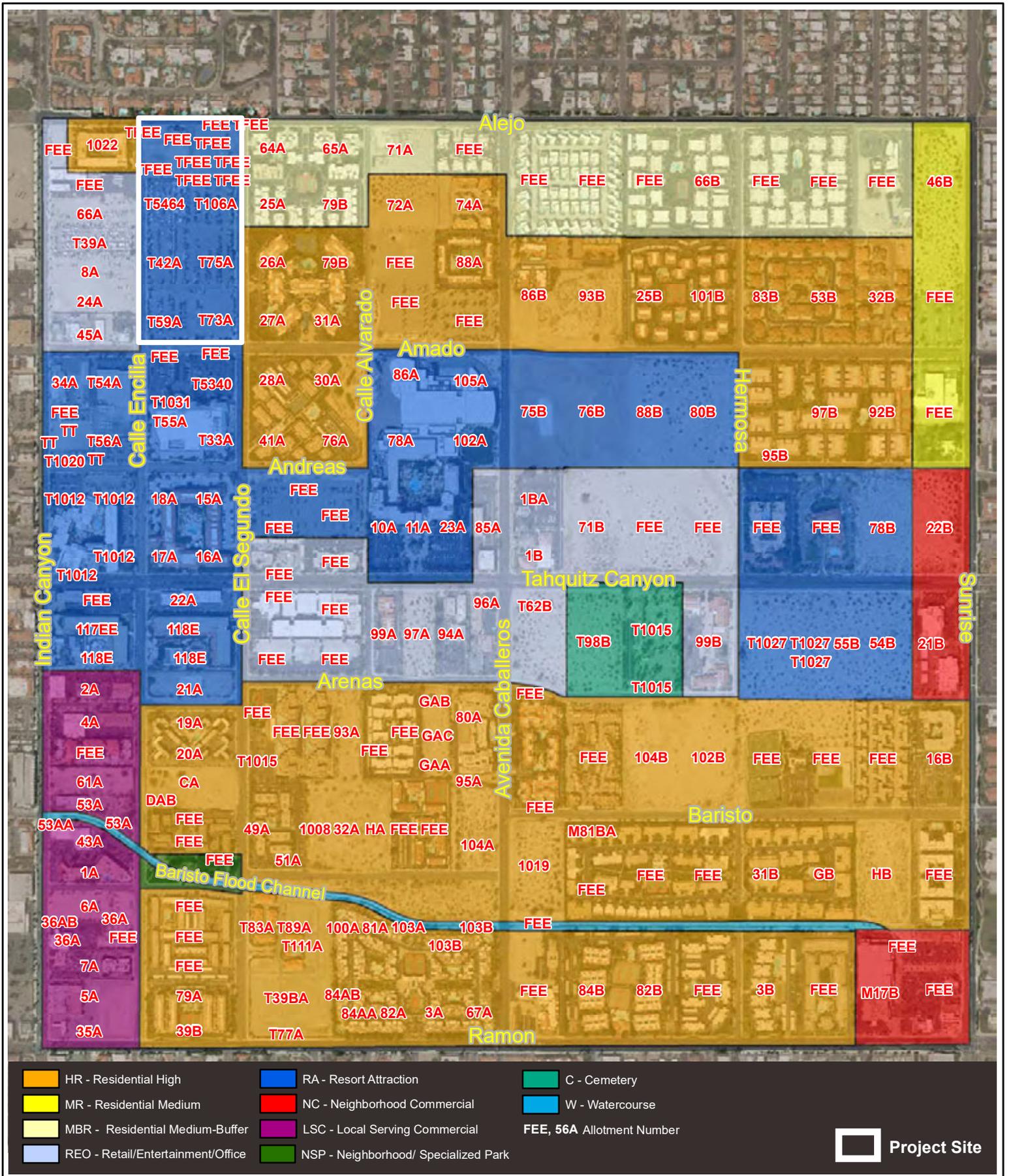
FIGURE 1.0-2 - PROJECT LOCATION MAP

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 Project Site





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

FIGURE 1.0-3 - Section 14 Land Use Plan



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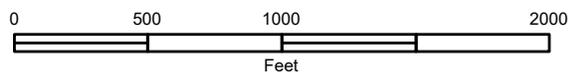
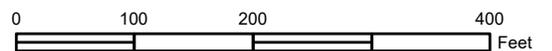
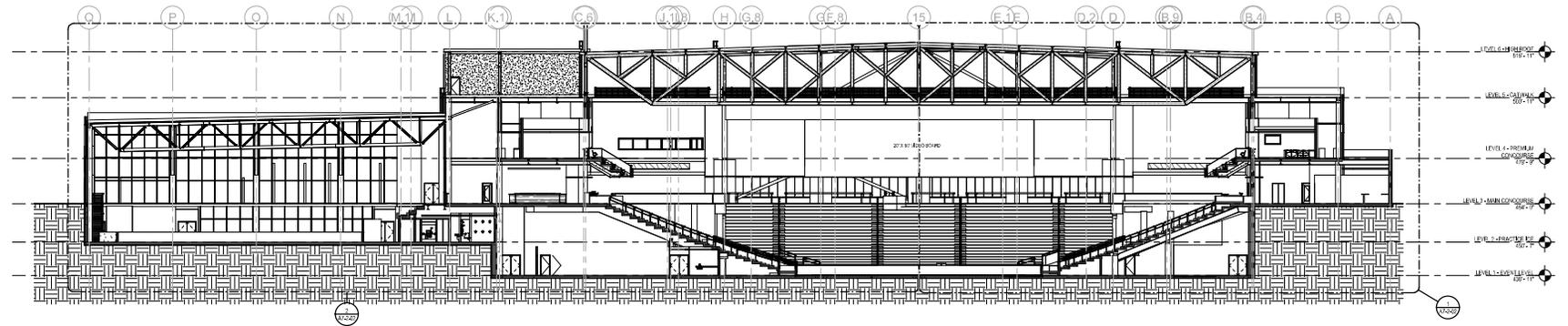




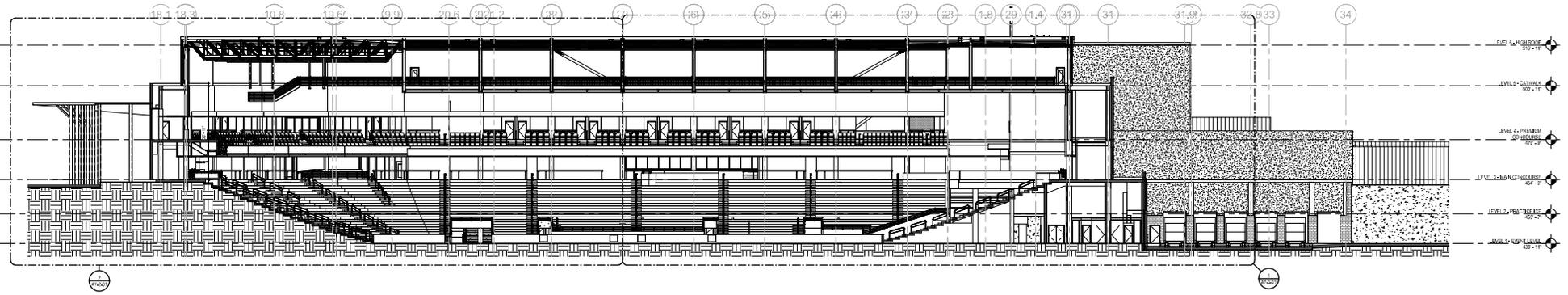
FIGURE 1.0-4 - CONCEPTUAL SITE PLAN

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2 EAST WEST - BUILDING SECTION
1/16" = 1'-0"

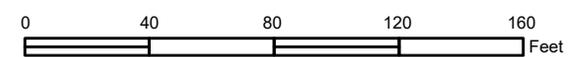


1 NORTH SOUTH - BUILDING SECTION
1/16" = 1'-0"



FIGURE 1.0-5 - EAST-WEST AND NORTH-SOUTH CROSS SECTIONS OF THE ARENA

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SEATING MANIFEST - HOCKEY LAYOUT

LOWER BOWL:

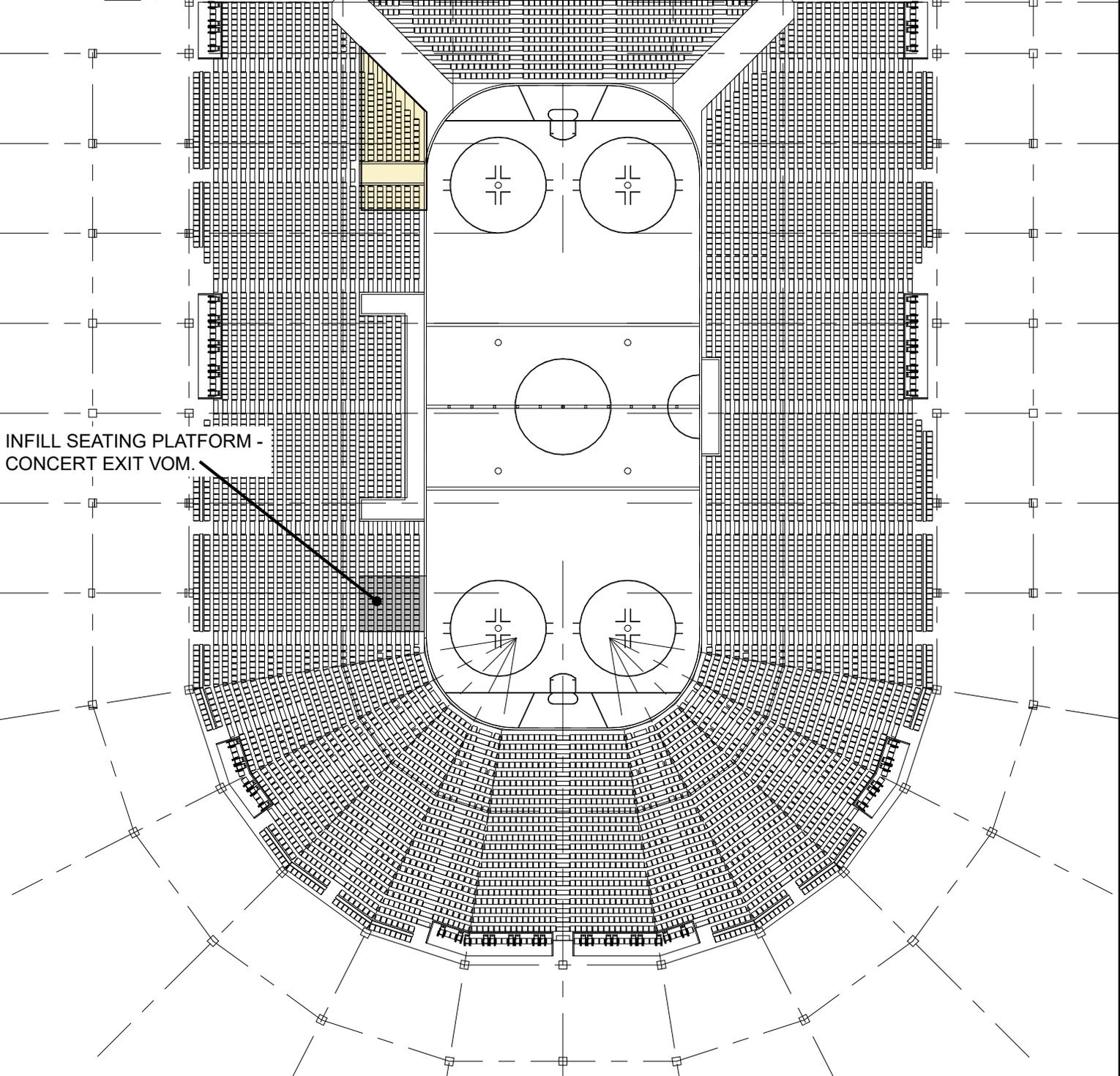
BOWL (24 ROWS)	8,313
SRO	240
ADA + COMPANION	108
CHAIRMAN'S CLUB	112
	8,773

PREMIUM LEVEL (above):

SUITES (20)	320
CLUB	
SEATS	800
SRO	150
ADA + COMPANION	12
	1,282

TOTAL:

SEAT CAPACITY 10,055



INFILL SEATING PLATFORM -
CONCERT EXIT VOM.

WALL ATTACHED
RETRACTABLE
SEATING



FIGURE 1.0-6 - HOCKEY LAYOUT

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SEATING MANIFEST - END STAGE LAYOUT

LOWER BOWL:	
BOWL (24 ROWS)	6,993
FLOOR SEATS	2,588
SRO	182
ADA + COMPANION	138
CHAIRMAN'S CLUB	112
	10,013
PREMIUM LEVEL (above):	
SUITES (20)	320
CLUB	
SEATS	800
SRO	150
ADA + COMPANION	12
	1,282
TOTAL:	
SEAT CAPACITY	11,295

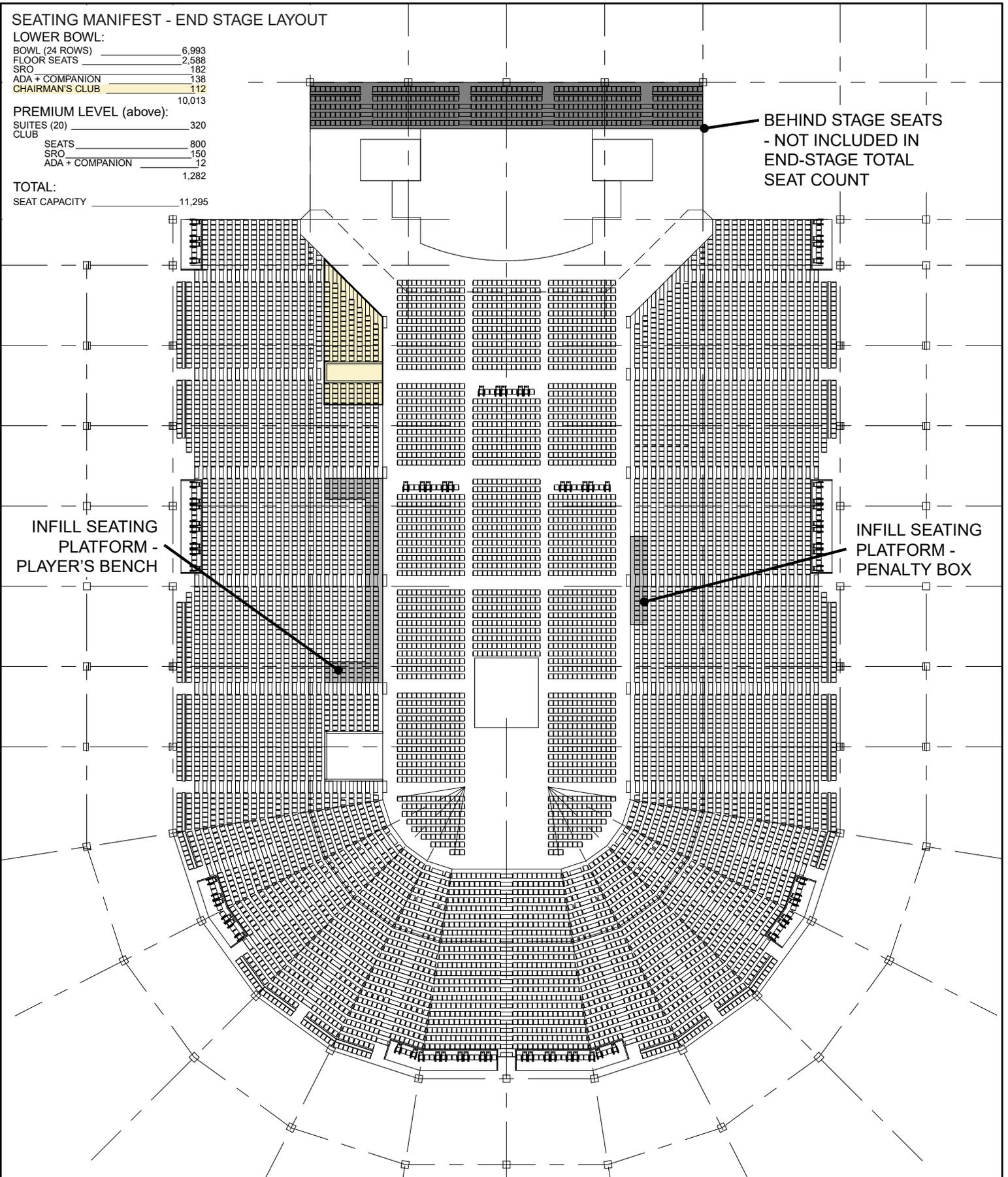
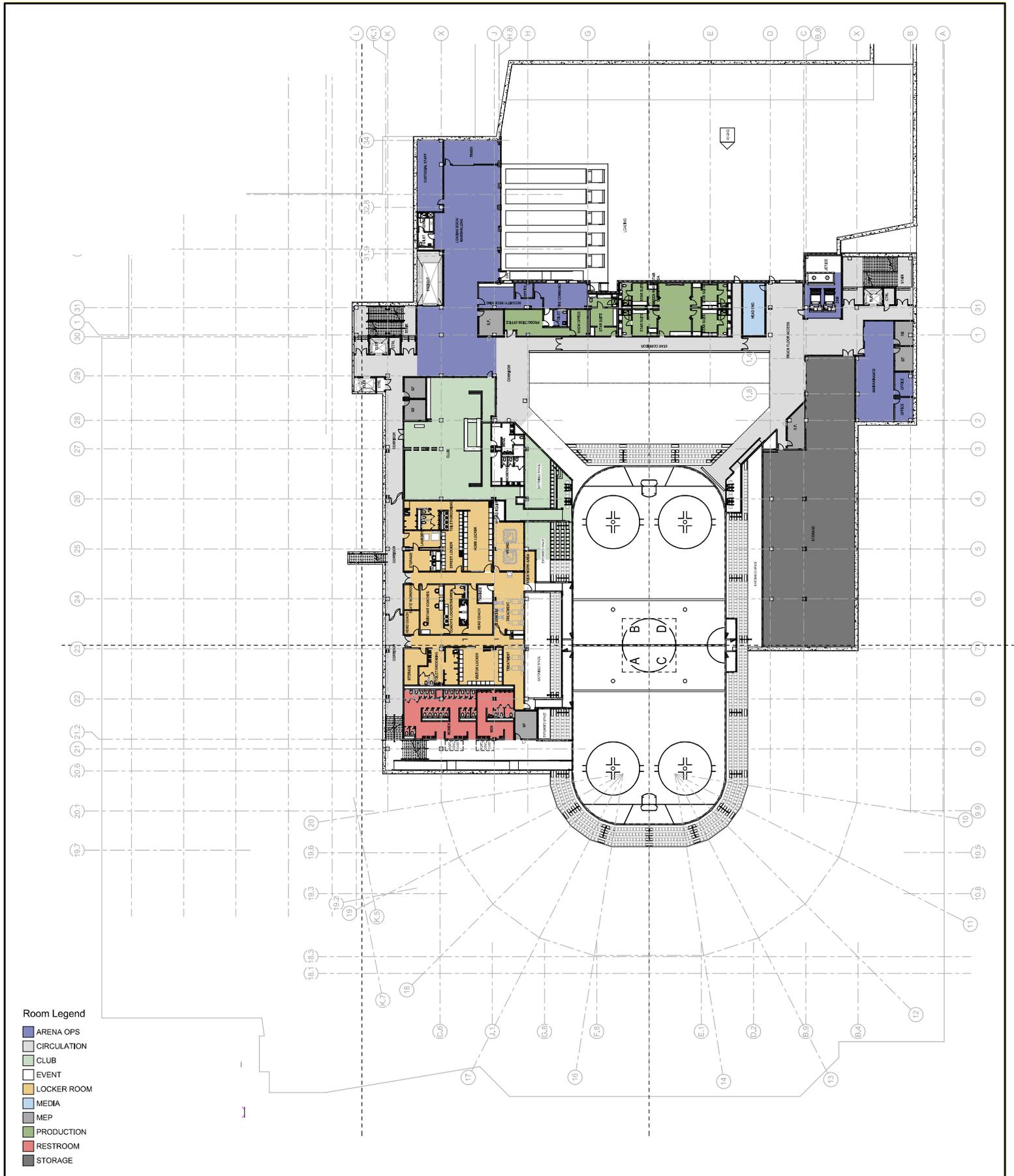


FIGURE 1.0-7 - STAGE LAYOUT

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- Room Legend**
- ARENA OPS
 - CIRCULATION
 - CLUB
 - EVENT
 - LOCKER ROOM
 - MEDIA
 - MEP
 - PRODUCTION
 - RESTROOM
 - STORAGE

FIGURE 1.0-8 - LEVEL 1 EVENT LEVEL



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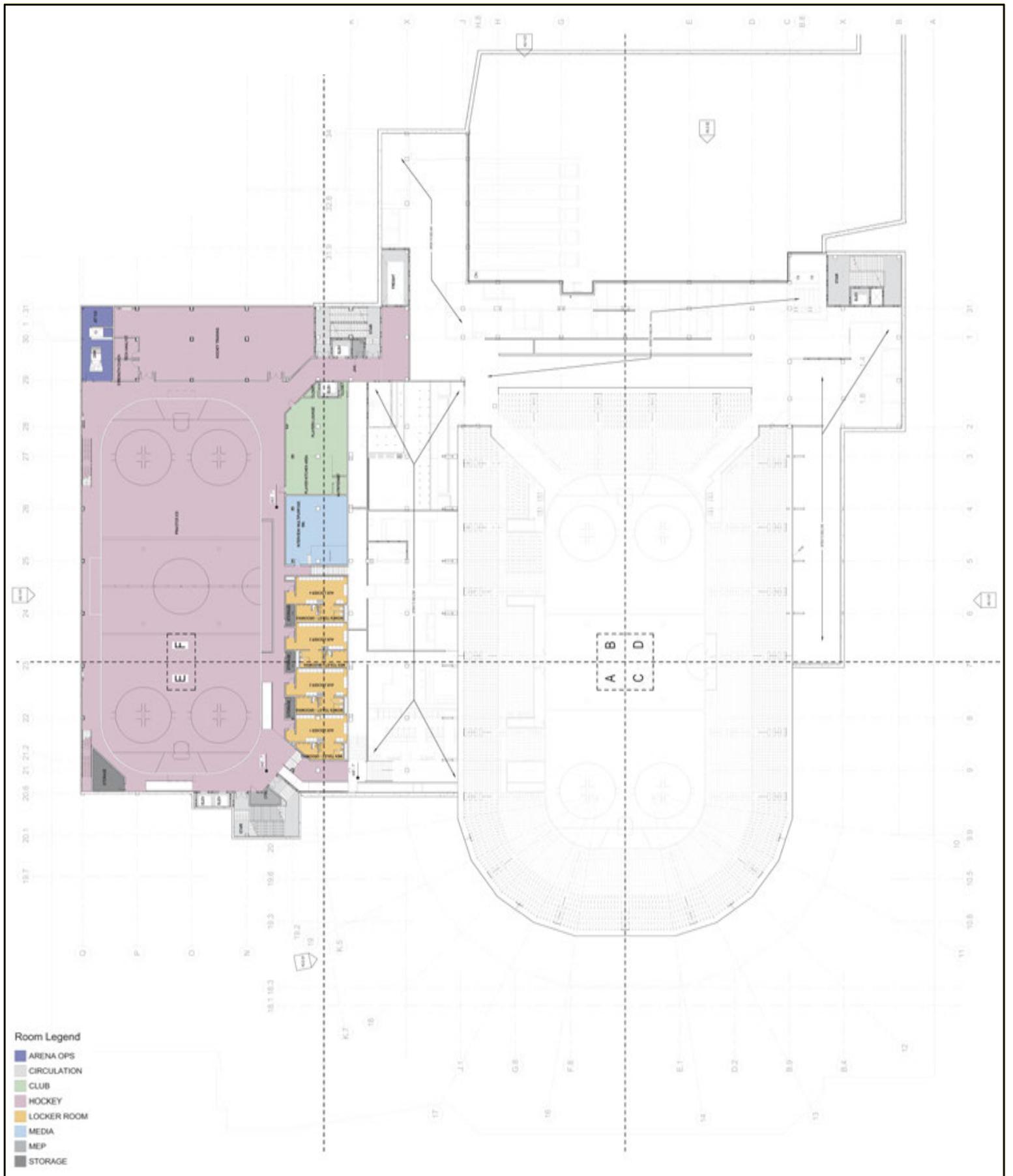


FIGURE 1.0-9 - LEVEL 2 PRACTICE ICE LEVEL

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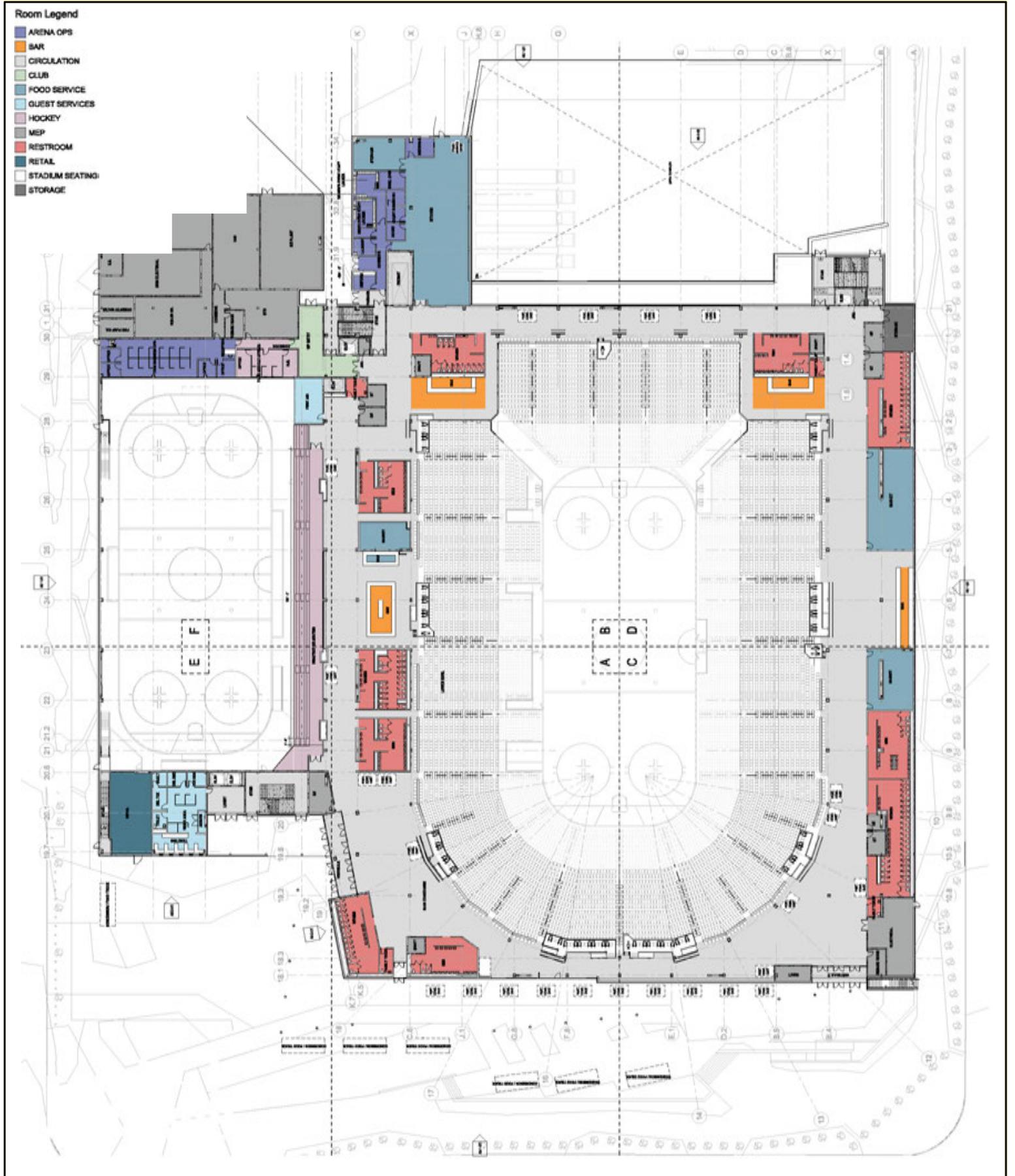


FIGURE 1.0-10 - LEVEL 3 MAIN CONCOURSE LEVEL



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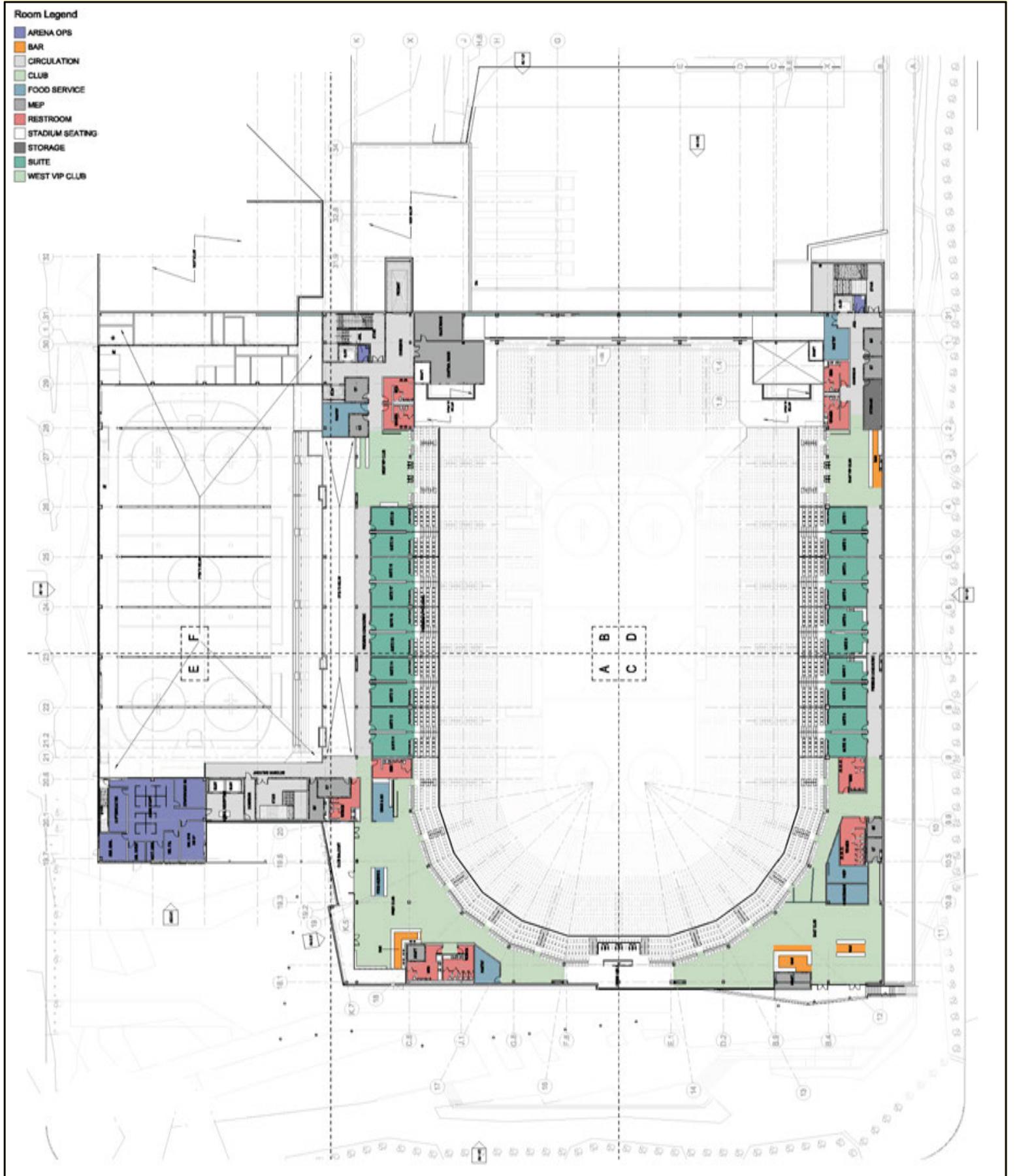


FIGURE 1.0-11 - LEVEL 4 PREMIUM CONCOURSE LEVEL

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Room Legend

- BAR
- CIRCULATION
- FOOD SERVICE
- MEP
- STORAGE

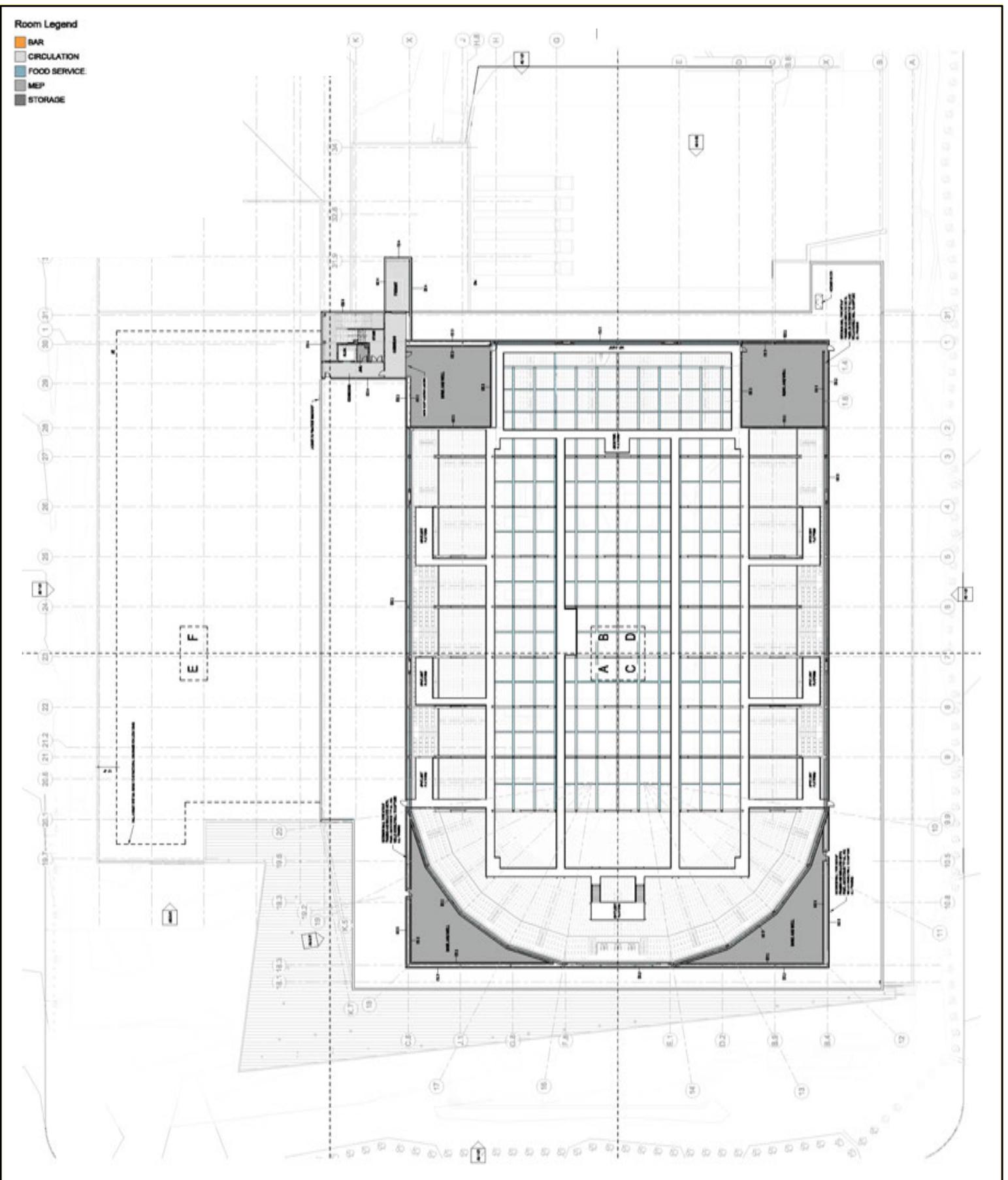


FIGURE 1.0-12 - LEVEL 5 CATWALK LEVEL



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Renderings showing what the ticketing area and entrances to the Arena would look like, are shown in **Figure 1.0-13: Renderings**.

Beyond the Arena, to the north, is a service yard and loading ramps where trucks would make deliveries. The entry plaza for the Arena would be located on the southwest corner of the Project Site and would be approximately 33 feet high.

Practice Arena

The Practice Arena would be located along the western portion of the Main Arena in a 140 foot by 285-foot building with a maximum height of approximately 40 feet.

The practice/training facility would be connected to levels 2 through level 4 of the Main Arena. Level 2 of the practice/training facility would contain the training facility and some offices to the north as shown in **Figure 1.0-8**. Level 3 would contain retail and ticketing to the south, seating and first aid to the east, and offices, VIP entry, electrical room, boiler room, fire pump room, domestic water room, and the ice plant room to the north as shown in **Figure 1.0-9**. Level 4 would have administrative offices located to the south as shown in **Figure 1.0-10**.

Parking

Parking, located on the north end of the site, would include 650 parking spaces in a surface parking lot of approximately 220,500 square feet. The southwest portion of the parking would lot would be for VIP guests.

An additional approximately 200 parking spaces would be available for Arena patrons on the existing surface parking lot located directly west of the Project Site.

Site Access

Vehicles

There would be three entry/exit points for access to the surface parking lot; one along North Calle Encilia, one along North Calle El Segundo, and one on East Alejo Road, midblock between Calle Encilia and Calle El Segundo.

Drop-Off

A drop-off location would be located on the east side of North Calle Encilia, north of East Amado Road, adjacent to the Arena.

Pedestrian

For events, patrons would enter the Arena at the Entry Plaza located at the corner of East Amado Road and North Calle Encilia.

Delivery Trucks

Delivery trucks would enter from North Calle Encilia, travel east through the parking lot, then head south down the ramp to the delivery slips. Delivery trucks would exit the same route that they entered.

During non-event days, there would typically be a total of 5 to 8 delivery trucks which would include food trucks and miscellaneous deliveries.

During hockey games, a total of approximately 15-18 delivery trucks would make deliveries which would include hockey equipment, television production, food and drinks, utilities, security, and other deliveries. During entertainment events, there would be a total of approximately 28-32 delivery trucks which would include, drinks and food, ice, utilities, security, and other deliveries.

Other/Family events may include graduation ceremonies; therefore, deliveries may be 15-18 delivery trucks and up to 33-37 busses for those graduating. However, it should be noted that busses would not use the loading dock and would unload/load in the parking lot or along the curb of the site.

Utilities

The Proposed Project is surrounded by developed land and would to connect to existing utilities located in the streets adjacent to the site. Electric services would be provided by Southern California Edison, gas services would be provided by the Southern California Gas Company, telephone and internet would be provided by Frontier, water would be provided by Desert Water Agency, wastewater would be provided by the City of Palm Springs, and trash would be provided by Palm Springs Disposal Services.

2. Construction

Construction of the Proposed Project would take approximately 21 months. Construction would begin in January 2020 and be completed by October 2021.

Equipment used during construction would include standard earthmoving equipment, such as loaders, bulldozers, backhoes, cement mixers, pavers, and forklifts. All heavy-duty equipment would be contained on the Project Site throughout the duration of construction activities to minimize disruption to the surrounding residential and commercial uses. It is assumed that construction would occur five (5) days per week. Temporary street closures may be required along the perimeter of the Project Site, including North Calle El Segundo, East Amado Road, North Calle Encilia, and East Alejo Road, during excavation activities for utility infrastructure installation. These street closures would be temporary and short term.



FIGURE 1.0-13 - RENDERINGS

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However, a construction traffic control plan would be developed prior to the start of construction to reduce potential conflicts between construction activity and through traffic. The plan would identify all traffic control measures, signs, alternate routes, or delineators required to be implemented by the construction contractor through the duration of the construction activities.

Construction would include the phases as described below with estimated time for each phase. It should be noted that these phases may overlap.

Site Preparation/Mass Excavation/Initial Construction

The site preparation and mass excavation phase would include the demolition of existing improvements on the site, excavation, re-compaction, and installing foundations, retaining walls, and interior slabs on grade. This phase would occur over approximately 8 months. Demolition of the existing uses would produce approximately 2,000 cubic yards (CY) or 2,700 tons of debris which would include the existing house, the site wall and parking lot, and the trees and shrubs.

The proposed Arena would be approximately 25 feet below ground and thus, would require excavation. This would require approximately 72,000 CY of excavation, of which approximately 36,000 CY would be hauled off-site. The remaining 36,000 CY would be used as backfill on the site.

Structure

The structure phase includes steel framing and installation of slab on metal decks. This phase would occur over a period of approximately 5 months.

Exterior Skin Systems

The exterior skin systems includes exterior finishes and installing the roofs of the buildings. This phase would occur over approximately 3 months.

Arena Ceiling Mechanical, Electrical, and Plumbing (MEPs) and Finishes

The Arena ceiling MEPs and finishes phase includes painting, overhead finishes, and installation of A/V systems. This phase would occur over approximately 7 months.

Central Plant

This phase would include construction of the central plant. The central plant will serve all of the buildings with a heating and/or cooling. This phase would occur over approximately 6 months.

Ice Slabs

The ice slabs phase includes underground rough-in for ice slabs and installing the ice slabs for the main arena and the practice arena. This phase would occur over approximately 4 months.

Finishes

The finishes phase would include interior buildout and finishes, and the site hardscape and landscaping. This phase would occur over approximately 10 months.

3. Operational Characteristics

Events

The proposed Arena would host approximately 107 events per year, including AHL hockey games, concerts, family shows, and corporate and other events. **Table 1.0-2: Event Program Overview** presents the number and type of events by season. The AHL season starts in October and ends in mid-April. About 36% would be AHL games, 28% would be concert events, 31% would be family shows, and 5% would be corporate/other events. Of these 107 events, approximately 45 events would occur in the Summer months (May through September) and 62 would occur in Fall, Winter, and Spring as shown in **Table 1.0-2**.

**Table 1.0-2
Event Program Overview**

Event Type	No. Per Year	No. Per Summer
Hockey (AHL)	38	2
Concerts	30	18
Family Shows	33	20
Corporate/Other	6	5
Total	107	45

Events would occur on weekday evenings, and Friday, Saturday, and midday and evenings on Sundays as shown in **Table 1.0-3: Events by Day and Time**.

**Table 1.0-3
Events by Day and Time**

Time	AHL	Concert	Family & Other	Total No. of Events
Weekday Midday	0	0	0	0
Weekday Evening	0	8	8	16
Friday Midday	2	0	0	2
Friday Evening	17	1	0	18
Saturday Midday	0	0	5	5
Saturday Evening	0	20	15	35
Sunday Midday	9	0	6	15
Sunday Evening	10	1	5	16
Total	38	30	39	107

AHL games would start at approximately 7:30 PM and end at approximately 10:00 PM, with the majority occurring on Friday and Sunday evenings. Concerts would start at approximately 7:30 PM and end at approximately 10:30 PM. Concerts would take place primarily on Saturday evenings, with a few weekday evening concerts. Family/Other events would primarily occur on weekends and would last approximately 1 hour and 30 minutes. These events would typically start at 11:00 AM, 5:00 PM, and 7:00 PM.

Attendance

The Arena would have a total seat capacity of approximately 10,000 seats for hockey games and 11,300 seats for entertainment and other events. It is estimated that approximately 31 events a year would be sell-out/full-house attendance. These would include Concert A (well-known artist concert) and a few AHL games. The remaining events would be less than sell out, and will have typical attendances ranging from 6,500 (or less) to 9,000. The typical attendance for a Concert B (less known artist concert) and for an AHL game will be 7,500. The typical attendance for a family show would be 6,500. The projections for event attendance are shown in **Table 1.0-4: Event Attendance Levels**.

Project Operation Plans

Operations Plans for future events would be required by the Tribe, in consultation with the City, to be submitted annually to the Tribe for review and approval prior to the commencement of future events. These plans would provide general information to the Tribe and City on how future events would be conducted. The specific content of each Operation Plan may evolve over time to provide flexibility in the planning of future events, allow for improvements to operations, and reflect changing technology. The Operations Plans for the future events that would be prepared and provided by the Applicant to the Tribe

and City would include the following: (1) Transportation Management Plan to address transportation and circulation for future events at the Arena; and (2) a Parking Management Plan to address parking for the Arena.

Additionally, an Emergency Response Plan (ERP) would be implemented in order to ensure that any emergencies during events would be properly and adequately handled.

**Table 1.0-4
Event Attendance Levels**

Event Level	Attendance Range	Attendance Level	Description	No. of Events per Year	Total Events per Year
Level 1	> 9,500	11,295	Concert A -Sell-Out	20	31
		10,055	Corporate/Other Sell-Out	6	
		10,055	AHL Sell-Out	5	
Level 2	> 6,500 to 9,500	7,500	Concert B -Typical	10	43
		7,500	AHL - Typical	33	
Level 3	< 6,500	6,500	Family Show – Typical	33	33
All Events					107

Employment

The Proposed Project would require approximately 35 full-time employees and up to approximately 250 temporary employees.

2.0 EVALUATION OF ENVIRONMENTAL EFFECTS

The discussion below presents the analysis of the environmental factors that would potentially be affected by this Project.

2.1 AESTHETICS

- *Would the project have a substantial adverse effect on a scenic vista.*

A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development were to contrast enough with a visually interesting view such that the quality of the view is permanently affected.

The Project Site is in a developed and urbanized area characterized by a mix of commercial, hotel, and residential uses and surface parking lots, ranging from 1- to 4-stories in height, which creates a low and consistent visual character. However, some hotels and residential developments in this western half of Section 14 reach heights of between 3 and 5 stories, creating one of the most densely developed areas in the City. The Agua Caliente Casino Palm Springs is located just south of the Project Site, and is approximately 43 feet in height above finished grade.

Potentially sensitive viewers are those on public lands, facilities, or designated scenic highways. While there are no visually-sensitive public lands or facilities, or designated State scenic highways within the Project Site, Tahquitz Canyon Way and Indian Canyon Drive, which are south and west of the Project Site, are designated Scenic Corridors in the Community Design Element of the City's General Plan.¹ Palm Canyon Drive located to the west of the Project Site is also a City designated Scenic Corridor. Additionally, the San Jacinto Mountains to the west, the Santa Rosa Mountains to the southwest, and the San Gorgonio Mountains to the northwest are considered the visual backdrop, or the scenic vista of the Project Site.

Views of the three mountain ranges within proximity to the Project Site can be seen from the residential uses to the east across Calle El Segundo. Views of these mountains from this area are slightly obstructed by landscaping bordering the property to the east. The most notable views impaired by the Project would be those from immediately east of the site along the lower portion of the site looking specifically west towards San Jacinto Mountain. The Arena floor would be approximately 25 feet below grade with the overall building height being approximately 61 feet above the existing finished grade of the site. Project building heights would be significantly below the 100 feet as permitted by the Section 14 Specific Plan. Additionally, the Arena would be of similar height and scale as the parking structure to the south of the site. Accordingly, the Arena would maintain the views of the San Jacinto Mountains from the public right-of-way and would not substantially limit views of the surrounding mountains from the surrounding public streets and residences to the east. Furthermore, the Section 14 Specific Plan EIS/EIR analyzed impacts to scenic resources and concluded that development would not encroach into the rights-of-way, and a clear

1 City of Palm Springs, *General Plan Community Design Element*, Figure 9-4, Citywide Scenic Corridors and Enhanced Landscape Streets.

view of the mountains would be maintained from the designated scenic corridors. Consistent with the findings in the 2002 EIS/EIR completed for the Section 14 Specific Plan, the Project would not significantly alter existing views across the site and would not have a significant effect on scenic vistas.

- *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.*

The Project Site is currently developed with surface parking lots and associated landscaping, North Calle Santa Rosa, and a single-family home located on the northern portion of the site. The Project Site lies within the historic shopping core of Palm Springs.² The surface parking lots and existing residence are not identified by the Tribe as being historically significant resources, nor are they designated historical resources by the National Register of Historic Places, or directly associated with any important historical events. There is minimal vegetative cover on the Project Site, with various trees and shrubs outlining the border of the current parking lot to the south and on the lots to the north. No scenic resources such as trees, rock outcroppings or historic buildings exist on-site. Further, review of the City's General Plan Community Design Element shows that there are no officially designated State Scenic Highways near the site. The nearest eligible State Scenic Highway is SR-111, which extends southeasterly from I-10 to SR-74. State Route 111 splits from Palm Canyon Drive and continues to run to the east along Vista Chino Road approximately one (1) mile north of the Project Site, while Palm Canyon Drive continues south running parallel past the Project Site approximately 600 feet to the west. Consistent with the findings in the 2002 EIS/EIR completed for the Section 14 Specific Plan, the Project would not significantly damage scenic resources within a State scenic highway and would not have a significant effect on these resources.

- *Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.*

As previously mentioned, the Project is located within an urbanized area of downtown Palm Springs. Although the Project would alter the visual appearance of the Project Site from surface parking to developed land, adherence to the RA development standards and design guidelines outlined in the Section 14 Specific Plan, and development of the proposed resort and entertainment uses within the Project Site, would ensure that the Project Site would be developed as a high-quality arena, commercial, and entertainment space and would not negatively impact the aesthetic appearance of the Project Site or surrounding area. As previously mentioned, the Arena would be approximately 61 feet in height above existing finished grade and would be designed to meet the materials and colors; massing and building bulk; and the lighting design standards in the Section 14 Specific Plan. Thus, the Project would be

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

consistent with the RA zone for the site and consistent with the Section 14 Specific Plan design guidelines. Accordingly, the Project would not have a significant effect on the scenic quality of the views surrounding the site.

- *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.*

The Project Site is located within an urbanized area where illumination from streetlights, building lights, and vehicular headlights already exist in the Project vicinity. Development of the site would introduce a new permanent source of light and glare. However, the lighting will comply with the design guidelines in the Section 14 Specific Plan that will avoid or minimize the impacts of light and glare within the Project Site and on surrounding areas. Standard design techniques are required to be employed in the Project's lighting plan to shield light fixtures and control direct glare and light spillover from emanating off-site. Therefore, the Project would not have a significant effect on day or nighttime views from the introduction of lighting into the area.

2.2 AIR QUALITY

- *Would the project conflict with or obstruct implementation of the applicable air quality plan.*

The US Environmental Protection Agency (USEPA) is responsible for implementation of the Clean Air Act (CAA) on tribal lands. State and local agencies, such as the California Air Resources Board (CARB), South Coast Air Quality Management District (SCAQMD), and Coachella Valley Association of Governments (CVAG), do not have jurisdiction. Although not required to do so, the Tribe, in a good faith effort to implement TEPA, will voluntarily comply with SCAQMD and City air quality regulations for the Project. This voluntary compliance does not include submission of the Tribe to SCAQMD authority or the payment of any fees to SCAQMD.

The 2016 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Projects that are considered to be consistent with the air quality management plan (AQMP) do not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Therefore, project, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP. If a project exceeds the regional air pollutant thresholds, then it would significantly contribute to air quality violations in the Air Basin.

The Project would incorporate numerous energy efficiency measures and water conservation measures to reduce direct and indirect emissions, as required by the Tribal Building and Safety Code and through the implementation of the Valley-wide Voluntary Green Building Program, consistent with the City's Climate Action Plan. The Project would incorporate energy and water efficiency design features to enhance efficiency in all aspects of a building's life-cycle. These designs would increase the structure's energy efficiency, water efficiency, and overall sustainability. These measures and features are consistent with existing recommendations to reduce air emissions.

As discussed below, the Project would not exceed standards with regard to localized concentrations of volatile organic compounds (VOCs), nitrogen oxides (NOx), carbon monoxide (CO), coarse particulate matter (PM10), and fine particulate matter (PM2.5) during Project construction. The planned uses would also be consistent with the RA zoning designation of the Project Site. This would be consistent with the Section 14 Specific Plan and the City's General Plan projections; would not exceed assumptions in the AQMP; and would be consistent with the Coachella Valley PM10 State Implementation Plan. Accordingly, the Project would not conflict with the AQMP.

Construction

Air Quality Emissions

Information needed to parameterize the Project in the California Emissions Estimator Model (CalEEMod) was obtained from the Applicant. Construction is anticipated to begin in January 2020 and is expected to be completed by July 2021. Testing of the site would occur between July through October 2021.

Construction equipment and associated heavy-duty truck traffic generate diesel exhaust, which in turn generates air pollutant emissions. Air pollutant emissions from construction activities on site would vary daily as construction activity levels change. To determine potential construction-related air quality impacts, criteria air pollutants generated by Project-related construction activities were compared to the SCAQMD significance thresholds, as shown in **Table 2.2-1: Maximum Construction Emissions**. As shown in **Table 2.2-1**, criteria air pollutant unmitigated emissions from construction equipment would not exceed the SCAQMD average daily thresholds. Accordingly, the Project would not result in significant air quality effects from construction related emissions.

**Table 2.2-1
Maximum Construction Emissions**

Source	VOC	NOx	CO	SOx	PM10	PM2.5
	pounds/day					
Unmitigated Maximum Daily Emission	23	24	77	<1	9	2
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod.

Notes:

CO = carbon monoxide; NOx = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SOx = sulfur oxides; VOC = volatile organic compounds.

Greenhouse Gases

Construction activities for the Project would include the use of heavy-duty construction equipment. The vast majority of construction equipment (e.g., backhoes, rubber-tired loaders, scrapers, and haul trucks) rely on fossil fuels, primarily diesel, as an energy source. The combustion of fossil fuels in construction equipment results in greenhouse gas (GHG) emissions of CO₂ and smaller amounts of CH₄ and N₂O. Emissions of GHG would also result from the combustion of fossil fuels from haul trucks and vendor trucks delivering materials, and from construction worker vehicles commuting to and from the Project Site. Typically, light-duty and medium-duty automobiles and trucks would be used for worker trips, and heavy-duty trucks would be used for vendor trips. The vast majority of motor vehicles used for worker trips rely

on gasoline as an energy source, while motor vehicles used for vendor trips would primarily rely on diesel as an energy source. The Project would result in short-term emissions of GHGs during construction—that is, the emissions would occur only during active construction and would cease after the Project is built. The GHG emissions were estimated using the CalEEMod model.

As presented in **Table 2.2-2: Construction GHG Emissions**, construction activities associated with the Project would generate 1,665 metric tons of carbon dioxide equivalents (MTCO_{2e}) GHG emissions. The SCAQMD recommends annualizing construction-related GHG emissions over a project’s lifetime, defined as a 30-year period, to include these emissions as part of the annual total operational emissions. Therefore, construction-related GHG emissions have been annualized over this period.

**Table 2.2-2
Construction GHG Emissions**

Year	CO ₂ e Emissions (Metric Tons per Year)
2019	102
2020	1,379
2021	184
Total Construction GHG Emissions*	1,665
Annualized over Project Lifetime	56

Note: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

Abbreviation: MTCO_{2e} = metric tons of carbon dioxide emissions.

Although the Project would not exceed fugitive dust thresholds, the SCAQMD recommends the implementation of all Basic Construction Measures, whether or not construction-related emissions exceed the applicable thresholds of significance. These practices include the following:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Operation

Air Quality Emissions

Long-term criteria air pollutant emissions would result from the operation of the Project. Emissions generated during operation of this Project would involve the use of on-road mobile vehicles, electricity, natural gas, water, landscape equipment, and generation of solid waste and wastewater. The primary source of long-term criteria air pollutant emissions would be from Project-generated vehicle trips. As discussed in the Project's traffic study, the maximum amount of trips would take place during the concert sell-out. **Table 2.2-3: Maximum Operation Emissions**, identifies the increase in criteria air pollutant emissions associated with the Project. As indicated in **Table 2.2-3**, emissions would fall below the SCAQMD regional operational thresholds. There would be no significant effects from regional operational emissions.

**Table 2.2-3
Maximum Operational Emissions**

Source	VOC	NOx	CO	SOX	PM10	PM2.5
	pounds/day					
Area	7	<1	<1	<1	<1	<1
Energy	<1	2	2	<1	<1	<1
Mobile	6	64	56	<1	10	3
Total	13	66	58	<1	11	3
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Abbreviations: CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; VOC = volatile organic compound; SCAQMD = South Coast Air Quality Management District; SOX = sulfur oxide.

Greenhouse Gases

The Project would result in GHG emissions, primarily CO₂, CH₄, and N₂O, as a result of fuel combustion from building heating systems, landscaping equipment, and motor vehicles. The other primary GHGs (HFCs, PFCs, and SF₆) are typically associated with specific industrial sources and would not be emitted because the Project is not an industrial land use. Building and motor vehicle air conditioning systems may use HFCs (and PFCs and chlorofluorocarbon [CFCs] to the extent that they have not been completely phased out at later dates); however, these emissions are not quantified because they would only occur through accidental leaks. It is not possible to estimate the frequency of accidental leaks without undue speculation.

A summary of the annual operational emissions of the Project is provided in **Table 2.2-4: Operational GHG Emissions**. As shown in **Table 2.2-4**, the operational GHG emissions for the Project would be 5,584 MTCO₂e per year.

**Table 2.2-4
Operational GHG Emissions**

GHG Emissions Source	Proposed Emissions (MTCO₂e/year)
Construction (amortized)	56
Operational (mobile) sources*	3,556
Area sources	<1
Energy	1,323
Waste	4
Water	645
Annual Total	5,584

The City's 2013 Climate Action Plan provides a framework for the development and implementation of policies and programs that will reduce the City's emissions, working towards the Statewide target of 1990 levels by 2020. 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 City Climate Action Plan contains 78 measures to reduce GHG emissions by 75,984 MTCO₂e per year. Measures identified include requirements for energy efficiency (Measure WORK-3, BUILD-2, BUILD-6), water conservation and efficiency, renewable energy systems, green building materials, solid waste reduction (Measure LIVE-11), electric vehicle charging stations (Measure BUILD-1 and MOBILITY-3 in the City's CAP), trip reduction and optimization, alternative fuels, and desert-appropriate landscaping.

The Project would incorporate measures that reduce GHG emissions compared to a conventional project of similar size and scope. The Project would incorporate energy and water efficiency design features to enhance efficiency in all aspects of a building's life-cycle. These designs would increase the structures energy efficiency, water efficiency (as identified in the Tribal Building and Safety Code), and overall sustainability. These measures and features are consistent with existing recommendations to reduce GHG emissions. Landscaping for the Project would involve the use of desert-appropriate and drought-tolerant plants. Therefore, the Project would be consistent with the 2020 reduction in GHG emissions from 1990 levels set forth in the City's 2013 CAP. As such, there would be no significant effects related to GHG emissions.

- *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.*

Development of the Project in conjunction with the related projects near the Project would result in an increase in construction and operational emissions in an already urbanized area. However, cumulative air quality impacts from construction, based on SCAQMD guidelines, are not analyzed in a manner similar to project-specific air quality impacts. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. Individual development projects that generate construction or operational emissions that exceed the SCAQMD screening thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. As shown in **Table 2.2-1** and **Table 2.2-3**, the Project would not exceed the established project or cumulative impact thresholds. Implementation of basic construction measures during construction would further reduce construction effects and would be consistent with the region's CAP.

- *Would the project expose sensitive receptors to substantial pollutant concentrations.*

The local significance thresholds are based on the SCAQMD's Final *Localized Significance Threshold (LST) Methodology* (LST Methodology)³ guidance document for short-duration construction activities. The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project Site because of construction activities. The SCAQMD provides voluntary guidance on the evaluation of localized air quality impacts to public agencies conducting environmental review of projects located within its jurisdiction. Localized air quality impacts are evaluated by examining the on-site generation of pollutants and their resulting downwind concentrations. For construction, pollutant concentrations are compared to significance thresholds for particulates (PM10 and PM2.5), CO, and NO2. The significance threshold for PM10 represents compliance with SCAQMD Rule 403 (Fugitive

3 South Coast Air Quality Management District, *Final Localized Significance Threshold (LST) Methodology*, (June 2003, rev. July 2008).

Dust). The threshold for PM_{2.5} is designed to limit emissions and to allow progress toward attainment of the AAQS. Thresholds for CO and NO₂ represent the allowable increase in concentrations above background levels that would not cause or contribute to an exceedance of their respective AAQS.

The LST Methodology provides lookup tables of emissions that are based on construction projects. These LST lookup tables were developed to assist lead agencies with a simple tool for evaluating the impacts from small typical projects. Ambient conditions for the Coachella Valley, as recorded in SRA 30 by the SCAQMD, were used for ambient conditions in determining appropriate threshold levels.

The results of the LST analysis are provided in **Table 2.2-5: Localized Construction and Operational Emissions**. These estimates assume the maximum area that would be disturbed during construction on any given day during Project buildout. Construction would comply with the SCAQMD's Rule 403 (Fugitive Dust), which requires watering of the site during dust-generating construction activities, stabilizing disturbed areas with water or chemical stabilizers, and preventing track-out dust from construction vehicles. As shown in **Table 2.2-5**, emissions would not exceed the localized significance construction nor the operational thresholds. The Project would not result in a significant localized emission effect.

**Table 2.2-5
Localized Construction and Operational Emissions**

Source	NO _x	CO	PM ₁₀	PM _{2.5}
	On-Site Emissions (pounds/day)			
Construction				
Total maximum emissions	77	49	9	3
LST threshold	304	2,292	14	8
Threshold Exceeded?	No	No	No	No
Operational				
Project Area/Energy emissions	<1	<1	<1	<1
LST threshold	304	2,292	4	2
Threshold Exceeded?	No	No	No	No

Notes:

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NO_x = nitrogen oxide; PM₁₀ = particulate matter less than 10 microns; PM_{2.5} = particulate matter less than 2.5 microns.

- *Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people).*

As shown in **Table 2.2-5** above, the construction of the Project would result in emissions below the localized significance thresholds. Mandatory compliance with SCAQMD Rule 1113 would limit the number of VOCs in architectural coatings and solvents. According to the SCAQMD, while almost any source may

emit objectionable odors, some land uses are more likely to produce odors because of their operation. Land uses more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The Project does not contain any active manufacturing activities and would not convert current agricultural land to residential land uses. Therefore, objectionable odors would not be emitted by the residential uses.

Any unforeseen odors generated by the Project will be controlled in accordance with SCAQMD Rule 402. As previously noted, Rule 402 prohibits the discharge of air contaminants that harm, endanger, or annoy individuals or the public; endanger the comfort, health or safety of individuals or the public; or cause injury or damage to business or property. Failure to comply with Rule 402 could subject the offending facility to possible fines and/or operational limitations in an approved odor control or odor abatement plan. As such, there would be no significant effects from any other emissions

2.3 BIOLOGICAL RESOURCES

- *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.*

The Project would not have a substantial adverse impact on any species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The Project Site is located within the boundaries of the Tribal Habitat Conservation Plan (THCP), which along with the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP) provide a regional framework for the conservation of special-status species and their habitat while providing for streamlined development permitting. The US Fish and Wildlife (USFWS) has not 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 in an urbanized area of the THCP-designated Valley Floor Planning Area (VFPA), and contains a surface parking, a street segment, and a single-family home located on the northern portion. Surrounding uses include urban landscape and various commercial uses. The THCP does not identify the Project Site as containing viable habitat for any species identified as candidate, sensitive, or special status by the USFWS or California Department of Fish and Wildlife. The Project Site is not located within a designated Conservation Area or fluvial sand transport area, and therefore is not subject to THCP-specific avoidable, minimization, or mitigation measures.

Several trees and shrubs on 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) and recognized under the THCP. 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 any time. Therefore, with compliance with the provisions and requirements of the MBTA, the Project would comply with local and regional, plans, regulations, and policies. Accordingly, the Project would not have a significant effect on any sensitive biological species identified in the THCP.

- *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.*

The Project Site is previously developed in an urbanized setting. No riparian features such as streams or rivers or other sensitive natural communities are located on or adjacent to the Project Site.⁴ Additionally, due to the development of the site, no impacts to any locally designated native species or natural communities would occur with Project implementation. As such, implementation of the Project would not disturb any riparian habitats or other sensitive natural communities. No impacts to federally protected wetlands, any locally designated native species, or natural communities would occur. Additionally, the Project would be required to comply with the provisions and requirements of the MBTA and THCP that protect any sensitive species.

- *Would the project have a substantial adverse effect on State- or federally-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.*

As previously mentioned, the Project Site is in an urbanized area and does not have any riparian features as defined by Executive Order 11990, such as streams or rivers, on the Project Site or in the surrounding vicinity. As such, implementation of the Project would not disturb any wetland habitats or alter any streams. No impacts would occur.

- *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.*

Future development of the Project Site would not interfere with the movement of any resident or migratory wildlife species. The Project Site is in an area of the West Coachella Valley that has been previously developed and highly disturbed. Due to the highly urbanized surrounding, the Project Site does not provide for wildlife movement of terrestrial wildlife. Future development would not interfere with the movement of any resident or migratory wildlife species. No impacts would occur.

- *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.*

Future development of the Project Site would not interfere with the movement of any resident or migratory wildlife species. The Project Site is in an area of the West Coachella Valley that has been previously developed and highly disturbed. Due to the highly urbanized surrounding, the Project Site does

4 United States Fish and Wildlife Service, "National Wetlands Inventory," <http://www.fws.gov/wetlands/Data/Mapper.html>. Accessed November 2019.

not provide for wildlife movement of terrestrial wildlife. Additionally, as previously stated, there are no riparian features, such as streams or rivers for fish species, and no wildlife nursery sites. Future development would not interfere with the movement of any resident or migratory wildlife species. No impacts would occur.

- *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.*

Development of the Proposed Project will not conflict with any local policies protecting biological resources. The THCP, discussed in detail above, is implemented by the Tribe to mitigate impacts to the sensitive species covered by the plan on land under the Tribe's authority. The Proposed Project is consistent with the THCP and it is not located in any of the Target Acquisition Areas defined in the THCP. Accordingly, no significant impacts would occur.

- *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.*

The Project would comply with local habitat conservation plans and no impacts would occur. As previously stated, the Project Site is located within the boundaries of the THCP, which along with the MSHCP provide a regional framework for the conservation of special status species and their habitat while providing for streamlined development permitting. The Project Site is in an urbanized area and is not located within a designated Conservation Area or fluvial sand transport area, and therefore is not subject to THCP-specific avoidable, minimization, or mitigation measures. Therefore, the Project would comply with local habitat conservation plans

2.4 CULTURAL RESOURCES

- *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.*

A technical report was prepared by RMW Paleo Associate for the 2002 EIS/EIR.⁵ As noted in that study, 13 standing structures found on the site are typical single-family residences dating from the mid to late 1940s. Two houses, both located on Ramon Road, possibly date from the 1920s. One structure is the remnant of the Villa Victoria Motel dating from the 1940s. None of the features or structures recorded during the study met the criteria for a significant or important resource. The integrity of the structures represented by the slabs and foundations was lost when those structures were destroyed. Of the 13 remaining structures, none was sufficiently significant, either historically or architecturally, to qualify for listing on the National Register.

An archaeological test trenching study was recently conducted at the Project site from September 9 through September 25, 2019. In addition to SRI staff members, Tribal Cultural Monitors were also present and performed monitoring during active trenching. The purpose of the trenching was to assess the potential for buried cultural resources in the Project Area. In total, 23 trenches, each between 15 and 22 feet long and 5 feet wide, were excavated across the Project Area: 11 trenches within the arena building footprint and 12 trenches in the parking area. The archaeological test trenching consisted of three components. The first component was assessment of the presence or absence of archaeological remains in each trench. Archaeological monitors observed trenching activities and screened samples of trench sediments to determine whether they contained archaeological resources. The second component was assessment of the age and character of the sediments, to determine the likelihood that archaeological resources could be present. To accomplish this, SRI geologists studied exposed vertical columns of sediment within six trenches and compared them to descriptions of other known soils and sediments in the area. Finally, for the third component, SRI staff studied natural exposures of strata at similar elevations around the area, to determine (1) the spatial uniformity and distribution of the strata observed under the Project Area and (2) the presence of other underlying units at depths approximating those associated with Project-related construction.

A small number of historical-period features were identified in the far-northern portion of the Project Area. Also, a modern refuse deposit was found. Several research designs have been created for evaluating small historical-period refuse deposits, including those created by the California Department of Transportation. The Tribe has also developed a research design for prehistoric and historical-period resources on Tribal land that identifies five research themes: historical-period settlement, historical-period

5 A Cultural Reconnaissance of Section 14, located in the City of Palm Springs, Riverside County, CA, 1997

mining, railroad activities, Tribal recognition, and the desert tourism/health-spa industries. Though intact, the features cannot address any important research questions related to the historical-period occupation of the Project Site, and no further work is required for the historical-period features.

No other prehistoric artifacts or features were encountered during trenching, and geoarchaeological analysis of the soils indicated that there is little potential for buried prehistoric archaeological resources within the Project Site. However, given the proximity to RIV-162, a multi-component site, it is possible that isolated prehistoric features could be located somewhere in the Project Site.⁶

As mentioned above, a small number of historical resources were found on the site, however, these resources were not considered significant, and thus, no further work is required for the historical period features. The Proposed Project would require excavation for the Arena, and thus there is a potential for additional historic resources to be found on site.

The 2002 EIS/EIR completed for the Section 14 Specific Plan identified mitigation for individual projects specific to cultural resources that was adopted as a condition of approval. The 2002 EIS/EIR states that should cultural resources be encountered during the construction of any of the facilities discussed in this document, work shall immediately cease and a qualified archaeologist shall be contacted to evaluate the significance of the materials. Any significant findings shall be documented and presented to the State Historic Preservation Office (SHPO), BIA, the Tribe and the City, and resolved to their satisfaction. Thus, construction associated with the Project would implement the condition of approval from the 2002 EIS/EIR in the event unknown historical resources are discovered, and therefore, no significant effects would occur.

- *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.*

As mentioned above, the geoarchaeological analysis of the soils indicated that there is little potential for buried prehistoric archaeological resources. However, since there is a close proximity to existing archaeological sites, there is a potential that other features could be found on site.

The 2002 EIS/EIR completed for the Section 14 Specific Plan identified mitigation for individual projects specific to cultural resources that was adopted as a condition of approval. The 2002 EIS/EIR states that should cultural resources be encountered during the construction of any of the facilities discussed in this document, work shall immediately cease and a qualified archaeologist shall be contacted to evaluate the significance of the materials. Any significant findings shall be documented and presented to the SHPO, BIA, the Tribe and the City, and resolved to their satisfaction. Thus, construction associated with the Project

6 *Report on Archaeological Trenching for the Palm Springs Arena Project*, Palm Springs, California, October 2019

would implement the condition of approval from the 2002 EIS/EIR in the event unknown archaeological resources are discovered, and therefore, no significant effects would occur.

– *Would the project disturb any human remains, including those interred outside of formal cemeteries.*

As previously discussed, the Project Site has been previously graded and is currently developed with a single-family home and parking lot. Project construction would require ground-disturbing activities, including additional grading and excavation, that could result in the discovery of previously undiscovered human remains. Consistent with the condition of approval identified in the 2002 EIS/EIR completed for the Section 14 Specific Plan, should cultural resources be encountered during the construction of the Project, work shall immediately cease and a qualified archaeologist shall be contacted to evaluate the significance of the materials. Should human remains be encountered during subsurface excavation activities, then the County Coroner would also be contacted. Thus, construction associated with the Project would implement the condition of approval from the 2002 EIS/EIR in the event human remains are discovered, and therefore, no significant effects would occur.

2.5 ENERGY

- *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.*

The Section 14 Master Plan 2002 EIS/EIR, which is a conservative estimate, used a peak usage factor for electricity of 24.65 kilowatts per square foot per year for commercial uses to determine electric consumption. For natural gas, a peak usage factor of 34.8 cubic feet per square foot per year for commercial uses were used to determine natural gas consumption. Based on the consumption rates and proposed development, the Project is expected to consume approximately 6.4 million kilowatts per year of electricity and approximately 9.1 million cubic feet per year of natural gas. The Section 14 Master Plan 2002 EIS/EIR estimated total yearly electrical consumption for full buildout of commercial uses in the Specific Plan at 2,733,082 square feet. With 262,000 square feet, the Project would account for 9.6 percent of the commercial land uses within Section 14 at full buildout. Section 14 commercial uses would utilize 67.37 million kilowatts per hour of electricity, and the Project would utilize a total of 6.5 million kilowatts per hour of electricity, or 9.6 percent of the total estimated electric consumption. The Project accounts for a portion of the overall amount of electric consumption in Section 14, and it is therefore, within the electric usage as estimated for the Specific Plan. Additionally, because of the capacity of their facilities located within and around Section 14, Southern California Edison (SCE) anticipates providing continued and increased service with no significant effect. Therefore, the Project would not have a significant effect on electricity.

The Section 14 Master Plan 2002 EIS/EIR also estimated yearly consumption for natural gas for the same area. Section 14 commercial uses would utilize 95.11 million cubic feet of natural gas, and the Project would utilize a total of 9.1 million cubic feet of natural gas, or 9.6 percent of the total estimated natural gas consumption. The Project would account for 9.6 percent of the commercial land uses within Section 14 at full buildout. The Project accounts for a portion of the overall natural gas demand in Section 14, and is therefore, within the natural gas usage estimated for Section 14. Southern California Gas Company (SCG) anticipates providing continued and increased service with no significant effects. Therefore, the Project would not have a significant effect on natural gas resources.

2.6 GEOLOGY AND SOILS

- *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*
 - i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.*
 - ii) *Strong seismic ground shaking.*

The following section incorporates by reference information from the Geotechnical Engineer Report prepared for the Project Site and is in **Appendix B: Geotechnical Report**.⁷

The Project Site is 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 Project Site. Given that the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone and no known active faults cross the Project Site, the potential risk for surface fault rupture through the Project Site is considered low. Additionally, the nearest fault is the San Andreas Fault, located approximately 10 miles north of the Project Site. No significant impacts from fault rupture to people or structures would occur.

Although no active faults are located within the entire Section 14 Specific Plan Area, significant hazards associated with seismic activity may occur along any of several active earthquake fault zones located within the region. Even though fault rupture is not anticipated, future development on the Project Site would be subject to moderate to severe ground shaking, resulting in risks to public safety and potentially significant damage to structures and other property. While the Project would not expose people to significant seismic hazards, construction of the Project would adhere to the minimum building standards and seismic safety requirements identified in the Tribal Building and Safety Code⁸ to avoid hazards related to seismic ground shaking. Thus, no significant seismic ground shaking effects would occur.

- iii) *Seismic-related ground failure, including liquefaction.*

Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs as a result of three general conditions: (1) shallow groundwater; (2) low-density, fine, clean sandy soils; and (3) high intensity ground motion. Studies indicate that saturated, loose and medium dense, near-surface cohesionless soils

⁷ *Geotechnical Engineering Report Proposed Palm Springs Arena Northeast Corner of North Calle Encilia and East Amado Road Palm Springs, Riverside County, California, October 2, 2019.*

⁸ Adopted from the 2016 California Building Code (CBC).

exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential. According to the 2002 EIR/EIS prepared for the adoption of the Section 14 Specific Plan, the majority of Section 14 is not subject to liquefaction with the exception of the immediate area surrounding the Agua Caliente Springs located at the northwest corner of Tahquitz Canyon Way and Indian Canyon Drive, which is over 1,300 feet away from the Project Site. This area is susceptible to liquefaction due to the relatively high groundwater level. However, the Project Site is located within a low liquefaction susceptibility zone, and the potential for liquefaction is very low. Therefore, a significant liquefaction effect would not occur with implementation of the Project.

iv) Landslides.

Potential exposure to landslides or mudflow is considered unlikely and no impacts would occur. 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.⁹ As such, potential exposure to landslides or mudflow is considered unlikely. No impacts would occur.

– *Would the project result in the substantial soil erosion or the loss of topsoil.*

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 a surface parking lot, street segment, and a single-family home. 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 young alluvial fan due to the alluvial sediment washed down from the surrounding mountains.¹⁰ 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 coverage requirements from the USEPA because those portions of the Reservation under Tribal jurisdiction (i.e., areas outside of the Land Use Agreements) do not qualify for maintaining permit coverage. Therefore, the Project will comply with USEPA's General Permit requirements including implementing 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

9 California Department of Conservation, *California Geological Survey*, "Regional Geological and Mapping Program," <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm>. Accessed November 2019.

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

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.

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. Accordingly, the Project would not result in substantial soil erosion or the loss of topsoil.

- *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.*

As previously discussed, the soil conditions for these hazards are not present in the Project Site. Implementation of the Tribal Building and Safety Code would ensure that the Project would not be located on an unstable geologic unit or soil, potentially resulting in landslides or subsidence/collapse. Accordingly, the Project would not result in a significant effect related to a geologic unit or soil that is unstable.

- *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.*

Expansive soils are those soils with a significant amount of clay particles that have the ability to give up water (shrink) or take on water (swell). When these soils shrink or swell, the change in volume exerts significant pressures on loads (such as buildings) that are placed on them. Expansive soil conditions (as defined in Table 18-1-B of the UBC, 1994), if not properly mitigated by site preparation and/or foundation design, can cause substantial damage to structures and other improvements over time.

As noted in the 2002 EIR/EIS prepared for the adoption of the Section 14 Specific Plan, no areas within the Section 14 Specific Plan area exhibit potentially hazardous soil qualities, such as a high shrink-swell potential. Additionally, the Proposed Project would be required to adhere to the Tribal Building and Safety Code. 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.

- *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*

As the Project Site and immediate surrounding areas are highly disturbed, the Project Site is not likely to contain any known vertebrate paleontological resources.¹¹ The Project Site primarily contains Myoma fine sand, a fine sand associated with alluvial fans, which are younger soil deposits which are unlikely to

¹¹ City of Palm Springs, *General Plan, "Recreation, Open Space & Conservation Element"* (2007).

contain paleontological resources.¹² The Proposed Project would be located partially subterranean, which would require excavation of approximately 25 feet of soil. The 2002 EIS/EIR completed for the Section 14 Specific Plan identified mitigation for individual projects specific to cultural resources that was adopted as a condition of approval. The 2002 EIS/EIR states that should cultural resources be encountered during the construction of any of the facilities discussed in this document, work shall immediately cease and a qualified archaeologist shall be contacted to evaluate the significance of the materials. Any significant findings shall be documented and presented to the SHPO, BIA, the Tribe and the City, and resolved to their satisfaction. Thus, construction associated with the Project would implement the condition of approval from the 2002 EIS/EIR in the event unknown paleontological resources are discovered, and therefore, no significant effects would occur.

12 US Department of Agriculture, *Web Soil Survey*, <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>, Accessed November 2019.

2.7 HAZARDS

- *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.*
- *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.*

Implementation of the Project would include construction activities, such as site preparation, demolition, earthwork (e.g. vegetation removal, grading, and site excavation), and development of the Arena. 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 Ordinance Nos. 14, 24, and 45 for hazardous waste cleanup. Other than substances associated with construction vehicles and equipment (e.g., fuels, oils, lubricants, and solvents), no hazardous materials will be associated with Project construction.

The types and amounts of hazardous materials that would be used during Project operations would include typical pesticide, landscaping products, cleaning products, and deliveries. The routine use of these products is not considered to create a significant hazard to the public or the environment. Delivery trucks would have separate loading in/out ramps and a service yard, so as to not create a hazard to the public. All potentially hazardous materials would be used and stored in accordance with Tribal Ordinance No. 14. This ordinance prohibits the use of Indian Trust land on the Reservation for the disposal, treatment, or storage of hazardous or nonhazardous wastes; as sanitary landfills; or otherwise to protect groundwater and the health, safety, and welfare of the members of the Tribe and the public. The Project will not create a hazard to the public or the physical environment through the routine transport, use, or disposal of hazardous materials.

- *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.*

The nearest school to the Project Site is Katherine Finch Elementary School, which is located approximately 0.7 miles northeast at the nearest point. Additionally, the Project would not require the use or handling of hazardous or acutely hazardous materials, substances, or waste. The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials within one-quarter mile of an existing or proposed school. As such, the Project would not result in a significant hazardous emission effect.

- *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.*

The nearest airport is the Palm Springs International Airport located approximately 1.5 miles at the closest point, east of the Project Site. However, the Project Site is not located within one of the airport land use compatibility zones and therefore would not conflict with any airport land use plan. The Proposed Project would also not involve any hazardous materials or operations that would conflict with the airport. Therefore, the Project would not result in an airport-related safety hazard or any safety hazard for people residing or working in the Project Area, and no impact would occur in this regard.

- *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.*

The Project Site is currently used for surface parking, contains a partial street segment, and developed with one single-family dwelling at the northern end. Project construction would occur primarily on site and is not expected to affect emergency response or evacuations. As is standard procedure for activities occurring on Tribal land, the contractor will coordinate with Tribal and Palm Springs Fire Department (PSFD), as appropriate, on traffic management issues and any improvement plans occurring in the vicinity during construction.

The Proposed Project would have a total seat capacity of approximately 10,000 seats for hockey games and 11,300 seats for entertainment and other events. As noted in the 2002 EIR/EIS prepared for the adoption of the Section 14 Specific Plan, it is required that all critical, sensitive and high-occupancy facilities located in areas of potential hazard must maintain emergency response plans, with contingencies for all appropriate hazards. The Proposed Project would be required to maintain an emergency response plan. No significant impacts would occur.

- *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.*

The Project Site is not located within a Very High Fire Hazard zone.¹³ The Project Site contains minimal vegetation that could pose a flammable hazard due to the nature of the soil composition within the region, which consists of mainly dune and alluvial sands with low expansion potential. This type of soil cannot support the growth of dense vegetation, thus reducing the risk of dry, flammable brush on or surrounding the Project Site. 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

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

Tribal and Palm Springs Fire Department (PSFD) requirements. Accordingly, the Project would not result in a significant wildland fire effect.

2.8 WATER RESOURCES

- *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.*

Construction Phase

During construction, the Proposed Project could result in short-term adverse impacts to surface water quality. Construction activities within the site, after demolition of the existing uses, would involve the disturbance of on-site soils for utility improvements and excavation of the Arena, thereby increasing the potential for erosion and off-site transport of sediment in stormwater runoff.

The use of heavy equipment, machinery, and other materials during construction could result in adverse water quality impacts if spills were to encounter stormwater and polluted runoff were to enter downstream receiving waters. Peak stormwater runoff could result in short-term sheet erosion within areas of exposed or stockpiled soils. Given the above, pollutants such as soil, sediments, and other substances associated with construction activities (e.g., oil, gasoline, grease, and surface litter) could enter the Baristo Channel during Project construction.

In 2011, the Tribe received an exemption from NPDES Permit coverage requirements from the USEPA because those portions of the Reservation under Tribal jurisdiction (i.e. areas outside of the Land Use Agreements) do not qualify for maintaining permit coverage; however, as previously discussed the Project will comply with USEPA's Construction General Permit CAR050001 requirements, which include the development of erosion and sediment control features, stabilization features, pollution prevention features, and maintenance features.

To reduce the discharge of POCs into receiving waters during construction of the proposed development, the Project proponent will be required to prepare a site-specific SWPPP in accordance with USEPA's NPDES Construction General Permit CAR10I000. The USEPA Construction General Permit requires the development and implementation of a site-specific SWPPP to identify an effective combination of erosion control and sediment control BMPs to minimize or eliminate the discharge of pollutants into receiving waters. In addition, BMPs for managing sources of non-stormwater discharges and waste are required to be identified in the SWPPP. Examples of construction BMPs include silt fencing, gravel bag berms, fiber rolls, and street sweeping. In addition, the SWPPP is required to identify postconstruction BMPs, which are permanent features maintained in perpetuity by the owner, developer, or the building occupant. The BMPs identified in the SWPPP would retain erosion onsite and would be consistent with the City's stormwater management and discharge control, as identified in Title 8, Chapter 8.70 (Stormwater Management and Discharge Controls).

Through compliance with the Tribal Building and Safety Code, USEPA permits, and SWPPP requirements, no significant water quality effects within the Baristo Channel during Project construction would occur.

Operational Phase

The Project Site is relatively flat, with surface water flows directed toward the existing municipal storm drains serving the Project Site. The Proposed Project would demolish an existing single-family home and surface parking lot for the construction of an arena; as a result, the amount of impervious surfaces on site upon Project completion would be similar to existing conditions. A permanent erosion-control program, such as proper care of drainage control devices, would continue to be implemented upon Project completion. The amount of runoff from the site would not be substantially changed to that of existing conditions, as Project development would not increase the amount of runoff. No significant water quality effects would occur during Project operation.

- *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.*

As mentioned in **Section 2.16: Utilities and Service Systems** below, the Proposed Project would result in an approximate net demand of 35.7 acre-feet per year (AFY), which is approximately 0.06 percent of the Desert Water Agency (DWA) projected total groundwater demand for an average year, approximately 0.07 percent for a single dry year, and approximately 0.07 percent in a multiple dry water year in 2040. This water usage is not considered substantial and would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

- *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
 - i) *result in substantial erosion or siltation on-or off-site;*

The Project would not alter the drainage pattern of the Project Site or area in a manner that would result in erosion, siltation, or flooding on or off site. The proposed Project would not involve an alteration in the course of a stream or river because there are no nearby streams or rivers.¹⁴ Erosion and siltation impacts potentially resulting from the Proposed Project would most likely occur during construction activities. However, since grading activities would occur on site, erosion control measures would be required. After construction is completed the Project Site will be mostly covered in impervious surfaces, decreasing any

14 USFWS, National Wild and Scenic Rivers System, <https://rivers.gov/>. Accessed November 2019.

chances for potential erosion or siltation on or off site. No significant on- or off-site erosion or siltation effects would occur during Project operation.

- ii) *substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;*

The Proposed Project would construct a building where an existing parking lot and single-family home currently exist. As previously discussed, BMPs would be implemented during construction to minimize off-site flooding. Proposed Project completion would be similar to existing conditions. Drainage patterns of the Project Site would not be altered upon construction completion because the site will still be flat and surface runoff would be directed into the existing storm water drains. The Project does not propose to alter any drainage patterns in such a manner that would cause on- and off-site surface runoff impacts.

- iii) *create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*

The Proposed Project would construct a building where an existing parking lot and single-family home currently exist. Development of the Proposed Project would maintain existing runoff volumes to maintain capacity of the existing storm drain infrastructure. As previously noted, during Proposed Project construction activities, BMPs for minimizing soil erosion would be implemented which would also minimize stormwater runoff. Accordingly, the Project would not result in a significant effect on the stormwater infrastructure.

- *Would the project be located in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.*

The Proposed Project Site is located in FEMA Flood Hazard Zone X which means area of minimal flooding.¹⁵ The nearest large body of water is the Salton Sea which is located approximately 35 miles southeast of the Project Site. Therefore, there would be no risks associated with flooding, tsunamis, or seiching, and there would be no impact.

15 FEMA Flood Map Service Center: Search By Address, Map Number 06065C1559G, effective 8/28/2008, <https://msc.fema.gov/portal/search?AddressQuery=palm%20springs#searchresultsanchor>.

2.9 LAND USE AND PLANNING

- *Would the project physically divide an established community.*

The Project Site is located in a developed and urbanized area of the City, surrounded by developed uses. The Project Site is surrounded by single-family homes to the north, condos to the east, the Agua Caliente Resort Spa and Casino and parking structure to the south, and condos, a thrift store, a gas station, a night club, and restaurant to the west. The Proposed Project would be constructed where existing uses are located. Proposed Project development would not divide any established residential communities. As development would occur within a developed area, no new roadways or infrastructure that would bisect or transect the surrounding neighborhoods would be required. No impacts would occur.

- *Would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.*

The Project Site is located within Section 14 of the Reservation, which (excluding Tribal Lands) is regulated by the Section 14 Specific Plan.¹⁶ Because Section 14 is located within the City, the Specific Plan was adopted by the City 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 Section 14 Specific Plan as shown in **Figure 1.0-3: Section 14 Land Use Plan**. The RA land use designation allows for large-scale resort hotel complexes, hotels, and major commercial recreation attractions integrated with retail and entertainment facilities. It also encourages construction of visitor-serving amenities and attractions to complement the hotels.

The Specific Plan allows for a FAR of 1.0 in the RA zoned area. Given that the Project Site is approximately 14 acres, and there would be approximately 262,000 square feet of building on the site, the Project would have a FAR around 0.4, well below the allowed amount. Additionally, Project building heights would be at approximately 61 feet in height above finished grade, which would be below 100 feet as permitted by the Section 14 Specific Plan. The Project minimum setbacks are as follows: 20 feet on East Amado, North El Segundo, East Alejo Road, and North Calle Encilia. Minimum setbacks would be met on all four sides.

The Project is consistent with the Section 14 Specific Plan development standards including setbacks and height. As such, the Project is in compliance with this development standard. The uses proposed as part of the Project are also consistent with the RA use as designated under the Section 14 Specific Plan. As the Project would not conflict with the existing land use designation and it substantially complies with the

¹⁶ City of Palm Springs, "Section 14 Specific Plan" (July 2014).

applicable development standards of the Specific Plan, the Project would not result in significant land use effects.

- *Would the project affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses).*

The Project Site is designated as “Urban and Built Up Land” by the California Department of Conservation, Farmland Mapping and Monitoring Program. The land surrounding the Project Site is also designated as “Urban and Built Up Land” to the north, south, east, and west. Implementation of the Project would not involve changes that would result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural uses. Moreover, based on information compiled by the U.S. Department of Agriculture and Soil Conservation Service, all soil types within the project area are considered agriculturally "poor" agricultural soil. Therefore, the Project will result in a less than significant impact in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural uses.

According to Section 14 Specific Plan, the Project site is designated RA. The RA designation allows for large-scale resort hotel complexes, hotels, and major commercial recreation attractions integrated with retail and entertainment facilities. Therefore, the Project would not conflict with existing zoning for agricultural use.

The Project Site is almost completely impervious and is not zoned as forestland, timberland production, or other forestry related uses. Because the Project Site does not contain any timber resources, nor is it zoned as timberland or timberland zoned Timberland Production, the Project would not conflict with timberland or Timberland Production areas. Therefore, no significant impacts would conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

2.10 MINERAL RESOURCES

- *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.*

Palm Springs has one active sand-and-gravel mining operation within its incorporated boundaries, in the northeastern most portion of the community. Two smaller mines are located just beyond the northern boundary of the City. These mines specialize in providing boulders and other crushed rock. The Project Site and surrounding areas are characterized by features typical of the urban landscape and include various commercial and residential uses. Thus, there are no known mineral resources within the Project Site. As a result, the Project would not affect the availability of a known mineral resource and no significant impacts would occur.

- *Would the project 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.*

According to the City of Palm Springs General Plan, the Project Site is designated within a Mineral Resource Zone (MRZ)-3. MRZ-3 is defined as an area where it has been determined mineral deposits are likely to exist; however, the significance of these deposits is undetermined. As noted in the 2002 EIR/EIS prepared for the adoption of the Section 14 Specific Plan, Section 14 does not contain any known mineral resources. Therefore, implementation of the Project would not result in the loss of locally important mineral resource recovery sites and no significant impacts would occur.

2.11 NOISE

- *Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Construction

Construction activities that would occur during the construction phases would generate both steady-state and episodic noise that would be heard both on and off the Project Site. Each phase involves the use of different types of construction equipment and therefore, has its own distinct noise characteristics. Construction equipment noise would not be constant because of the variations of power, cycles, and equipment locations. For maximum noise events, this analysis considers all equipment operating simultaneously at the edge of the property line of the Project Site.

The potential noise effects generated during construction depends on the phase of construction and the percentage of time the equipment operates over the workday. However, construction noise estimates used for the analysis are representative of worst-case conditions because it is unlikely that all the equipment contained on-site would operate simultaneously. The Project would be constructed using typical construction techniques: no blasting, impact pile driving, or jackhammers would be required. Construction noise levels at the surrounding residential neighborhoods approximately 50 feet from the Project Site are shown in **Table 2.11-1: Construction Maximum Noise Estimates**.

**Table 2.11-1
Construction Maximum Noise Estimates**

Use	Distance from Project Site (feet)	Max Leq	Ambient Noise Leq (dBA)	Significance Threshold	Maximum Noise Increase over Significance Threshold without Regulatory Compliance Measures
Residential	50	89.0	59.8	64.8	+24.2

Source: FHWA, RCNM, version. 1.1.

As identified in the City’s General Plan, temporary noise sources include activities that are longer-term but not permanent, such as grading and construction projects that span several months. The City recognizes that construction is a necessity and noise control for construction needs to be carefully balanced. Various measures to reduce construction noise include the use of optimal muffler systems for all equipment and the break in line of sight to a sensitive receptor would reduce construction noise levels by approximately

10 dB or more.¹⁷ Limiting the number of noise-generating heavy-duty off-road construction equipment simultaneously used on the Project Site within 50 feet of off-site noise sensitive receptors surrounding the site to no more than one or two pieces of heavy-duty off-road equipment would further reduce construction noise levels by approximately 10 dBA. Other temporary abatement techniques include the use of temporary and/or movable shielding for both specific and nonspecific operations. An example of such a barrier utilizes noise curtains in conjunction with trailers to create an easily movable, temporary noise barrier system. A noise barrier can achieve a 5 dB noise level reduction when it is tall enough to break the line-of-sight to the receiver. After it breaks the line-of-sight, it can achieve approximately 1.5 dB of additional noise level reduction for each one (1) meter (3.3 feet) of barrier height.¹⁸ Compliant with these measures would reduce construction noise levels by a minimum of 25 dB.

The Palm Springs Municipal Code Construction Site Regulations (Chapter 8.04.220) exempts construction activities from short-term, short-duration noise standards when they are conducted during permitted time frames. The Tribe will require that construction activity comply with Section 8.04.220 of the City's Municipal Code, which limits construction activity to between 7:00 AM to 7:00 PM on weekdays and 8:00 AM to 5:00 PM on Saturdays, consistent with a similar condition of approval identified in the 2002 EIS/EIR completed for the Section 14 Specific Plan. No activity is permitted on Sundays and holidays. As such, consistent with the City's General Plan and Municipal Code, construction noise effects would not be considered significant.

Operation

As defined in the City's General Plan, transportation-related noise sources exist within the City of Palm Springs or the City's sphere of influence. These sources are the predominant contributors of noise in the City. Sources include roadways such as I-10, Highway 111 and Highway 62, the Union Pacific rail corridor, and the Palm Springs International Airport. The dominant noise source generated from the Project would be visitors arriving/departing the Project Site. Roadway noise levels were modeled using the Federal Highway Administration Prediction Model (FHWA-RD-88-108) to determine if roadway noise from the Project would exceed exterior acceptable noise limits of 65 dBA or less for acceptable zones but not to exceed 75 dBA as defined in the City's General Plan.¹⁹ This model considers roadway noise levels from local street segments that would have an increase or decrease in vehicle traffic as a result of the Project.

17 FHWA, *Special Report – Measurement, Prediction, and Mitigation*, updated June 2017, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm. Accessed November 2019.

18 FHWA, *Special Report – Measurement, Prediction, and Mitigation*, updated June 2017, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm. Accessed November 2019.

19 City of Palm Springs, *General Plan Noise Element*, <https://www.palmspringsca.gov/home/showdocument?id=1986>. Accessed November 2019.

The average daily trips (ADTs) for these local roadway segments were obtained from the traffic impact analysis for the Project (refer to **Section 2.15: Transportation/Circulation**).

Table 2.11-2: Future Plus Project shows the change in CNEL from future traffic volumes and from traffic generated by the Project. As shown in **Table 2.11-2**, the maximum roadway noise level increases would be 6.9 dBA CNEL along Calle Alvarado south of Amado Road (Intersection 44), resulting in exterior noise levels of 53.5 dBA. It is important to note, future noise levels along Indian Canyon Drive south of Andreas Road (Intersection 24) would be 65.4 dBA CNEL and would increase by 0.6 dBA CNEL from implementation of the Project. Thus, roadway noise levels would generally be below 65 dBA or less for all intersections except for Intersection 24, as roadway noise levels would not exceed 75 dBA. As such, roadway noise impacts would not be considered significant.

**Table 2.11-2
Future Plus Project**

Intersection	Roadway Segment	Future (dBA CNEL)	Future plus Project (dBA CNEL)	Difference
<i>Palm Canyon Drive</i>				
11	North of Tamarisk Road	62.1	63.2	1.1
	South of Tamarisk Road	62.1	63.2	1.1
12	North of Alejo Road	62.6	63.6	1.0
	South of Alejo Road	61.7	61.9	0.2
13	North of Amado Road	62.0	62.3	0.3
	South of Amado Road	61.9	61.9	0.0
<i>Indian Canyon Drive</i>				
21	North of Granvia Valmonte	63.4	64.6	1.2
	South of Granvia Valmonte	63.5	64.6	1.1
22	North of Alejo Road	63.2	64.4	1.2
	South of Alejo Road	62.9	64.0	1.1
23	North of Amado Road	64.0	64.9	0.9
	South of Amado Road	64.1	64.8	0.7
24	North of Andreas Road	64.1	64.8	0.7
	South of Andreas Road	64.8	65.4	0.6
<i>Calle Encilia</i>				
30	North of Alejo Road	N/A	N/A	N/A
	South of Alejo Road	55.9	59.6	3.7
31	North of Amado Road	56.7	59.0	2.3

Intersection	Roadway Segment	Future (dBA CNEL)	Future plus Project (dBA CNEL)	Difference
32	South of Amado Road	N/A	N/A	N/A
	North of Andreas Road	N/A	N/A	N/A
	South of Andreas Road	46.0	46.0	0
<i>Calle El Segundo</i>				
35	North of Alejo Road	N/A	N/A	N/A
	South of Alejo Road	53.2	55.4	2.2
36	North of Amado Road	53.2	57.5	4.3
	South of Amado Road	58.8	60.7	1.9
37	North of Andreas Road	58.7	60.8	2.1
	South of Andreas Road	58.8	61.8	3.0
<i>Via Miraleste</i>				
41	North of Granvia Valmonte	51.1	51.1	0.0
	South of Granvia Valmonte	50.9	50.9	0.0
42	North of Alejo Road	51.6	51.6	0.0
	South of Alejo Road	N/A	N/A	N/A
<i>Calle Alvarado</i>				
43	North of Alejo Road	N/A	N/A	N/A
	South of Alejo Road	51.0	52.6	1.6
44	North of Amado Road	48.4	48.4	0.0
	South of Amado Road	46.6	53.5	6.9
<i>Granvia Valmonte</i>				
11	East of Palm Canyon Drive	49.8	49.8	0.0
	West of Palm Canyon Drive	N/A	N/A	N/A
<i>Alejo Road</i>				
12	East of Palm Canyon Drive	59.9	61.3	1.4
	West of Palm Canyon Drive	57.5	57.9	0.4
<i>Amado Road</i>				
13	East of Palm Canyon Drive	56.5	57.3	0.8
	West of Palm Canyon Drive	54.6	54.7	0.1
<i>Granvia Valmonte</i>				
21	East of Indian Canyon Drive	41.4	41.4	0.0

Intersection	Roadway Segment	Future (dBA CNEL)	Future plus Project (dBA CNEL)	Difference
	West of Indian Canyon Drive	49.6	49.6	0.0
Alejo Road				
22	East of Indian Canyon Drive	59.6	61.4	1.8
	West of Indian Canyon Drive	59.2	60.9	1.7
Amado Road				
23	East of Indian Canyon Drive	56.9	59.2	2.3
	West of Indian Canyon Drive	56.7	57.5	0.8
24	East of Andreas Road	60.7	60.7	0.0
	West of Andreas Road	54.7	55.0	0.3
Alejo Road				
30	East of Calle Encilia	59.3	61.2	1.9
	West of Calle Encilia	60.1	61.7	1.6
Amado Road				
31	East of Calle Encilia	59.7	61.3	1.6
	West of Calle Encilia	57.7	59.7	2.0
Andreas Road				
32	East of Calle Encilia	46.0	46.0	0.0
	West of Calle Encilia	N/A	N/A	N/A
Alejo Road				
35	East of Calle El Segundo	59.5	61.4	1.9
	West of Calle El Segundo	59.4	61.5	2.1
Amado Road				
36	East of Calle El Segundo	58.0	60.2	2.2
	West of Calle El Segundo	59.9	61.7	1.8
Andreas Road				
37	East of Calle El Segundo	48.8	55.6	6.8
	West of Calle El Segundo	44.1	44.1	0.0
Granvia Valmonte				
41	East of Via Miraleste	36.6	36.6	0.0
	West of Via Miraleste	0.0	0.0	0.0
Alejo Road				
42	East of Via Miraleste	59.1	61.2	2.1
	West of Via Miraleste	69.4	61.4	(8)

Intersection	Roadway Segment	Future (dBA CNEL)	Future plus Project (dBA CNEL)	Difference
43	East of Calle Alvarado	58.0	60.3	2.3
	West of Calle Alvarado	58.0	60.5	2.5
<i>Amado Road</i>				
44	East of Calle Alvarado	58.1	60.8	2.7
	West of Calle Alvarado	58.0	60.1	2.1

Note:

() = Denotes reduction; N/A = No Data.

- *Generation of excessive groundborne vibration or groundborne noise levels.*

The City has not adopted a significance threshold to assess vibration impacts during construction. Thus, the Caltrans *Transportation and Construction Vibration Guidance Manual*²⁰ is used as a screening tool to assess the potential for adverse vibration effects related to structural damage. The Project would have a significant effect to vibration if it would exceed the following thresholds:

- **Potential Building Damage.** Project construction activities cause ground-borne vibration levels to exceed 0.5 ips PPV at the nearest off-site residential buildings.

Table 2.11-3: Construction Vibration Levels Estimate – Building Damage present construction vibration effects associated with on-site construction in terms of building damage. It is important to note pile driving would not be required during construction. As shown in **Table 2.11-3**, the forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold of 0.5 PPV ips at the residential uses surrounding the site. There would be no significant effect from groundborne vibrations.

- *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.*

The nearest airport is the Palm Springs International Airport located approximately 1.5 miles to the east of the Project Site. However, as shown in Figure 8-6 City's General Plan,²¹ the Project Site is not located 70, 65, 60 dBA CNEL contour area. Therefore, the Project would not expose people residing or working on

20 Caltrans, *Transportation and Construction Vibration Guidance Manual* (September 2013), accessed November 2019, <https://dot.ca.gov/programs/environmental-analysis>.

21 City of Palm Springs, *General Plan Noise Element*, Figure 8-6 Airport Noise Contours, <https://www.palmspringsca.gov/home/showdocument?id=12179>. Accessed November 2019.

the Project Site to excessive noise levels. There would be no significant effect to an airport of airport land use plan.

**Table 2.11-3
Construction Vibration Level Estimates – Building Damage**

Nearest Off-Site Building Structures	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Project Construction Equipment							Significance Threshold (PPV ips)
	Pile Driver (impact) ¹	Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer	Small bulldozer	
<i>FTA Reference Vibration Levels at 25 feet</i>								
	0.644	0.210	0.089	0.089	0.076	0.035	0.003	—
Residential uses (50 feet)	0.228	0.074	0.031	0.031	0.027	0.012	0.001	0.5

Source: US Department of Transportation, Federal Transportation Authority, Transit Noise and Vibration Impact Assessment

Note:

¹ Pile driving would not be required during construction.

2.12 POPULATION AND HOUSING

- *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).*

The Southern California Association of Governments (SCAG) is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also responsible for the designated Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component. According to SCAG RTP/SCS 2016-2040, the population of the City of Palm Springs is projected to increase from 45,600 to 56,900, an annual average growth of 0.8%, and employment is forecasted to increase from 26,300 to 45,800, an annual average growth of 2.6% through 2040.

As of July 1, 2018, the City population was 48,375. As mentioned, the City population is projected to steadily increase at a rate of 0.8 percent through the year 2040. When the Project will be completed, in 2021, the City is projected to have a population of approximately 49,545 people.

The Project will not directly result in population or housing growth, as it only includes entertainment uses; however, it will generate new employment opportunities which may result in indirect population growth in the area that could also increase demand for housing. The Project would require approximately 35 full time employees and approximately 250 temporary employees. It is anticipated that the full-time employees would come from the existing employment pool within the Coachella Valley and would thus not result in any population growth.

Additionally, the Project does not propose the extension of roads or other infrastructure to an undeveloped area that could induce additional growth. The Proposed Project is located within an urbanized area of Palm Springs, and the site is surrounded by urbanized development.

Therefore, there would significant effects from the Proposed Project resulting in population growth directly or indirectly.

- *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.*

The Project Site is currently developed with surface parking and one single-family dwelling. The single-family home owned by the Tribe will be demolished. Demolition of this home will not displace substantial numbers of existing people or housing which will require construction of replacement housing elsewhere. Because the Project would not displace substantial numbers of existing people or housing on the site or near the site that would be displaced by implementation of the Project, would not result in a significant effect from displacement of housing.

2.13 PUBLIC SERVICES

- *Would the project result in substantial adverse physical impacts associated with the provisions of new or physically altered school facilities, need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain performance objectives for:*
 - i) *Fire Services*

The Project Site is currently served by PSFD Station No. 1, located at 277 North Indian Canyon Drive, approximately 0.5 miles west of the Project Site.

The Proposed Project is on approximately 14 acres of Tribal land located in downtown Palm Springs within Riverside County. As previously mentioned, the Project will not directly result in population or housing growth, as it only includes entertainment related uses; however, it will generate new employment opportunities which may result in indirect population growth in the area that could also increase demand for housing. The Project would require approximately 35 full time employees and approximately 250 temporary employees. It is anticipated that the full-time employees would come from the existing employment pool within the Coachella Valley and would thus not result in any population growth.

Historically, the Tribe has made substantial contributions to police agencies and fire departments in the communities in which it operates commercial enterprises, including the City. The Tribe would continue to undertake appropriate consultation with the City for possible contributions.

Consistent with the Tribal Building and Safety Code, the Project will be required to provide approved final fire-flow plans to the Tribal Fire Marshal, which include fire-flow requirements for commercial projects based on square footage and on intensity of use. Additionally, the fire flow requirements factor the type of construction associated with development of the structures. Consistent with the Tribal Building and Safety Code, the Tribe will also provide final fire-flow plans to the Tribal Fire Marshal ensuring that all water mains and fire hydrants providing required fire flows would be constructed in accordance with the appropriate development schedule sections of the Tribal Building and Safety Code.

The Proposed Project would serve as an Arena to host a variety of events. There would be approximately 107 events per year. Access to the Arena would through three entry/exit points for access to the surface parking lot; one along North Calle Encilia, one along North Calle El Segundo, and one in the center of East Alejo Road. As a part of the Proposed Project, a component of the Transportation Management Plan would include an Emergency Management Plan (EMP) in the event of an emergency within or around the Arena. The purpose of establishing an EMP is to ensure that the capability exists to respond effectively to a broad array of potential operational interruptions in coordination with local fire authorities.

Construction activities associated with the Project may result in temporary and partial closures of public roads surrounding the Project Site, including North Calle El Segundo, East Amado Drive, North Calle Encilia, and East Alejo Road, during excavation activities for utility infrastructure installation. These street closures would be temporary and short term. However, the Project would not interfere with PSFD's accessibility to the surrounding uses along these roadways, as the Project would be required to install fire hydrants, as well as the provision of adequate emergency access, including ingress and egress points, for emergency services in accordance with the Tribal Building and Safety Code standard. 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 PSFD. 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).²²

Moreover, the Project would be consistent with standards and practices set by Tribe's Fire Management Plan. The Plan would integrate City and Tribal fire resources to help prevent and overcome any future fire related emergencies.

As previously described, the PSFD responded to 9,320 calls for service in 2014. The demolition of the existing parking lot, single-family house, and North Calle Santa Rosa Street and the construction of the new arena and parking lot would not substantially increase the daily number of calls for service. Furthermore, based on the relatively short distance from PSFD Station No. 1 to the Project Site approximately 0.5 miles to the west, fire protection response time would be within the City's 5-minute standard. Additionally, the ERP would ensure that any emergencies during events would be properly and adequately handled. Based on the foregoing and compliance with the Tribal Building and Safety Code, there would be no significant effects to fire services.

ii) Police Services?

Construction

During construction, equipment, building materials, vehicles, and temporary offices, would be temporarily located on the Project Site, which could be subject to theft or vandalism, potentially requiring PSPD involvement. These potential impacts would be addressed through a number of security measures to limit access to construction areas, including private security, construction fencing, locked entry, and security lighting. Private security personnel would monitor vehicle and pedestrian access to the construction areas and patrol the Project Site. Construction fencing with gated and locked entry would be installed around the perimeter of the construction site. The majority of the construction staging would occur within the

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

Project Site. The various safety features that would be implemented during Project construction would reduce the potential for incidents that would require police response. There would be no notable increase in police services serving the Project Site, and thus no need for the construction of police facilities to accommodate construction population. Therefore, there would be no significant effects to police protection services.

Operations

The Proposed Project would introduce additional employees and event attendees to the Project Site which could potentially require an increase in PSPD police responses. The Project would also generate an increase in on-site non-resident population during peak events. The Project would implement security measures during operations to lessen the demand on police protection services at the Project Site and ensure that Project-level impacts will remain less than significant. Specifically, the Proposed Project will provide private on-site security, a security camera system, and sufficient lighting for safety and visual purposes. Meanwhile, the City will continue implementing its police protection-related goals, objectives, and policies set forth in Chapter 7, Safety Element, of the City's General Plan.

The Proposed Project would require approximately 35 full time employees and approximately 250 temporary employees. It is anticipated that the full-time employees would come from the existing employment pool within the City and would thus not result in any population growth. Additionally, the Proposed Project is located within an urbanized area of Palm Springs, and the site is surrounded by development. As such, the Proposed Project would not result in unplanned population growth and would have no significant effects on police protection services.

With regard to police emergency response times, the Proposed Project would introduce new uses to the Project Site that would generate additional traffic in the vicinity of the Project Site. Traffic from the Proposed Project and related projects would have the potential to increase emergency vehicle response to the Project Site and surrounding properties. However, as previously mentioned, the Proposed Project would hire security personnel that would be able to immediately respond to an incident. As discussed, the City currently has a ratio of 1.91 sworn police officers per 1,000 people, with minimal to no population growth as well as the implementation of on-site security, the Project would have a less than significant impact on police emergency response times. Therefore, there would be no significant effects to police protection services.

iii) School Services

Public education in Section 14 is currently provided by the Palm Springs Unified School District (PSUSD). Students in the northern one half of Section 14 attend Katherine Finchy Elementary, and students in the

southern half attend Cahuilla Elementary (Tahquitz Canyon Way is the dividing line). All students within Section 14 attend Raymond Cree Middle School and Palm Springs High School.

As previously stated, population, housing, and employment would not substantially increase from Project implementation. Thus, the Project would not result in substantial increase in population growth, and therefore not result in a substantial increase in students. There would be no significant effects to school services.

iv) Library Facilities

Library service for Section 14 is currently provided by the Palm Springs Public Library. The Main Library is located along the southeastern portion of Section 14, at 300 South Sunrise Way. The library estimated visits/door count to be approximately 223,218 for fiscal year 2016-2017.

As discussed above, population, housing, and employment would not substantially increase from Project implementation. The Proposed Project would result in a total of approximately 35 full time employees and approximately 250 temporary employees that would likely come from the existing Coachella Valley employment pool. As such, the Project would not generate any population that would result in an increased demand exceeding the design or use standards of existing library facilities. There would be no significant effects to library facilities.

v) Park Facilities

The Project would not create a significant impact on park facilities. Palm Springs owns and maintains 156 acres of developed parkland and 160 acres of City-owned golf courses open to the public, as well as miles of developed greenbelts along major thoroughfares throughout the City. The City is also home to numerous privately owned golf courses, many of which are also open to the public. The City requires that a minimum of 5 acres of developed parks be available for every 1,000 residents, including 2.5 acres for community parks and 2.5 acres for neighborhood parks. Palms Springs today has a population of approximately 60,000, which includes seasonal residents. At this population, the goal of a minimum of 5 acres per 1,000 residents yields a target of 300 acres of developed park land. The City has approximately 316 acres of developed park area, including the City-owned golf courses at the Tahquitz Creek Golf Resort.

The Project includes the removal of a surface parking lot and a single-family dwelling, as well as the addition of a new arena that would not substantially increase population, housing, and employment. Therefore, the Project would not generate substantial population growth that would result in an increased demand for new park facilities. There would be no significant effects to park facilities.

vi) *Hospital and Emergency Medical Services*

Major emergency medical facilities in the area include Desert Regional Medical Center (DRMC) in Palm Springs, Eisenhower Medical Center in Rancho Mirage, and John F. Kennedy Memorial Hospital in Indio. All transport paramedic services are provided by American Medical Response (AMR). Eisenhower Medical Center provides a wide range of medical services and centers, including the Barbara Sinatra Children's Center, the Community Blood Bank, the Davis MIR building, the Desert Cardiology Center, the Desert Orthopedic Center, the Eisenhower Hospital, the Eisenhower Lucy Curci Cancer Center, and the Emergency Department. Additionally, the PSFD provides advanced life support services (nontransport).

Hospital services for Section 14 are provided by the DRMC. The DRMC is located at 1150 North Indian Canyon Drive which is approximately 0.50 miles north of the Project Site. DRMC includes 385 beds which include tertiary acute care services, critical care service, and a skilled nursing unit.

The DRMC is funded by user fees and donations, and is expected to expand as necessary. Additionally, the hospital can convert beds to offset some capacity increases. Eisenhower Medical Center and John F. Kennedy Medical Center are both not-for-profit medical facilities. AMR is a private enterprise, and the company is not supported by tax subsidies.

As previously mentioned, the Proposed Project would not result in direct or indirect population growth. However, the Proposed Project would bring large, temporary crowds to the Project Site that may require emergency medical services. The Riverside County Emergency Medical Services Agency oversees the emergency medical services within the County of Riverside and plans for regional growth for medical facilities as needed. Therefore, there would be no significant effects to hospital and emergency medical services.

2.14 RECREATION

- *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.*

As previously mentioned, the Proposed Project would not result in a direct or indirect population increase, and would therefore, not result in an increase usage to existing parks or other recreational facilities. Thus, the Project would not result in significant effects on existing parks.

- *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.*

The Proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities either on or off the Project Site. Additionally, as noted, the Proposed Project would not result in a direct or indirect population increase, and therefore would not require the expansion or construction of additional recreational facilities. It should be noted that the Project would provide for additional entertainment activities for residents of the City and nearby communities. As such, the Project would not result in significant effects on recreation.

2.15 TRANSPORTATION/CIRCULATION

Transportation

A Transportation Study, as shown in **Appendix E: Transportation Study** was completed for the Proposed Project in November 2019²³ to analyze traffic surrounding the Project Site. The scope and methodology used in the study was reviewed by the Tribe and the City of Palm Springs.

The Proposed Project is scheduled to be completed and open by late 2021. In order to analyze the potential circulation impacts of the Proposed Project, the analysis addresses the following scenarios:

- Existing Conditions, 2019
- Future Conditions Without Project, Year 2022
- Future Conditions With Project, Year 2022
- Transportation Management Plan

Existing traffic volumes were obtained from traffic counts conducted in mid-May 2019. Consistent with procedures in the Section 14 Specific Plan Traffic Study, these were factored up by 1.1 to convert spring volumes to estimated winter (peak season) volumes.

A total of seventy seven study intersections were identified for inclusion in the traffic analysis, as shown in **Figure 2.15-1: Study Intersections**. The analyzed locations were identified as locations where the majority of trips associated with the Proposed Project would pass through based on the estimated trip distribution for the Project.

Forty eight roadway segments were also identified for inclusion in the traffic analysis. These roadway segments are shown in **Figure 2.15-2: Study Roadway Segments**, and are key locations between study intersections, and where the majority of project trips would pass through these segments.

Intersections and roadway segments were analyzed during both pre- and post- event hours. Most intersections are currently operating at LOS C or better during all of the pre-event and post-event hours as shown in **Table 2.15-1: Existing Conditions – Intersection Level of Service (LOS) Summary**. As would be expected, intersections levels of service are generally better during the post-event hours, as traffic volumes are generally lower. Most roadway segments also operate at LOS C or better during all days as shown in **Table 2.15-2: Existing Roadway Segment Level of Service Summary**.

23 Palm Springs Arena, Transportation Study, November 2019, The Mobility Group.

**Table 2.15-1
Existing Conditions – Intersection Level of Service (LOS) Summary**

Scenario	LOS						Total
	A	B	C	D	E	F	
Thursday Pre- Event	34	27	14	1	1	0	77
Thursday Post-Event	41	32	4	0	0	0	77
Friday Pre-Event	36	30	10	1	0	0	77
Friday Post-Event	49	25	3	0	0	0	77
Saturday Pre-Event	41	28	7	1	0	0	77
Saturday Post-Event	48	24	5	0	0	0	77
Sunday Pre-Event	33	34	7	3	0	0	77
Sunday Post-Event	39	29	9	0	0	0	77

**Table 2.15-2
Existing Roadway Segment Level of Service (LOS) Summary**

Scenario	LOS				Total
	≤C	D	E	F	
Thursday	47	1	0	0	48
Friday	46	2	0	0	48
Saturday	48	0	0	0	48
Sunday	48	0	0	0	48

While the standard impact thresholds were used, they may not strictly apply for arena. If significant effects were identified under a threshold, then measures were identified that were better focused on temporary traffic control and management measures to control traffic operations for the few hours of an event (e.g. a Transportation Management Plan), rather than on permanent physical transportation improvements (e.g. street improvements).

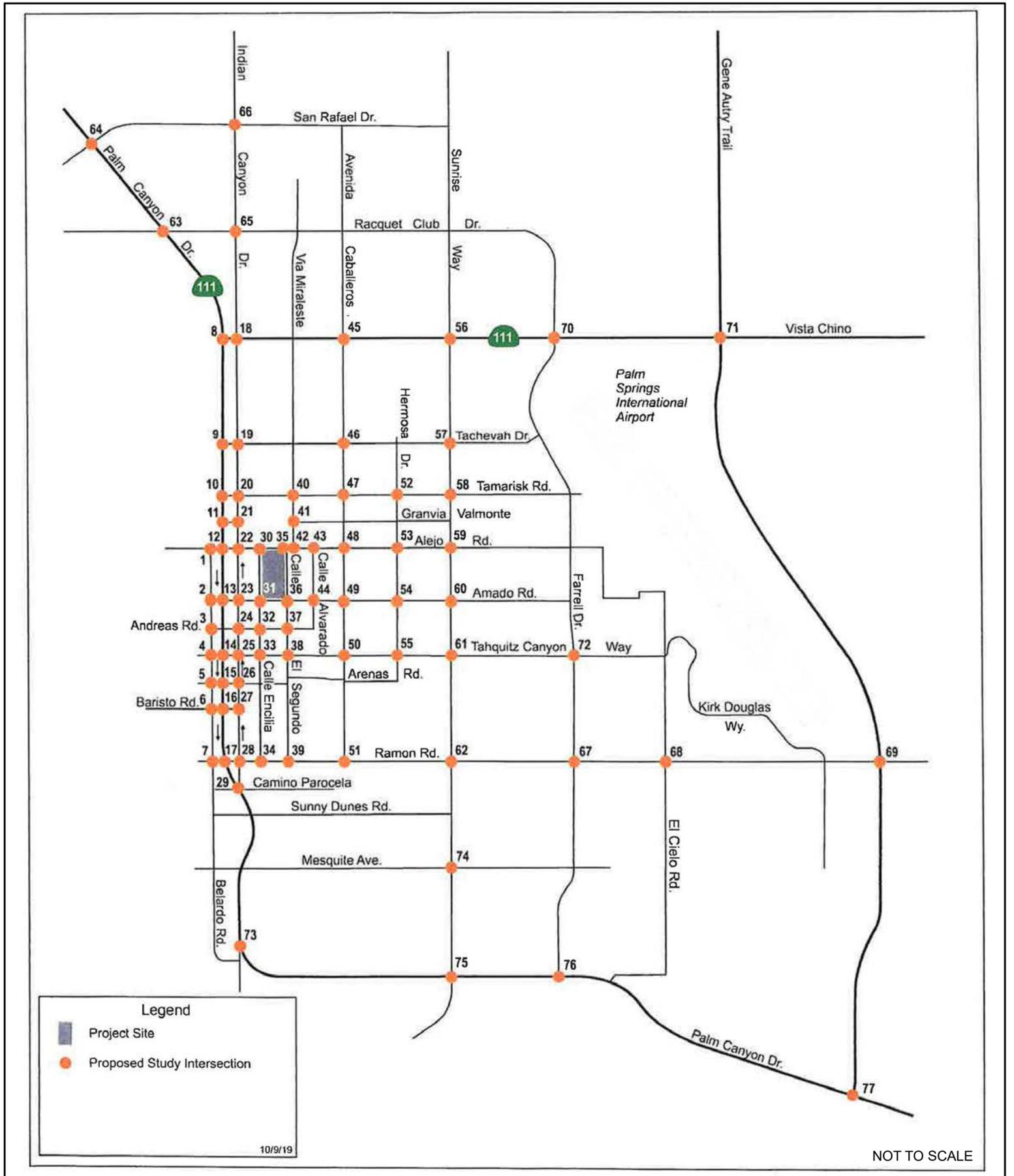
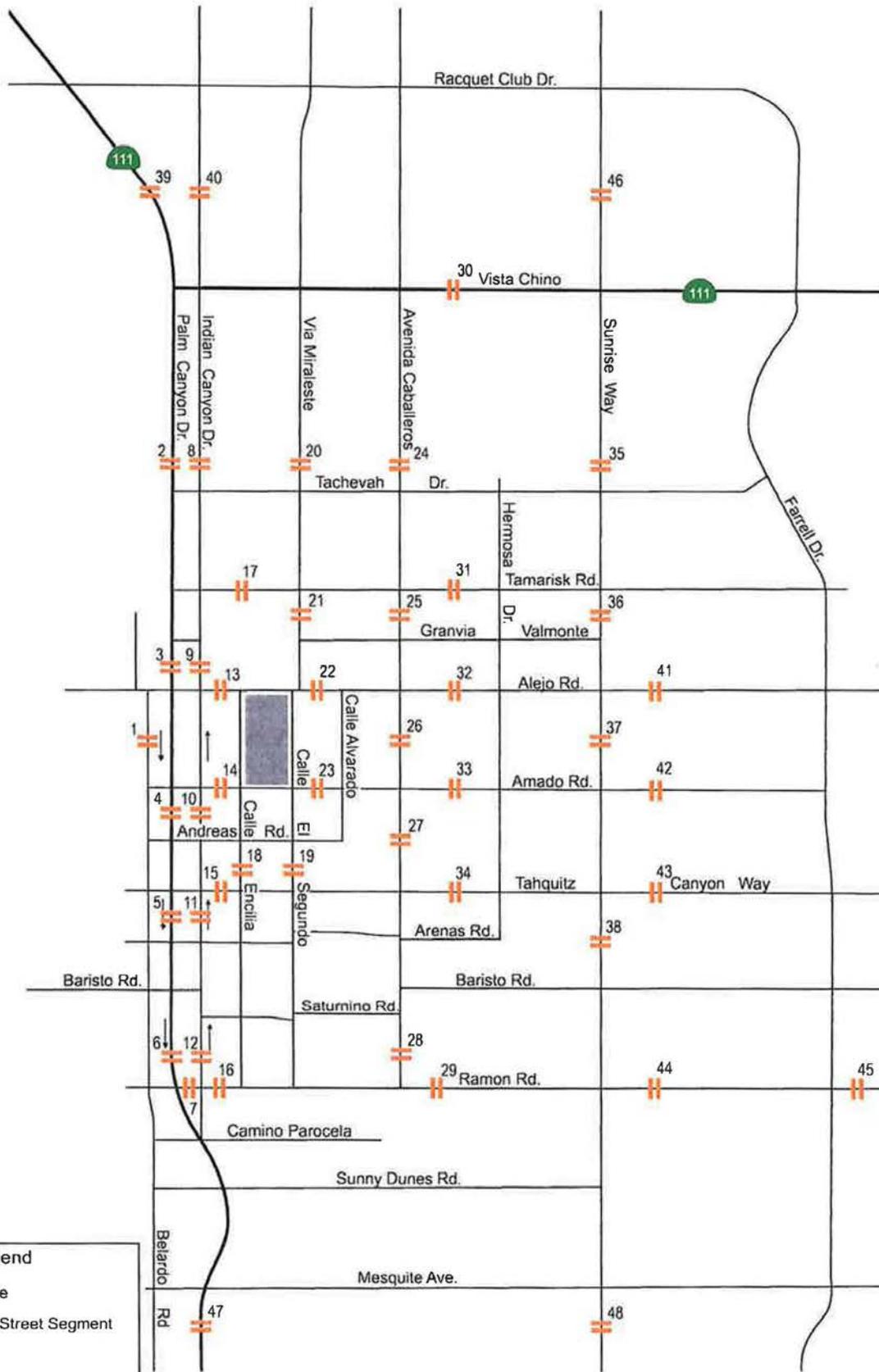


FIGURE 2.15-1 - Study Intersections





Legend

- Project Site
- Proposed Street Segment

10/9/19

NOT TO SCALE

FIGURE 2.15-2 - Study Roadway Segments



Parking

Although parking is not considered an environmental issue, the Transportation Study included an inventory of all on-street parking spaces, and all off-street spaces that would be available for public use, within a half-mile of the arena site. The inventory identified a total of 4,018 off-street parking spaces within a half mile of the arena site, of which 1,511 spaces (38%) are within a quarter mile and 2,507 spaces (62%) are between a quarter and half mile from the arena site. The inventory identified a total of 1,614 on-street parking spaces within a half mile walking distance radius of the Project Site, of which 560 spaces (35%) are within a quarter mile and 1,054 spaces (65%) are between a quarter and half mile from the arena site.

Transit

The Project Site is served by the Sunline Transit Agency. This agency provides four bus lines that provide services to/from bus stops in the vicinity of the Project Site. These four lines include lines 14, 30, 111 and the Palm Springs BUZZ. Lines 14, 30, and 111 are regional lines providing service to/from Desert Hot Springs, Cathedral City, and Coachella, respectively, while the Palm Springs BUZZ is a local service connecting downtown Palm Springs to neighborhoods immediately to its north and south. The study addressed service hours of operation and frequency of service (headway) on weekdays and weekends.

To the south of the Project Site bus stops are located on Tahquitz Canyon Way close to the intersections of Calle Encilia, Calle El Segundo, and Avenida Caballeros. To the southwest of the Project Site bus stops are located on Indian Canyon Drive and Palm Canyon Drive between Ramon Road and Tahquitz Canyon Way. Similarly, to the west of the project bus stops are located on Indian Canyon Drive and Palm Canyon Drive between Tahquitz Canyon Way and Alejo Road.

The study described pedestrian facilities and identified that the Project Site is located in an area with typically well-developed pedestrian facilities, including sidewalks on the majority of streets and crosswalks at the majority of intersections. However, portions of Calle Encilia and Alejo Road adjacent to the Project Site are unimproved without curb and sidewalk.

In the area of the Project Site bike lanes currently exist on Calle Encilia adjacent to the site and south of Amado Road, and on Alejo Road east of Via Miraleste. There are bicycle sharrows (bike route) on Indian Canyon Drive and Palm Canyon Drive in the area of the Project Site.

There are unsignalized pedestrian crossings at the intersections at the south end of the Project Site, at Calle Encilia and Amado Road and Calle El Segundo and Amado Road. The closest signalized pedestrian crossings are at the intersections of Indian Canyon Drive and Alejo Road and Indian Canyon Drive and Amado Road. Streets in the study area generally have sidewalks, except adjacent to undeveloped parcels.

- *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.*

Transportation

Future Without Project

Future traffic forecasts were developed for the year 2022 which was conservatively selected as one year beyond the expected year of completion of the Project which is late 2021. Future traffic forecasts were estimated by forecasting two separate components of traffic growth in the study area - related projects and ambient growth. Anticipated changes to the transportation network by 2022 were identified and incorporated into the analysis.

The Future Without Project traffic forecasts were evaluated to determine the delay and LOS for the analyzed intersections. The majority of intersections would continue to operate at LOS C or better, although there would be a small increase in the number of intersections operating at LOS E and LOS F.

The Future Without Project traffic forecasts were evaluated to determine the future daily volume/capacity ratios for the analyzed roadway segments. The majority of segments would continue to operate at LOS C or better, although there would be a small increase in the number of segments operating at LOS E and LOS F on a Friday.

Future With Project

The Future With Project Scenarios were also analyzed for Friday and Sunday events. **Table 2.15-3: Future With Project Level of Service (LOS) Summary** summarizes the locations of significant intersection effects for Friday and Sunday events when compared to Future Without Project Conditions.

**Table 2.15-3
Future With Project Level of Service (LOS) Summary**

Scenario	Los											
	A		B		C		D		E		F	
	FWOP	FWP										
Friday Pre-Event	23	18	36	27	11	16	4	6	2	1	1	9
Friday Post- Event	38	24	29	29	8	16	2	3	0	3	0	2
Sunday Pre-Event	20	16	34	27	15	14	3	10	2	2	3	8
Sunday Post- Event	26	21	31	24	14	13	2	10	3	1	1	8

Notes:

FWP: Future with Project

FWOP: Future without Project

For Friday events, under the City thresholds, the Proposed Project would cause significant effects at nine intersection locations in the Pre-Event Hour, of which seven locations are stop sign control and two are signalized intersections. The Proposed Project would cause five significant effects in the Post-Event Hour, of which four locations are stop sign controlled and one is a signalized intersections. The majority of significant effects would occur at stop controlled intersections. For two-way stop intersections the primary street is uncontrolled, and the level of service is determined by the minor approach.

For Sunday events, under the City thresholds, the Proposed Project would cause significant effects at nine intersection locations in the Pre-Event Hour, of which six locations are stop sign control and three are signalized intersections. The Proposed Project would cause nine significant effects in the Post-Event Hour, of which six locations are stop sign controlled and three are signalized intersections. The majority of significant effects would occur at stop controlled intersections.

The significant effects for both days would occur for the one hour before and/or one hour after the event. A summary of the significant effects can be found in **Table 2.15-4: Summary of Significant Intersection Effects**.

**Table 2.15-4
Summary of Significant Intersection Effects**

Intersection ID	Location	Control Type	Friday		Sunday	
			Pre-Event	Post-Event	Pre-Event	Post-Event
8	Palm Canyon Drive & Vista Chino	Signal				X
21	Indian Canyon Drive & Granvia Valmonte	Two-Way Stop	X	X	X	X
22	Indian Canyon Drive & Alejo Road	Signal		X		X
25	Indian Canyon Drive & Tahquitz Canyon Way	Signal	X		X	X
30	Calle Encilia & Alejo Road	Two-Way Stop	X	X	X	X
36	Calle El Segundo & Amado Road	All-Way Stop	X		X	X
39	Calle El Segundo & Ramon Road	Two-Way Stop	X	X	X	X
47	Avenida Caballeros & Tamarisk Road	All-Way Stop	X			
48	Avenida Caballeros & Alejo Road	All-Way Stop	X	X	X	X
56	Sunrise Way & Vista Chino	Signal	X		X	
58	Sunrise Way & Tamarisk Road	Two-Way Stop	X		X	X

Notes:

Level of Service for Two-Way Stop-Controlled intersections is determined by Level of Service of the worst approach.

Level of Service for All-Way Stop-Controlled intersections is determined by the average level of Service of all approaches

The Future With Project Roadway Analysis was also conducted. **Table 2.15-5: Future Roadway Segment Level of Service (LOS) Summary** summarizes the number of roadway segments operating each LOS for Future With Project conditions, compared to Future Without Project conditions.

**Table 2.15-5
Future Roadway Segment Level of Service (LOS) Summary**

Scenario	LOS							
	≤C		D		E		F	
	FWOP	FWP	FWOP	FWP	FWOP	FWP	FWOP	FWP
Friday	36	31	5	8	3	4	4	5
Sunday	45	45	1	1	2	2	0	0

Notes:

FWP: Future with Project

FWOP: Future without Project

For Friday events, under the City thresholds, the Proposed Project would cause significant effects at nine roadway segment locations.

For Sunday events, under the City threshold the Proposed Project would cause significant effects at two roadway segment locations.

The identification of roadway segment effects on a daily basis is somewhat misleading as project traffic would occur only before and after arena events and not throughout the day. Roadways would not need to be widened just for arena events as there would be unutilized roadway space at all other times. These significant effects are therefore best addressed through operational measures at intersections in the Transportation Management Plan that will be developed for the Project. A summary of the roadway segment effects can be shown in **Table 2.15-6: Summary of Significant Roadway Effects**.

Thursday and Saturday traffic conditions were not analyzed as their conditions are similar to other days. Thursday traffic conditions are very similar across the study area, with the exception in the downtown area where traffic volumes are different because of the VillageFest that occurs on Thursday evening. There would be very few arena events on a Thursday evening, and the few events that could occur would be typical attendance events and not sell out events. Trip generation levels for the typical events would be 33% lower than for the levels analyzed for the sell-out events on Friday and Sunday. It is therefore expected that significant traffic effects for a Thursday event would not exceed and would be less than those identified for a Friday evening event. For Saturday events, the background traffic conditions have been shown to be very similar to Friday, and the concert event that would typically occur on a Saturday evening would have the same sell-out attendance level as that analyzed for the Friday evening events. It is therefore expected that the significant traffic effects for a Saturday event would be very similar to those identified for a Friday event.

**Table 2.15-6
Summary of Significant Roadway Effects**

Segment ID	Segment	Location	Friday	Sunday
8	Indian Canyon Drive	North of Tachevah Drive	X	
10	Indian Canyon Drive	North of Andreas Road	X	X
11	Indian Canyon Drive	South of Tahquitz Canyon Way	X	X
12	Indian Canyon Drive	North of Ramon Road	X	
13	Alejo Road	East of Indian Canyon Drive	X	
35	Sunrise Way	North of Tachevah Drive	X	
36	Sunrise Way	South of Tamarisk Road	X	
37	Sunrise Way	South of Alejo Road	X	
45	Ramon Road	East of Farrell Drive	X	

As previously mentioned, since events would occur on a non-permanent basis, measures were focused on addressing temporary significant effects. The Proposed Project would develop and implement two management plans for the area – a Parking Management Plan and a Transportation Management Plan. The Parking Management Plan would include: website information, a neighborhood parking protection plan, a parking reduction program, message signs, and event scheduling. The Transportation Management Plan would include: website and mobile app, traffic management and control officers, pedestrian management and control, neighborhood protection, signage and wayfinding, event coordination, parking management plan, trip reduction measures, ongoing monitoring and plan refinement, emergency vehicle access, media transportation and parking plan, safety and security, and command and control. These plans would ensure that significant effects would be minimized to the furthest extent feasible. Accordingly, the Project would not have a significant effect on transportation.

Parking

The arena would provide 650 surface parking spaces on site in a lot between the arena and Alejo Road. These would be used by suite and club seat holders, as well as season ticket holders, and up to 100 spaces for players, officials, media, and team personnel employees.

Three parking lots on Tribal land will also be used as part of the provided parking supply - approximately 200 spaces in a lot on the west side of Calle Encilia opposite the arena site, 115 spaces at 960 Tahquitz Way, and 122 spaces at 901 Tahquitz Way. In total, there would be 437 Tribal spaces available for arena use, as well as available spaces in the Agua Caliente Casino Garage.

The prevailing requirement for the Project Site, per the Section 14 Specific Plan is 1 space per 5 seats. For an AHL event of 10,055 seats, the Specific Plan would require 2,011 parking spaces. For a concert event of

11,295 seats, the Specific Plan would require 2,259 spaces. However, parking analysis was determined based on the traffic analysis.

For typical Arena events, which would be about 70% of events, typical attendance would be 7,500 or less. For family show events, attendance would typically be 6,500 attendees. For a family event the typical parking need would be 2,180 spaces. For a typical AHL or concert event of 7,500 attendees, the total parking need would be 2,500 spaces. As discussed previously, the sell-out events would occur approximately 31 times a year. For an AHL sell-out of 10,055 seats, the total parking need would be 3,318. For a concert event sell-out of 11,295 seats, the total parking need for a concert event would be 3,410 spaces.

The Proposed Project would implement a Parking Management Plan which, among other things, would implement a parking reduction program to help reduce the need for parking. Accordingly, the Project would not have a significant effect on parking.

Transit

The Proposed Project would not change any existing transit facilities including bus or pedestrian facilities. Walkways would surround the Project on all four sides, for pedestrians. As such, the Project would not have significant effects on transit.

- *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).*

The Proposed Project would be consistent with the existing zoning and would not require substantial alterations to the existing circulation pattern. Therefore, the Proposed Project would not result in substantially increased hazards, and there would be no significant effect from an increase in hazards.

- *Would the project result in inadequate emergency access.*

The Proposed Project would not result in any changes that would block emergency access. However, it is likely that emergency vehicles would need access to the site or to the surrounding area. As previously mentioned, the Proposed Project would implement a Transportation Management Plan, which would include emergency vehicle access. Accordingly, the Project would not result in inadequate emergency access and no significant effect would occur.

2.16 UTILITIES AND SERVICE SYSTEMS

- *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.*

Water

Development of the Project is expected to increase demand for water service within DWA service boundaries. As a result, additional water supplies would be required to accommodate the demands of the Project. DWA is the public water system (PWS) for the Project Site and would provide water service for the Project.

As discussed in the Section 14 Specific Plan, water facilities are adequate and pipe distribution grids vary in diameters from 6 to 16 inches. DWA's future General Plan improvements are intended to fill the gaps, as well as up-size pipe diameters to improve efficiency in delivery of water. As indicated in the Section 14 Specific Plan, pipe extensions and upsizing requirements should be reviewed on a project by project basis.

All future water system improvements within Section 14 would follow DWA standards and specifications, American Waterworks Association, American National Standards Institute and the latest Standard Specifications for Public Works Construction (Green Book) for water facilities.

The Project would be required to design water facilities consistent with the above standards. Further, the Project would be required to incorporate water conservation measures, such as high-efficiency irrigation systems and drought-tolerant landscaping consistent with the 2002 EIS/EIR completed for the Section 14 Specific Plan and Tribal Land Use Ordinance requirements, and would use reclaimed water for irrigation wherever feasibly possible.²⁴ Therefore, consistent with approved 2002 EIR/EIS conditions of approval for Section 14, water conservation measures and applicable water system improvement standards shall be incorporated into the Project design, prior to the Applicant obtaining any building permits. Accordingly, the Project would not result in a significant effect on the existing water system infrastructure.

Fire flow delivery is dependent upon the type and size of new structures and the requirements of the PSFD. Analysis and determination of adequacy of the water system to deliver fire flow requirements must be evaluated on a project by project basis.²⁵ As previously discussed, the improvements as outlined in the Section 14 Specific Plan are intended to improve the efficiency in the distribution system and to meet the needs of future development in Section 14. Therefore, the Project would be required to implement fire flow design consistent with requirements of the PSFD. As such, the Project would not require the

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

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

construction of new water treatment facilities or the expansion of existing facilities which would cause significant impact on fire flow delivery.

Wastewater

Development of the Project is expected to increase demand for wastewater services; as a result, additional wastewater facilities and/or facility upgrades may be required in the vicinity of the Project to accommodate the demands of the Project.

The City of Palm Springs Sanitary Sewer System Management Plan contains improvements intended to fill the gaps, as well as up-size pipe diameters, to improve efficiency of wastewater removal. The Section 14 Specific Plan notes that pipe extensions and upsizing requirements should be reviewed on a project by project basis.

Consistent with the 2002 EIS/EIR completed for the Section 14 Specific Plan, the capital costs of on-site and off-site facilities necessary to serve individual projects will be the responsibility of the applicant. Therefore, consistent with approved 2002 EIR/EIS conditions of approval for Section 14, the Applicant will be required to provide its fair share contribution to upgrade the existing sewer infrastructure adjacent to the Project, prior to the issuance of any building permit for the Project. Such facilities will be dedicated to the City, after construction, for maintenance and operation. Where such facilities must extend beyond the Project Site to link into existing facilities, a reimbursement agreement can be formulated with the City to reimburse the applicant for costs.

Sewer facilities will be designed and constructed in accordance with the Tribal Building and Safety Code, City standards and specifications, American Waterworks Association, American National Standards Institute, and the latest Standard Specifications for Public Works Construction. The Project would be required to adhere to the above standards which would ensure that no significant environmental effects would occur during construction.

Storm Water Drainage

The Proposed Project would not require or result in the relocation or construction of new storm water drainage, the construction or relocation of which could cause significant environmental effects which are further discussed in Section 2.8: Water Resources, above.

Electric, Natural Gas, and Telecommunications

The Proposed Project would not require or result in the relocation or construction of new electric or natural gas pipelines, the construction or relocation of which could cause significant environmental effect which are further discussed in Section 2.5: Energy, above.

Telecommunication systems in the City of Palm Springs are provided by Frontier Communications. The Project Site is surrounded by existing structures and infrastructure. The Project would be required to adhere to the above standards which would ensure that no significant environmental effects would occur during construction.

- *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.*

The available supplies and water demands for DWA's service area were analyzed to assess the DWA's ability to satisfy demands during three scenarios: a normal water year, a single dry year, and multiple dry years. The analysis of water resources and water supply is based upon the understanding of projected water supplies as developed by DWA including estimates of available groundwater, Colorado River water, and SWP sources. The analysis relies on the water supply and demand planning considerations established in DWA's 2015 UWMP, 2016-2017 Engineer's Reports on Groundwater Replenishment and Assessment Program for the Whitewater River Subbasin, and 2015 Final Delivery Reliability Report.

According to the 2015 DWA UWMP, the aquifer and other sources of supply are adequate for a single dry year and also multiple dry years, for a 20-year period. DWA will not extract more groundwater than is needed to meet multiple dry year demands. Without consistently importing water to offset overdraft in the Whitewater River Subbasin, significant reduction of groundwater in storage will occur, and DWA may be required to extract groundwater in order to meet anticipated water demands within the next 25 years. Should DWA receive greater than 58 percent of its Table A allocations, demand would not exceed supply in the Whitewater River Subbasin for at least the next 25 years.²⁶

Water demand for the Project was estimated by ME Engineers by utilizing the Palm Springs Arena – Event Characteristics.²⁷ As shown in **Table 2.16-1: Projected Annual Project Demand**, the Arena is estimated to demand approximately 18.41 AFY of domestic water and 12.28 AFY of cooling tower make up water, for a total of 30.69 AFY. It should be noted that this water includes water usage during nonevent days. Landscaping is conservatively calculated assuming 10 percent of the site would be landscaped, or approximately 1.6 acres. This would equal approximately 4.97 AFY or 4,436.93 gallons per day (GPD). Total water usage for the Proposed Project is estimated at 35.66 AFY, as shown in **Table 2.16-1**.

26 DWA, 2015 UWMP (June 2016), VII-14.

27 *Palm Springs Arena Estimate Annual Domestic Water Consumption*, October 1, 2019, ME Engineers.

**Table 2.16-1
Projected Annual Project Demand**

Use	Gallons per Day (GPD)	Acre-Feet per Year (AFY)
Arena – Domestic Water	10,958.90	18.41
Arena – Cooling Tower Make Up Water	16,438.37	12.28
Landscaping	4,436.93	4.97
Total	31,834.20	35.66

The following discussion presents the supply-demand balance for the various drought scenarios in the DWA service area for the Project. Although the Project is proposed to open in October 2021, to assess a conservative analysis, it is assumed that the Project net water demand would begin in 2020.

Table 2.16-2: Dry Water Year Supply and Demand Assessment—2020 to 2022, sets forth the supply and demand scenario, showing DWA growth in water demand and the percentage the total supply, from groundwater, that would be utilized by the Project annually between 2020 and 2022.

Table 2.16-3: Dry Water Year Supply and Demand Assessment—2025 to 2027, sets forth the supply and demand scenario, showing DWA growth in water demand and the percentage the total supply, from groundwater, that would be utilized by the Project annually between 2025 and 2027.

Table 2.16-4: Dry Water Year Supply and Demand Assessment—2030 to 2032, sets forth the supply and demand scenario, showing DWA growth in water demand and the percentage the total supply, from groundwater, that would be utilized by the Project annually between 2030 and 2032.

Table 2.16-5: Dry Water Year Supply and Demand Assessment—2035 to 2037, sets forth the supply and demand scenario, showing DWA growth in water demand and the percentage the total supply, from groundwater, that would be utilized by the Project annually between 2035 and 2037.

Table 2.16-6: Dry Water Year Supply and Demand Assessment—2040 to 2042, sets forth the supply and demand scenario, showing DWA growth in water demand and the percentage the total supply, from groundwater, that would be utilized by the Project annually between 2040 and 2042.

The Project would require an estimated net 35.66 AFY at buildout in 2021. This estimate is based on the demand rates previously noted and is consistent with the maximum water allowance requirements set forth in the Palm Springs Municipal Code. Consistent with the 2002 EIS/EIR completed for the Section 14 Specific Plan, the Project would be required to incorporate water conservation measures into the project design. Landscaped areas would be designed in accordance with the Section 14 Specific Plan and would incorporate water conservation measures, such as high-efficiency irrigation systems and drought-tolerant

landscaping consistent with the Tribal Land Use Ordinance, and would use reclaimed water for irrigation wherever feasibly possible.²⁸ As shown in **Table 2.16-2**, the Project would utilize approximately 0.08 percent of the total DWA water supply during multiple dry years for the DWA by 2020.

In 2040, the Project would account for approximately 0.07 percent of DWA’s total water demand as shown in **Table 2.16-6**. Given that the DWA has an adequate supply of water from existing entitlements and resources and that the Project would demand less than 1 percent of groundwater supplies in 2040, Project impacts would be less than significant.

**Table 2.16-2
Dry Water Year Supply and Demand Assessment—2020 to 2022**

	Average Water Year 2020	Single Dry Water Year 2020	Multiple Dry Water Years		
			2020	2021	2022
Supply					
Surface Water Diversions	1,800	1,800	1,800	1,800	1,800
Natural Groundwater Recharge	8,400	8,400	8,400	8,800	9,000
Non-Consumptive Return	10,900	10,900	10,900	11,000	11,000
Groundwater from Storage	0	10,605	805	665	715
Table A	25,600	4,900	14,700	14,700	14,700
Other Surplus Water	500	0	0	0	0
Recycled Water	6,100	6,100	6,100	6,100	6,100
Total Supply	53,300	42,710	42,710	43,070	43,420
Project Water Demand	35.66	35.66	35.66	35.66	35.66
Percent of Total Supply	0.07	0.08	0.08	0.08	0.08

Source: See **Table 2.16-1** for supply growth rates and for annual Project water demand.

28 City of Palm Springs, “Section 14 Specific Plan” (July 2014).

**Table 2.16-3
Dry Water Year Supply and Demand Assessment—2025 to 2027**

	Average Water	Single Dry	Multiple Dry Water Years		
	Year 2025	Water Year 2025	2025	2026	2027
Supply					
Surface Water Diversions	1,800	1,800	1,800	1,800	1,800
Natural Groundwater Recharge	8,900	8,900	8,900	8,900	8,900
Non-Consumptive Return	11,400	11,400	11,400	11,500	11,600
Groundwater from Storage	0	11,385	1,585	1,835	2,095
Table A	25,600	4,900	14,700	14,700	14,700
Other Surplus Water	500	0	0	0	0
Recycled Water	7,000	7,000	7,000	7,000	7,000
Total Supply	55,200	45,390	45,390	45,740	46,100
Project Water Demand	35.66	35.66	35.66	35.66	35.66
Percent of Total Supply	0.06	0.08	0.08	0.08	0.08

Source: See **Table 2.16-1** for supply growth rates and for annual Project water demand.

**Table 2.16-4
Dry Water Year Supply and Demand Assessment—2030 to 2032**

	Average	Single Dry	Multiple Dry Water Years		
	Water Year 2030	Water Year 2030	2030	2031	2032
Supply					
Surface Water Diversions	1,800	1,800	1,800	1,800	1,800
Natural Groundwater Recharge	8,900	8,900	8,900	9,000	9,200
Non-Consumptive Return	11,800	11,800	11,800	12,000	12,000
Groundwater from Storage	0	12,755	2,955	3,015	2,965
Table A	25,600	4,900	14,700	14,700	14,700
Other Surplus Water	500	0	0	0	0
Recycled Water	7,000	7,000	7,000	7,000	7,000
Total Supply	55,600	47,160	47,160	47,520	47,870
Project Water Demand	35.66	35.66	35.66	35.66	35.66
Percent of Total Supply	0.06	0.07	0.07	0.07	0.07

Source: See **Table 2.16-1** for supply growth rates and for annual Project water demand.

**Table 2.16-5
Dry Water Year Supply and Demand Assessment—2033 to 2035**

	Average Water Year 2035	Single Dry Water Year 2035	Multiple Dry Water Years		
			2035	2036	2037
Supply					
Surface Water Diversions	1,800	1,800	1,800	1,800	1,800
Natural Groundwater Recharge	9,600	9,600	9,600	9,800	9,500
Non-Consumptive Return	12,700	12,700	12,700	12,800	13,000
Groundwater from Storage	0	12,935	3,135	3,155	3,585
Table A	25,600	4,900	14,700	14,700	14,700
Other Surplus Water	500	0	0	0	0
Recycled Water	7,000	7,000	7,000	7,000	7,000
Total Supply	57,200	48,940	48,940	49,260	49,590
Project Water Demand	35.66	35.66	35.66	35.66	35.66
Percent of Total Supply	0.06	0.07	0.07	0.07	0.07

Source: **Table 2.16-1** for supply growth rates and for annual Project water demand.

**Table 2.16-6
Dry Water Year Supply and Demand Assessment—2040 to 2042**

	Average Water Year 2040	Single Dry Water Year 2040	Multiple Dry Water Years		
			2040	2041	2042
Supply					
Surface Water Diversions	1,800	1,800	1,800	1,800	1,800
Natural Groundwater Recharge	9,700	9,700	9,700	9,700	9,700
Non-Consumptive Return	13,500	13,500	13,500	13,500	13,500
Groundwater from Storage	0	13,675	3,875	3,875	3,875
Table A	25,600	4,900	14,700	14,700	14,700
Other Surplus Water	500	0	0	0	0
Recycled Water	7,000	7,000	7,000	7,000	7,000
Total Supply	58,100	50,580	50,580	50,580	50,580
Project Water Demand	35.66	35.66	35.66	35.66	35.66
Percent of Total Supply	0.06	0.07	0.07	0.07	0.07

Source: See **Table 2.16-1** for supply growth rates and for annual Project water demand.

- Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

As discussed above, the Arena is estimated to utilize approximately 18.41 AFY of domestic water and 12.28 AFY of cooling tower make up water, for a total of 30.69 AFY. These totals include water usage during nonevent days. Wastewater is typically assumed to be 75% percent of water demand usage. It is assumed that the landscape water demand would not enter the sewer system and would not be treated a water reclamation facility. Therefore, as shown in **Table 2.16-7: Projected Daily Wastewater Generation**, the Proposed Project would generate approximately 0.0238 mgd of wastewater.

**Table 2.16-7
Projected Daily Wastewater Generation**

Use	Gallons per Day (GPD)	Million Gallons per Day (MGD)
Arena – Domestic Water	8,219.18	0.0082
Arena – Cooling Tower Make Up Water	12,328.78	0.0123
Total	20,547.96	0.0205

The Palm Springs Wastewater Treatment Plant’s that would treat wastewater generated by the Project has a current design flow of 10.9 million gallons per day (mgd), and as of 2015 processed a daily average of 6 million gallons. The Project wastewater flow would increase the existing daily average by less than 1 percent, which is within the existing treatment capacity of the treatment plant and would not result in a determination of inadequate capacity. Therefore, the Project would not result in a significant effect on the treatment capacity of the City’s Wastewater Treatment Plant.

- *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.*

Construction of the Project would generate waste materials. 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 and recycled in accordance with the Tribe’s Land Use Ordinance. Any remaining nonrecyclable waste would be sent to the subcontractors preferred site, which would be the Edom Hill Transfer Station. Accordingly, the Project would not result in a significant effect on landfill capacity.

In order to estimate solid waste on event days, a factor utilized for restaurants, of 1 pound/seat/day was utilized. Total solid waste for the 107 events was calculated utilizing the number of events, and expected attendance. The Project is expected to generate approximately 736.75 tons per year for event days as shown in **Table 2.16-8: Total Event Solid Waste Generation.**

**Table 2.16-8
Total Event Solid Waste Generation**

Description	Attendance Level	No. of Events per Year	Total Estimated Seat Occupancy per Year	Solid Waste Generation Factor (lb/day)	Solid Waste (lbs Per Year)	Solid Waste (Tons Per Year)
Concert A -Sell-Out	11,295	20	225,900	1 lb /seat	225,900	112.95
Corporate/Other Sell-Out	10,055	6	60,330	1 lb /seat	60,330	30.16
AHL Sell-Out	10,055	5	50,275	1 lb /seat	50,275	25.14
Concert B -Typical	7,500	10	75,000	1 lb /seat	75,000	37.50
AHL - Typical	7,500	33	247,500	1 lb /seat	247,500	123.75
Family Show – Typical	6,500	33	214,500	1 lb /seat	214,500	107.25
Total	—	107	873,505	—	873,505	736.75

Source: Cal Recycle, *Estimated Solid Waste Generation Rates, Restaurant, April 1992*, <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>.

For non-event days, a conservative amount for commercial uses of 2.5 pounds/100 square feet/day from the Section 14 2002 EIS/EIR was utilized.²⁹ It is assumed that there would be approximately 258 non-event days.³⁰ The Project is expected to generate approximately 647.44 tons per year for non-event days as shown in **Table 2.16-9: Total Non-Event Solid Waste Generation.**

Total solid waste generation per year would be approximately 1,544.47 tons per year or 4.23 tons per day. However, it should be noted that the full amount would include recycling to reduce the solid waste to landfills. Solid waste generated by the Project would be recycled in accordance with the Palm Springs Municipal Code. Currently, this waste would be diverted to either the Edom Hills Transfer Station or would be directly delivered to the Lamb Canyon Sanitary Landfill or Badlands Sanitary Landfill.

**Table 2.16-9
Total Non-Event Solid Waste Generation**

Total Net Square Footage ¹	Solid Waste Generation Factor (lb/day)	Total Solid Waste Per Day (lbs)	Non-Event Days Per Year	Total Solid Waste Per (lbs/year)	Total Solid Waste (Tons per year)
200,755	2.5/100 sq. ft.	5,018.88	258	1,294,871	647.44

¹ Total Square Footage, less amount for circulation

The Edom Hill Transfer Station processes an average of 1,500 tons per day, with a maximum permitted capacity of 3,500 tons per day. The Project would contribute an additional 4.23 tons of solid waste per day, or approximately 0.2 percent of the remaining permitted daily capacity for the Edom Hills Transfer Station. The 4.23 tons of solid waste would then transfer to the Lamb Canyon Sanitary Landfill. The Lamb Canyon Landfill has a permitted daily capacity of 5,000 tons per day with an average daily intake of 1,579 tons. The Project would account for approximately 0.1 percent of the remaining daily permitted capacity. The Lamb Canyon Sanitary Landfill is expected to remain open through 2029; therefore, only a portion of the generated solid waste from the Project would be delivered to Lamb Canyon Sanitary Landfill.

The El Sobrante Landfill is the next available landfill, which has an estimate closure date of 2051. The El Sobrante Landfill, has a permitted daily capacity of 10,000 tons per day, with an average intake of 8,922 tons per day. The Project would contribute an additional 4.23 tons of solid waste per day, or less than 0.4 percent of the remaining permitted daily capacity for the El Sobrante Landfill.

RCWMD has a total of seven landfills that it operates. All RCWMD sites have the potential for expansion. Currently, the Lamb Canyon Landfill is in the design and permitting stage for its next expansion (Phase 3), which is estimated to provide capacity beyond the estimated closure date of 2021.³¹ The Project would

²⁹ Section 14 Master Development Plan EIS/EIR, Page 5-37.

³⁰ 365 days less 107 event days = 258 days

³¹ County of Riverside, Draft EIR No. 521, Section 4.17 Public Facilities, February 2015.

contribute less than 0.07 percent of the combined remaining permitted daily intake capacities of the Lamb Canyon and El Sobrante landfills. Since there is adequate daily intake capacity at existing landfills, no significant effects on these landfills would occur under the Project.

The Proposed Project would be required to comply with the Riverside Countywide Integrated Waste Management Plan, which complies with existing regulations including AB 939. AB 939 requires a waste diversion goal of 75 percent. The Project would be required to divert up to 75 percent of its operational solid waste by 2020. Since the Project would follow regulations set forth in the CIWMP and other local and State regulations, impacts would be less than significant.

2.17 WILDFIRE

- *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:*
 - i) *Substantially impair an adopted emergency response plan or emergency evacuation plan.*
 - ii) *Due to slope, prevailing winds, and other factors exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.*
 - iii) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk that may result in a temporary or ongoing impacts to the environment.*
 - iv) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.*

The City of Palm Springs has an adopted Local Hazard Mitigation Plan.³² The Local Hazard Mitigation Plan ranks the vulnerability of hazards within the City, on a scale from 0 to 4, with 4 being most likely and 0 being least likely. Wildland fire is rated at a 3 for both severity and probability.

An Insurance Services Office (ISO) fire insurance rating, also referred to as a fire score or Public Protection Classification (PPC), is a score from 1 to 10 that indicates how well-protected your community is by the fire department. In the ISO rating scale, a lower number is better: 1 is the best possible rating, while a 10 means the fire department did not meet the ISO's minimum requirements. The City of Palm Springs has an ISO rating of 3.³³

The Project Site is located in a developed and urbanized area of the City and thus would connect into existing infrastructure. The Project Site is relatively flat, and does not contain wildlands or high fire hazard terrain or vegetation, and is not near any streams. Additionally, the Project Site is not located in a Very High Fire Hazard Severity Zone.³⁴ The Project Site contains minimal vegetation that could pose a flammable hazard due to the nature of the soil composition within the region, which consists of mainly dune and alluvial sands with low expansion potential. This type of soil cannot support the growth of dense vegetation, thus reducing the risk of dry, flammable brush on or surrounding the Project Site. 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 Palm Springs Fire Department (PSFD) requirements. Furthermore, the Tribal Fire Management Plan provides a prescribed process that will allow the Tribe to use various fuel management techniques as fire prevention measures

32 *Local Hazard Mitigation Plan*, City of Palm Springs Annex, January 1, 2017.

33 *Local Hazard Mitigation Plan*, City of Palm Springs Annex, January 1, 2017.

34 CalFire, *Palm Springs Map*, accessed November 2019, <https://osfm.fire.ca.gov/divisions/wildfire-prevention-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>.

to protect the Tribe's natural and cultural resources, manage wildland fires that may occur on the Agua Caliente Indian Reservation (ACIR), and address rehabilitation efforts that would be necessary after a wildland fire. As such, the Project would not result in a significant wildland fire effect.

3.0 TERMS, DEFINITIONS, AND ACRONYMS

ACBCI	Agua Caliente Band of Cahuilla Indians
AHL	American Hockey League
AFY	Acre-Feet per Year
AMR	American Medical Response
AQMP	Air Quality Management Plan
CAP	Climate Action Plan
CCR	California Code of Regulation
CIWMP	Countywide Integrated Waste Management Plan
CNEL	Community Noise Equivalent Level
CY	cubic yards
dBA	decibels
DWA	Desert Water Agency
DRMC	Desert Regional Medical Center
EMP	Emergency Management Plan
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FAR	Federal Acquisition Regulation
FTA	Federal Transit Administration
GPD	Gallons per Day
GHG	Greenhouse Gas
ISO	Insurance Services Office
lb	Pound
LHMP	Local Hazard Mitigation Plan

LOS	Level of Service
LST	Localized Significance Threshold
ME	Environmental Engineering
MBTA	Migratory Bird Treaty Act
MGD	Million Gallons per Day
MRZ	Mineral Resource Zone
NPDES	National Pollutant Discharge Elimination System
PPC	Public Protection Classification
PSFD	Palm Springs Fire Department
PSPD	Palm Springs Police Department
PSUSD	Palm Springs Unified School District
PWS	public water system
RA	Resort Attraction
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCG	Southern California Gas Company
SCS	Sustainable Communities Strategy
SFR	Residential Single Family
SHPO	State Historic Preservation Office
SWPPP	Stormwater Pollution Prevention Plan
THCP	Tribal Habitation Conservation
US	United States
USFWS	US Fish and Wildlife
VFPA	Valley Floor Planning Are

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APPENDIX A

Air Quality Technical Report (Available Upon Request)

APPENDIX B

Geotechnical Report (Available Upon Request)

APPENDIX C

Greenhouse Gas Emissions Technical Report (Available Upon Request)

APPENDIX D

Noise Technical Report (Available Upon Request)

APPENDIX E

Traffic and Parking Study



Palm Springs Arena Project

Transportation Study

November 2019

Prepared for
Oak View Group

Prepared by
The Mobility Group

Palm Springs Arena Project

Transportation Study

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1. Introduction

This Transportation Study provided a transportation analysis for the proposed Palm Springs Arena at Amado Road and Calle Encilia. The Project Site is bounded by Amado Road to the south, Calle Encilia to the west, Alejo Road to the north, and Calle El Segundo to the east. The Proposed Project is on tribal land of the Agua Caliente Band of Cahuilla Indians (the Tribe), and is within Section 14, a 640-acre section of land within the Agua Caliente Indian Reservation and the City of Palm Springs. A Specific Plan for Section 14 was adopted in 2004 and updated in 2014. The scope and methodology used in this study were reviewed by the Tribe and the City of Palm Springs. The study will be used in the preparation of environmental documentation and project approvals by the Tribe in accordance with their regulations.

The study addressed the following:

- Project Transportation Characteristics
- Existing Conditions, 2019
- Future Without Project Conditions, 2022
- Future With Project Conditions, 2022
- Transportation Management Program

The evaluation of transportation characteristics of the Proposed Project included anticipated event schedules, trip generation and distribution of Project trips, and preliminary parking estimates. The study described the existing transportation system and operating conditions in the study area. It also addressed the Future Without Project conditions (year 2021) and identified the future cumulative baseline for analysis of Project significant effects at buildout, including a description of expected changes to the transportation network, and anticipated development projects and traffic growth. The study addressed Future With Project Conditions and analyzed the potential transportation significant effect of the Project (which is planned to open in October 2021). It then developed and identified proposed transportation measures to address any identified significant effects likely to be caused by the Project.

2. Project Description

The Arena would be the home of an American Hockey League (AHL) professional hockey team. The Arena would have a total seat capacity of 10,055 seats for hockey games and 11,295 seats for entertainment events. Related facilities would include a practice/training facility, locker rooms, other support facilities, and parking.

The Arena facilities would be located on the southern portion of the Project Site with parking located on the northern portion of the site, as shown in Figure 1. Parking would include 650 parking spaces in a surface parking lot, with the southwest portion of the parking would be for VIP guests.

There would be three entry/exit points for access to the surface parking lot; one along North Calle Encilia, one along North Calle El Segundo, and one on East Alejo Road midblock between Calle Encilia and Calle El Segundo. A drop-off location would be located on the north side of North Calle Encilia north of East Amado Drive.

Patrons would enter the Arena at the south-west edge of the Entry Plaza located at the corner of East Amado Drive and North Calle Encilia. A VIP entrance would also be located on the north-west corner of the arena building.

Delivery trucks would enter from North Calle Encilia, travel east through the parking lot, then head south down the ramp to the delivery slips. Delivery trucks would exit the same route that they entered.

Project Transportation Characteristics

Events By Type, and Season

There would be approximately 107 events per year, broken down by type as shown in Table 1. About 36% would be American Hockey League (AHL) events, 28% would be concert events, 31% would be family shows, and 5% would be corporate / other events.

Table 1. Event Types and Number Per Year

<i>Event Type</i>	<i>No. Per Year</i>
Hockey (AHL)	38
Concerts	30
Family Shows	33
Corporate / Other	6
Total	107

Approximately 45 events (42% of the total) would occur in the summer months (May thru September). About 40% of those would be concerts - which would occur in the evening. About 45% would be Family Shows, which would also largely occur in the evening. The vast majority of summertime events would therefore occur in the evening. Of the 107 events, approximately 62 would occur in Fall, Winter, and Spring. The AHL season starts in October and ends in mid-April.



Figure 1
Concept Site Plan

Palm Springs Arena Project

The majority of events would occur in the evenings, with some events occurring in the midday. AHL games would start at 7:30 PM and end at approximately 10:00 PM, with the majority occurring on Friday and Sunday evenings. Concerts would start at 7:30 PM and end at approximately 10:30 PM. Concerts would take place primarily on Saturday evenings, with a few weekday evening concerts. Family/Other events would primarily occur on weekends and would last approximately 1 hour and 30 minutes. These events would typically start at 11:00 AM, 5:00 PM, and 7:00 PM.

Event Attendance

The arena will have a seating capacity of 10,055 for AHL events and 11,295 for concerts. While some events would feature a sell-out, the majority of events would have an attendance level below capacity.

It is estimated that approximately 31 events a year (29% of the total) would be sell out / full-house events. The vast majority (20) would be concert events (Concert A events - well-known artist concert) with a sell-out attendance of 11,295. Five would be AHL games, with a sell-out attendance of 10,055, and six would be Corporate / Other shows also with a sell-out attendance of 10,055.

The remaining events would be less than sell out, and will have typical attendances ranging from 6,500 (or less) to 9,000. The typical attendance for a Concert B (less known artist concert) and for an AHL game will be 7,500. The typical attendance for a family show would be 6,500.

Table 2 summarizes estimated attendance levels by type of event. About 76 events a year (about 71% of the total) will be less than sell-out and will have typical attendances ranging from 6,500 (or less) to 9,000.

Market Area and Patron Origins

The projected market area and patron origins for the Arena were based on considerations of population, travel distance, the characteristics of Palm Springs and the Coachella Valley, and market information and expectations provided by Oak View Group¹.

It is expected that about 60% of the attendance from Palm Springs and the Coachella Valley attendance would draw from visitors staying at hotels or from tourist destinations in those areas. Given the destination qualities of the area, it is likely that high profile concerts will draw visitors who plan trips around concerts and stay in the Palm Springs area.

The distribution of patron origins was based on the general market information described above, the population distribution within the Coachella Valley and greater market area, and

¹ Conversations with Oak View Group, August/September, 2019

Table 2. Anticipated Event Attendance (Estimates for Purposes of Analysis)

<i>Event Type</i>	<i>Total Events per Year</i>	<i>No. of Sell-Outs</i>	<i>Sell-Out Attendance</i>	<i>No. of Non-Sellouts</i>	<i>Typical Attendance</i>
Concert (A)	20	20	11,295		
Concert (B)	10			10	7,500
AHL Hockey	38	5	10,055	33	7,500
Family Shows	33			33	6,500
Other / Corporate / Private Rentals	6	6	10,055	0	
Total	107	31		76	

consideration of driving times (i.e. lower probability of for longer drive times). Population numbers for communities were obtained from the American Factfinder website of the US Census for 2018 estimates.

Trip Generation Estimates

Trip generation estimates considered numerous factors in determining person and vehicle trips, including: likely origin of patrons, mode of arrival, auto occupancy, and proportion of trips arriving in each pre-event hour and departing in each post-event hour.

Various sources were reviewed in arriving at trip estimates for the Palm Springs Arena including national research and data from other arenas and stadiums. National Sources included ULI data², FHWA³ data, and Institute of Transportation Engineers data⁴. Sources from other facilities included STAPLES Center in Los Angeles⁵, and arenas in Seattle⁶, Sacramento⁷, San

² Transportation and Parking Issues, ULI, 1982

³ Managing Travel for Planned Special Events, Federal Highway Administration, September, 2003.

⁴ Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2018.

⁵ Los Angeles Sports and Entertainment Complex (inc. STAPLES Center), Draft Environmental Impact Report, City of Los Angeles, March 1997.

⁶ Seattle Arena Multimodal Transportation Access and Parking Study, Parametrix, May 2012.

⁷ Transportation Management Plan for the Golden 1 Center, Sacramento Downtown Arena LLC, September 2016.

Francisco⁸, and Virginia Beach⁹, as well as soccer stadiums in Carson¹⁰, CA. and Sacramento¹¹, CA (these being a similar size and also sporting facilities). As would be expected, transportation characteristics varied between these sources and facilities largely being dependent on the location of the facility (downtown or suburban) and proximity to public transit.

Overall Mode of Arrival

Based on a consideration of all of the above factors, it is estimated that about 1% of patrons would arrive by public transit, 2% by hotel shuttles, 2% by bicycle, 10% would walk, and 85% would arrive by auto (including Uber/Lyft).

Auto Occupancy

The review of the various sources indicates that auto occupancy ranges in most cases from 2.3 to 2.7, or as high as 3.0 in some cases, with an average for arenas of 2.5. For the Palm Springs Arena an average of 2.5 was assumed for all events¹². This may be a conservatively low estimate for concerts, as based on anecdotal experience from some facility operators the auto occupancy for concert events is thought to be sometimes higher, at 2.75 or even 3.0. For the purposes of preparing a conservative analysis, the auto occupancy was assumed to be 2.5 for all events.

Arrival & Departure Times

Based on the data sources described earlier, and considering the characteristics of the local area, it is estimated that for a 7:30 pm event start time, 21% of patrons would arrive between 5:30 and 6:30 pm, 67% would arrive between 6:30 and 7:30 pm, and 12% would arrive after 7:30 pm. With respect to patron departures, patron departures, it was estimated that 10% of patrons would leave before the end of the event, 70% of patrons would leave in the hour after the end of the event and 20% would leave in the hour following

Overall Trip Generation Estimates

Combining the mode of arrival, auto occupancy, and time of arrival and departure parameters provided an estimate of trip generation for the arena. Trip generation was calculated for both an AHL and a concert event, for both sell-out and typical attendances.

⁸ Event Center and Mixed Use Development at Mission Bay Blocks 29-32, Draft SEIR, City of San Francisco, June 2015.

⁹ Virginia Beach Arena, Feasibility Study, City of Virginia Beach, August 2012.

¹⁰ National Training Center at CSUDH Traffic Study, The Mobility Group, 2001. And Home Depot Center Traffic Management Plan, The Mobility Group, May, 2003

¹¹ Draft Major League Soccer (MLS) Stadium Event Transportation Management Plan (TMP), City of Sacramento, June 2016

¹² The downtown Palm Springs Project Traffic Study used 2.5 auto occupancy for community events that will be staged at the downtown park.

For a typical AHL or concert event, which would occur approximately 43 times a year, a total of 2,550 auto trips would be generated, with 1,709 occurring in the pre-event hour, and 1,785 in the post-event hour.

For a sell-out AHL event, which would occur approximately 5 times a year, a total of 3,419 auto trips would be generated, with 2,291 occurring in the pre-event hour, and 2,393 in the post-event hour,

For a sell-out concert event, which would occur approximately 20 times a year, a total of 3,840 auto trips would be generated, with 2,573 occurring in the pre-event hour, and 2,688 in the post-event hour.

For purposes of preparing a conservative study, the analysis addressed a sell-out attendance for an AHL game and for a concert. These would comprise only about 30% of events, so for 70% of the events the trip and parking estimates would be lower than analyzed in this study. For example, trips for a typical AHL or concert event would be 34% lower than for a sell-out concert event.

3. Study Scope & Methodology

The scope and methodology used in this study were reviewed and approved by the Tribe and the City of Palm Springs. The methodology was consistent with the Traffic Impact analysis for the Section 14 Specific Plan Update.

Scenarios Analyzed

The Proposed Project is schedule to be completed and open by late 2021. This is therefore the horizon year for the analysis. In order to analyze the potential circulation effects of the Proposed Project, the analysis addresses the following scenarios¹³:

- Existing Conditions, 2019
- Future Conditions Without Project, Year 2022
- Future Conditions With Project, Year 2022

¹³ Analysis of an Existing Plus Project Scenario was not considered because the existing year is so close to the Opening Year of 2021 and as the 2021 analysis will address current conditions and no additional useful information about the potential impacts of the Project would be obtained. For example, none of the transportation network changes that will occur between now and the Opening Year of 2021 will be in place in 2019 so the analysis of existing plus project conditions would not be realistic or meaningful.

Time Periods Evaluated

Traffic and parking data were collected for the likely times of events at the arena. Evaluation was conducted for the times both before (pre-event hour) and after (post-event hour) arena events. The selection of event times was based on an evaluation of likely event schedules and times. The majority of events will occur on Friday and Saturday evenings and Sunday midday. Existing traffic and parking data was collected for the following time periods:

- Thursday Pre-Event Hour 5:00 – 8:00 PM
- Thursday Post-Event Hour 9:00 – 12:00 PM
- Friday Pre-Event Hour 5:00 – 8:00 PM
- Friday Post Event Hour 9:00 – 12:00 PM
- Saturday Pre-Event Hour 5:00 – 8:00 PM
- Saturday Post Event Hour 9:00 – 12:00 PM
- Sunday Pre-Event Hour 11:00 – 2:00 PM
- Sunday Post-Event Hour 3:30 – 5:30 PM

Following analysis of existing conditions and consideration of arena event times, the subsequent analysis focused on the following time periods:

- Friday Pre-Event Hour 6:30 – 7:30 PM
- Friday Post Event Hour 10:30 – 11:30 PM
- Sunday Pre-Event Hour 12:00 – 1:00 PM
- Sunday Post-Event Hour 3:30 – 4:30 PM

These were selected to address a weekday and a sell-out concert event, and a weekend for a sell-out AHL event (the projected two highest attendance events). The traffic and parking data all showed close similarity and consistency between the four days and event times. The arena would hold very few events on a Thursday evening, which would only very rarely be sell-outs. The Thursday evening time period was therefore addressed qualitatively and comparatively to Friday evening (Thursday evening was addressed considering that the VillageFest occurs on Thursdays). Saturday evening is very similar to Friday evening, both in terms of event attendance (primarily concerts) and background traffic conditions. Saturday is therefore addressed qualitatively and compared to Friday.

Traffic Volumes

Existing traffic volumes were obtained from traffic counts conducted in mid-May 2019. Consistent with procedures in the Section 14 Specific Plan Traffic Study, these were factored up by 10% to convert spring volumes to estimated winter (peak season) volumes.

Future Without Project traffic volumes were forecast using trip estimates from a list of related (cumulative) development projects identified in conjunction with City staff, and an ambient growth

developed from the Section 14 Specific Plan traffic forecasts and applied for three years of growth from 2019 to 2022.

For the Proposed Project traffic volumes, the standard source of trip generation estimates (*Institute of Transportation Engineers – Trip Generation, 10th Edition*) does not provide trip rates for an arena. Project trips were estimated for the specific characteristics of the arena and the anticipated characteristics and modes of travel as described earlier.

Analysis Locations

A total of seventy seven study intersections were identified for inclusion in the traffic analysis, as shown in Figure 2. The analyzed locations were identified as locations where the majority of trips associated with the Proposed Project would pass through based on the estimated trip distribution for the Project.

Forty eight roadway segments were also identified for inclusion in the traffic analysis. These roadway segments are shown in Figure 3, and are key locations between study intersections, and where the majority of project trips would pass through these segments.

Intersection Analysis

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F, with each level defined by a range of delays. The LOS methodology for signalized intersections, unsignalized intersections, and roadway segments are described below.

Signalized Intersections

The analysis of signalized intersections utilized the operational analysis procedure as outlined in the Highway Capacity Manual (HCM 2010). This method defines LOS in terms of delay, or more specifically, average controlled delay per vehicle. Standard definitions of the relationship between delay and LOS were used for signalized intersections consistent with HCM procedures and the Section 14 Specific Plan Traffic Study. For signalized intersections, cycle length and signal phasing was obtained from the City's signal timing plans.

Unsignalized Intersections

Unsignalized intersections, including two-way and all-way stop controlled intersections were analyzed using the HCM 2010 unsignalized intersection analysis methodology. The LOS for a two-way stop controlled intersection is determined by the control delay for the stopped movements, and is defined for the worst case minor (stopped) movement. The LOS for an all-way

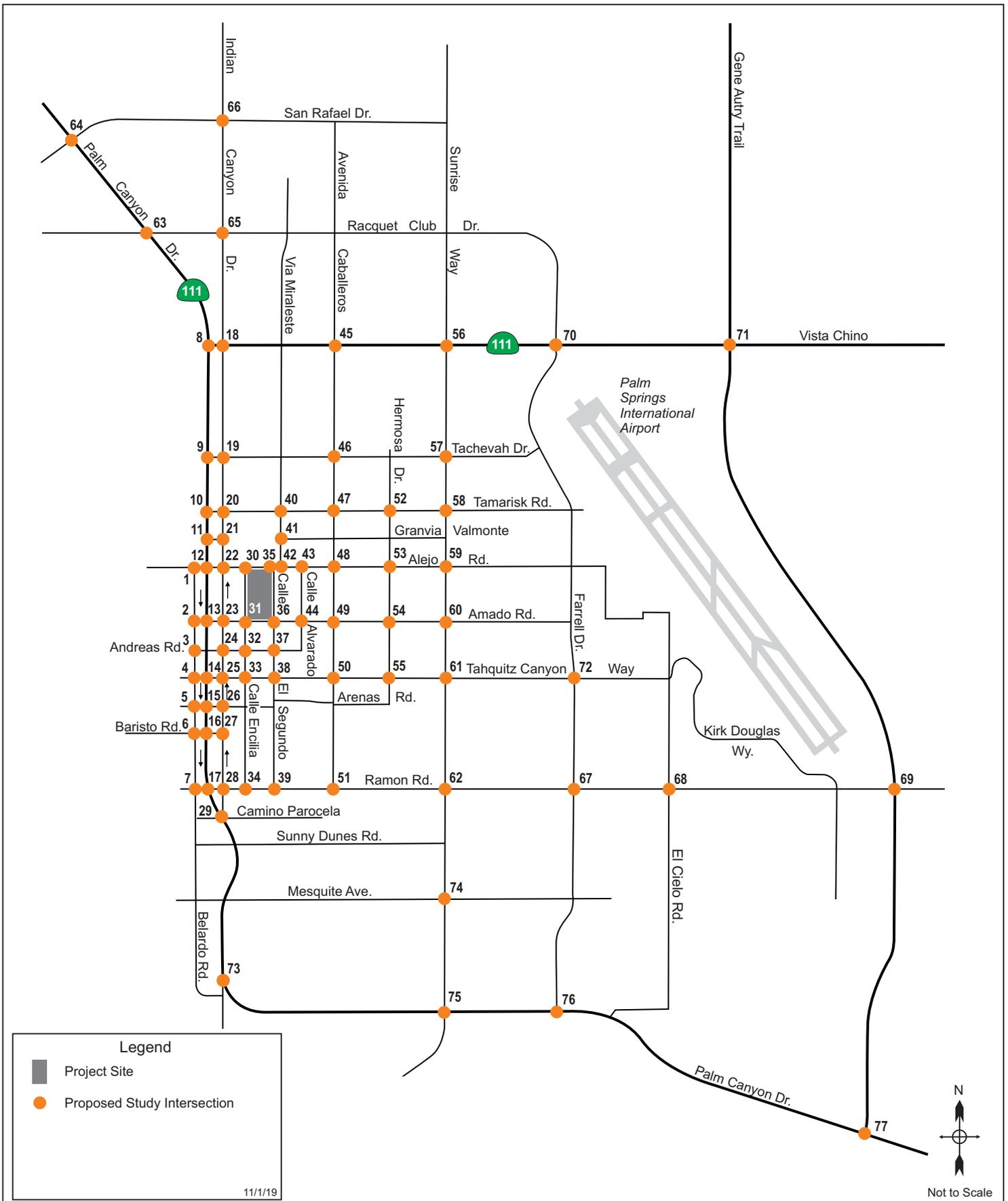


Figure 2
Study Intersections

Palm Springs Arena Project

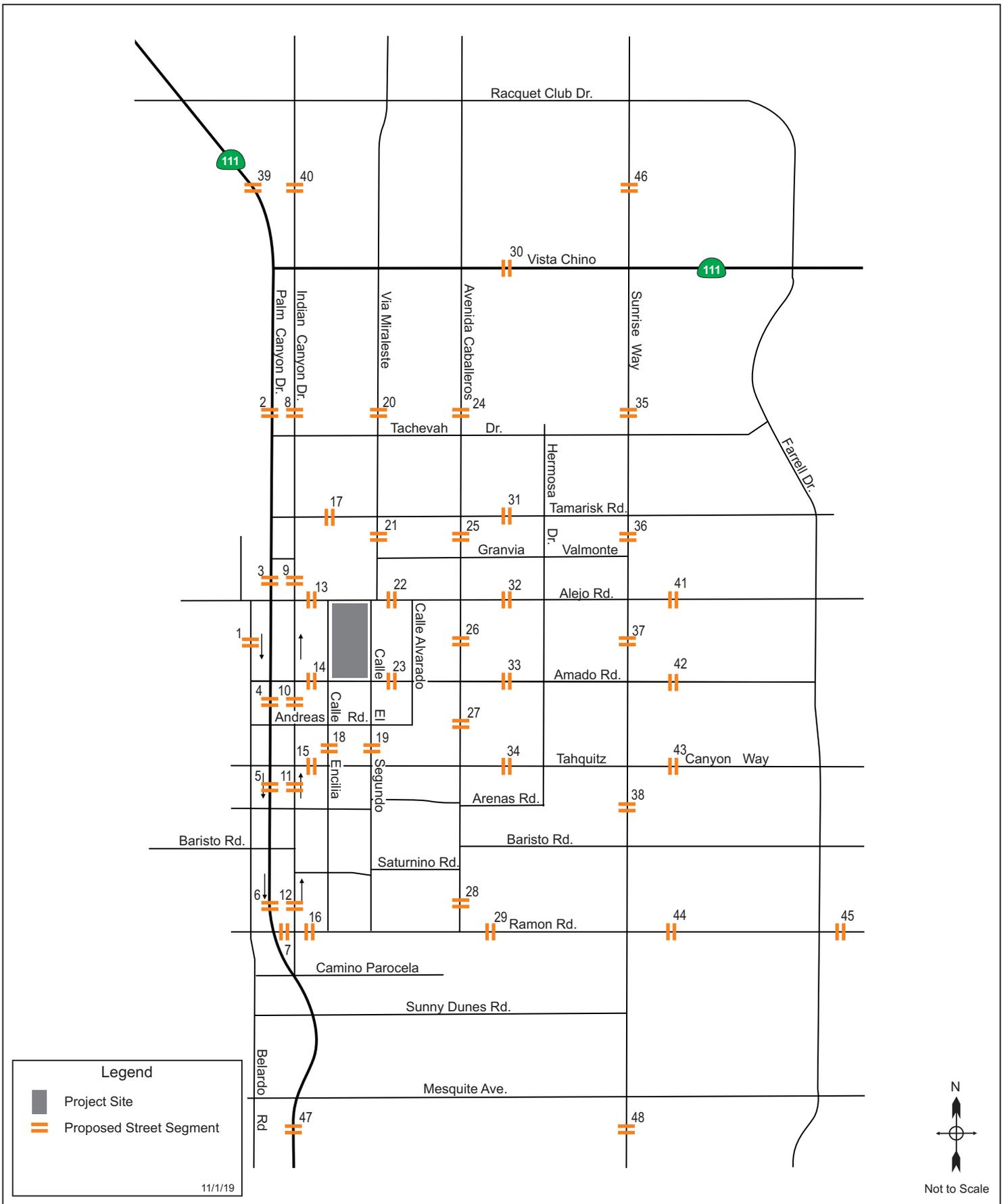


Figure 3
 Location of Study Street Segments
Palm Springs Arena Project

stop controlled intersection is determined by the weighted average of delay for each approach. Standard definitions of the relationship between delay and LOS for unsignalized intersections were used consistent with HCM procedures and the Section 14 Specific Plan Traffic Study.

Roadway Segment Analysis

Roadway segment analysis was based on 24-hour traffic volumes and performed using a volume-to-capacity methodology. Daily street segment volumes were divided by the street segment capacity and LOS is defined by this ratio. Street segment capacities are based on the roadway classification and number of lanes, and the capacities and LOS criteria used in this study are consistent with the Section 14 Specific Plan Traffic Study.

Level of Service Standards and Significant Effect Criteria

Thresholds for significant impact criteria were those defined by the City of Palm Springs, as follows:

“The Circulation Element of the Palm springs 2007 General Plan (*City of Palm Springs, 2007, General Plan Circulation Element*) has established LOS D as the minimum acceptable standard for intersection and street operations. Should the Project cause operating conditions to deteriorate to LOS E or F, or worsen conditions already projected to operate at LOS E or F, then mitigations would be identified to improve the operating conditions to LOS D or better”.

These standards apply to everyday roadway operations throughout the year. However, as arena events do not occur every day, but are sporadic and temporary in nature, and as traffic occurs during short time periods before and after events, they do not represent typical roadway operating conditions, but are more special conditions.

While the standard impact thresholds were used, they do not strictly apply for arenas. If effects were identified under this threshold, then measures were identified that were better focused on temporary traffic control and management measures to control traffic operations for the few hours of an event (e.g. a Transportation Management Plan), rather than on permanent physical transportation improvements (e.g. street improvements). Physical infrastructure improvements would be unnecessary at all non-event times and would go largely unused at those times.

4. Existing Conditions

Traffic Conditions

Roadway Facilities

The study described the roadway facilities in the study area in terms of the General Plan roadway classification and the number of traffic lanes. It addressed a total of seventy seven study intersections as shown in Figure 2. A total of 48 intersections are signalized, and 29 are unsignalized.

Existing Traffic Volumes

Intersection turning movement counts and roadway segment 24-hr counts were collected in May 2019 on a typical Thursday, Friday, Saturday, and Sunday. Intersection turning movement counts were collected during the hours of 5:00 – 8:00 PM and 9:00 PM – 12:00 AM for the pre-event and post-event periods, respectively, on Thursday, Friday, and Saturday. On Sunday, the intersection turning movement counts were collected during the hours of 11:00 AM – 1:00 PM and 4:00 – 7:00 PM for the pre-event and post-event periods, respectively. The intersection turning movement counts were increased by 10% to represent peak winter volumes, per Section 14 Specific Plan Traffic Study. The hours selected for analysis were based on the project characteristics described earlier.

Roadway segment 24-hr counts were collected in May 2019 on a typical Thursday, Friday, Saturday, and Sunday at the same time as the intersection turning movement counts. Roadway segment counts were collected over a 24-hour period, and reported in 15-minute intervals for Thursday, Friday, Saturday, and Sunday. The roadway segments were increased by 10% to represent peak winter volumes, per the Section 14 Specific Plan Traffic Study.

Existing Pre-Event and Post-Event Hour Intersection Levels of Service

Table 3 summarizes the existing LOS by the number of intersections operating at each level of service (A to F). Most intersections are currently operating at LOS C or better during all of the pre-event and post-event hours. As would be expected, intersections levels of service are generally better during the post-event hours, as traffic volumes are generally lower.

Existing Pre-Event and Post-Event Hour Roadway Segment Levels of Service

Forty eight roadway segments were also identified for inclusion in the traffic analysis. Table 4 summarizes the results by the number of segments operating at each LOS (A to F). Most roadway segments are currently operating at LOS C or better on a daily basis for all days studied.

Table 3 Existing Conditions - Intersection Level of Service (LOS) Summary

Scenario	LOS						
	A	B	C	D	E	F	Total
Thursday Pre-Event Hour	34	27	14	1	1	0	77
Thursday Post-Event Hour	41	32	4	0	0	0	77
Friday Pre-Event Hour	36	30	10	1	0	0	77
Friday Post-Event Hour	49	25	3	0	0	0	77
Saturday Pre-Event Hour	41	28	7	1	0	0	77
Saturday Post-Event Hour	48	24	5	0	0	0	77
Sunday Pre-Event Hour	33	34	7	3	0	0	77
Sunday Post-Event Hour	39	29	9	0	0	0	77

Table 4 Roadway Segment Level of Service Summary

Scenario	LOS				
	≤C	D	E	F	Total
Thursday	47	1	0	0	48
Friday	46	2	0	0	48
Saturday	48	0	0	0	48
Sunday	48	0	0	0	48

Existing Transit Service

The study identified existing transit service. The project site is served by the Sunline Transit Agency. This agency provides 4 bus lines that provide services to/from bus stops in the vicinity of the project site. These 4 lines include lines 14, 30, 111 and the Palm Springs BUZZ. Lines 14, 30, and 111 are regional lines providing service to/from Desert Hot Springs, Cathedral City, and Coachella, respectively, while the Palm Springs BUZZ is a local service connecting downtown Palm Springs to neighborhoods immediately to its north and south. The study addressed service hours of operation and frequency of service (headway) on weekdays and weekends. The routes generally operate up to 10:00 pm or 10:45 pm, and typical headways are 15 to 30 minutes.

To the south of the project site bus stops are located on Tahquitz Canyon Way close to the intersections of Calle Encilia, Calle El Segundo, and Avenida Caballeros. To the southwest of the project site bus stops are located on Indian Canyon Drive and Palm Canyon Drive between Ramon Road and Tahquitz Canyon Way. Similarly, to the west of the project bus stops are located on Indian Canyon Drive and Palm Canyon Drive between Tahquitz Canyon Way and Alejo Road.

Bicycle Facilities

The study identified existing bicycle facilities in the area of the Project Site. In the area of the Project Site bike lanes currently exist on Calle Encilia adjacent to the site and south of Amado Road, and on Alejo Road east of Via Miraleste. There are bicycle sharrows (bike route) on Indian Canyon Drive and Palm Canyon Drive in the area of the Project Site.

Pedestrian Facilities

The study described pedestrian facilities, and identified that the Project Site is located in an area with typically well-developed pedestrian facilities, including sidewalks on the majority of streets and crosswalks at the majority of intersections. However, portions of Calle Encilia and Alejo Road adjacent to the Project Site are unimproved without curb and sidewalk.

There are unsignalized pedestrian crossings at the intersections at the south end of the Project Site – at Calle Encilia & Amado Road and Calle El Segundo & Amado Road. The closest signalized pedestrian crossings are at the intersections of Indian Canyon Drive & Alejo Road and Indian Canyon Drive & Amado Road.

Streets in the study area generally have sidewalks, except adjacent to undeveloped parcels, and many intersections have crosswalks.

On-Street Parking

In addition to a comprehensive study of parking (discussed later), the study described on-street parking in the vicinity of the Project Site. Adjacent to the Project Site to the north on Alejo Road, no space is available for on-street parking on either side of the street. Adjacent to the Project Site to the west on Calle Encilia, on-street parking is permitted on both sides of the street with some red-curb restrictions. Adjacent to the Project Site to the east on Calle El Segundo, on-street parking is permitted on both sides of the street with some red-curb restrictions. Adjacent to the Project Site to the south on Amado Road, on-street parking is not permitted on either side of the Street.

In the general vicinity of the Project Site, and in the broader study area on-street parking is generally permitted on most streets with some curb restrictions.

Currently all on-street parking in the study area is free of charge and there is no metered parking. On-street parking generally has no time limits, except for the downtown area where parking is time restricted to three hours between noon and 8 pm in the general area of Palm Canyon Drive and Indian Canyon Drive between Alejo Road and Baristo Road.

5. Future Without Project Conditions

Traffic Forecasts

Future traffic forecasts were developed for the year 2022 which was conservatively selected as one year beyond the expected year of completion of the Project which is late 2021. Future traffic

forecasts were estimated by forecasting two separate components of traffic growth in the study area – related projects and ambient growth.

A list of current development projects located within an approximately 1.5-mile radius from the Project Site that are currently under construction, have received formal approval, or are under formal planning consideration and potentially could be in place by the year 2022 when the Project was developed.

The list was prepared based on information obtained from the City of Palm Springs and the Tribe, and review of various other relevant studies, reports, and websites. A total of 25 development projects were identified. These are shown in Figure 4. The list was reviewed by the City of Palm Springs and the Tribe. Trip generation total were estimated for these projects, along with trip distribution patterns.

The second component is the ambient growth that represents a general growth in traffic volumes due to minor new developments in the Project Area, and traffic from regional growth and development that would pass through the study area.

The development of ambient growth factors was based on traffic projections in the Section 14 Specific Plan Traffic Study¹⁴. Roadway forecasts from 2013 to 2033 were compared and growth factors developed for all roadway segments in the study area for the Palm Springs Arena. These growth factors were translated to annual growth rates, and averaged for all locations¹⁵. The resultant average annual ambient growth rate was determined to be 1% per year, which was applied for three years of growth from 2019 to 2022.

The trip estimates for the related projects were then added to the roadway network and combined with existing volumes and ambient traffic growth to provide forecasts of future baseline traffic conditions in the study area in 2022, for all analysis time periods, representing the Future Without Project conditions.

Transportation System Changes

Anticipated changes to the transportation network by 2022 were identified and incorporated into the analysis. These included the following:

- Indian Canyon Avenue Two-Way Conversion
- Agua Caliente Vision Master Plan
- On-Street Angle Parking Concept Plan
- Intersection and Signal Upgrades – per City of Palm Springs

¹⁴ Traffic Impact Analysis, Section 14 Specific Plan Update, 2013

¹⁵ This is considered appropriate for the ambient growth rate over the short time period to 2022. Differential future traffic growth on different roadway segments is addressed through the related projects list and the specific locations of related projects.

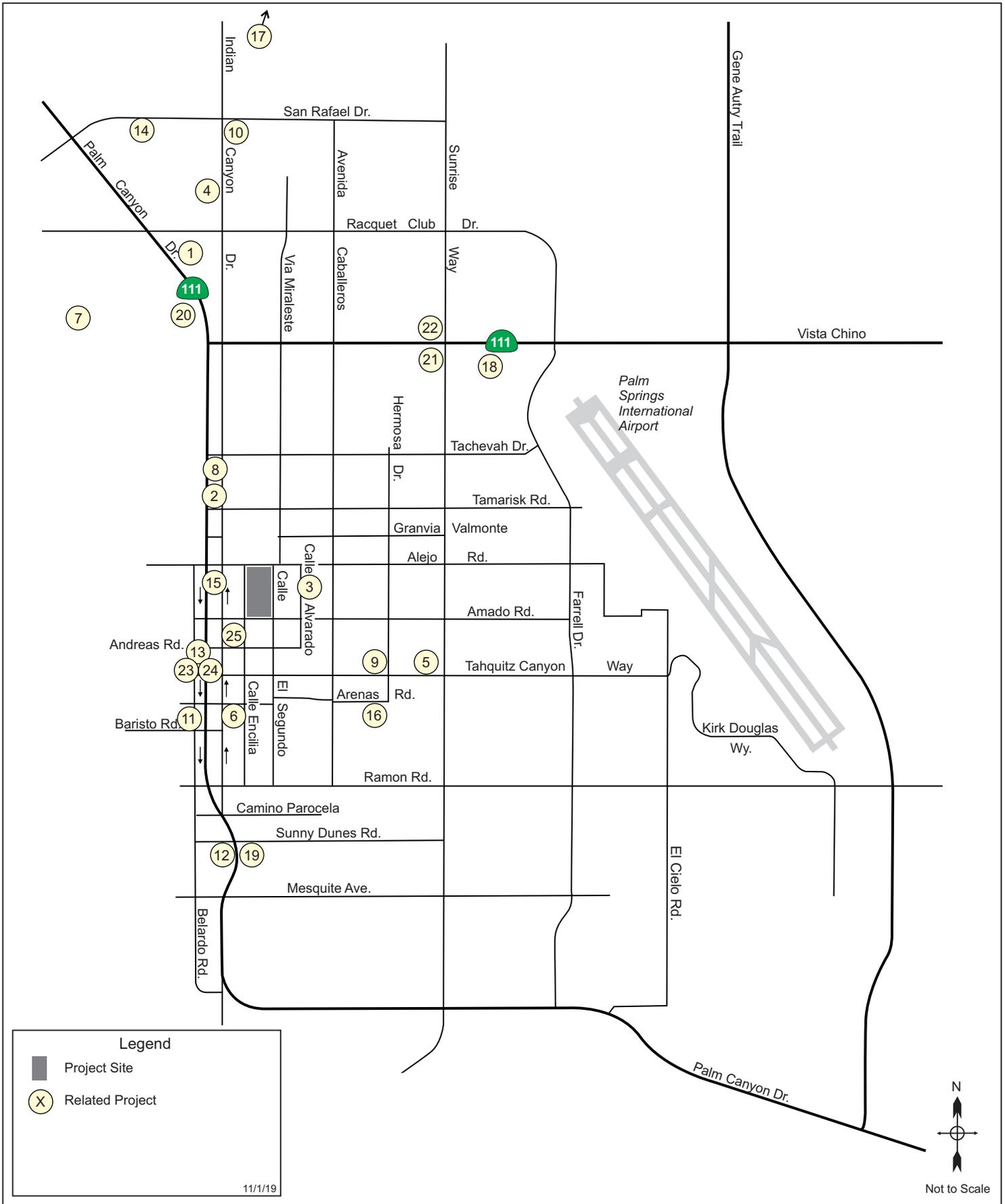


Figure 4
 Location of Related Projects
Palm Springs Arena Project

- Section 14 Specific Plan

Future Intersection Conditions Without the Project

Future Without Project Intersection Level of Service

The Future Without Project traffic forecasts were evaluated to determine the delay and LOS for the analyzed intersections. The results are summarized in Table 5 which compares them to the summary of existing conditions levels of service. The majority of intersections would continue to operate at LOS C or better, although there would be a small increase in the number of intersections operating at LOS E and LOS F.

Future Roadway Segment Conditions without the Project

Future Without Project Roadway Segment Level of Service

The Future Without Project traffic forecasts were evaluated to determine the future daily volume/capacity ratios for the analyzed roadway segments. The results are summarized in Table 6 which compares them to the summary of existing conditions levels of service. The majority of segments would continue to operate at LOS C or better, although there would be a small increase in the number of segments operating at LOS E and LOS F on a Friday.

6. Project Traffic Analysis

This section identifies potential traffic significant effects that could be caused by the Proposed Project.

The analysis uses the thresholds used by the City of Palm Springs. As discussed earlier, these standards apply to everyday roadway operations throughout the year. However, as arena events do not occur every day, but are sporadic and temporary in nature, and as traffic occurs during short time periods before and after events, they do not represent typical roadway operating conditions, but are more special conditions.

Therefore while the standard impact thresholds were used, they do not strictly apply for arenas. If significant effects were identified under this threshold, then measures were identified that were better focused on temporary traffic control and management measures to control traffic operations for the few hours of an event (e.g. a Transportation Management Plan), rather than on permanent physical transportation improvements (e.g. street improvements). The proposed measures to address any identified significant effects are discussed in the next section.

Table 5 Existing Conditions and Future Without Project Conditions - Intersection Level of Service (LOS) Summary

Scenario	LOS											
	A		B		C		D		E		F	
	Exist.	FWOP										
Friday Pre-Event Hour	36	23	30	36	10	11	1	4	0	2	0	1
Friday Post-Event Hour	49	38	25	29	3	8	0	2	0	0	0	0
Sunday Pre-Event Hour	33	20	34	34	7	15	3	3	0	2	0	3
Sunday Post-Event Hour	39	26	29	31	9	14	0	2	0	3	0	1

Notes:

Exist. : Existing Conditions

FWOP : Future Without Project

Table 6 Existing and Future Without Project Conditions - Roadway Segment Level of Service (LOS) Summary

Scenario	LOS							
	≤C		D		E		F	
	Exist.	FWOP	Exist.	FWOP	Exist.	FWOP	Exist.	FWOP
Friday	46	36	2	5	0	3	0	4
Sunday	48	45	0	1	0	2	0	0

Notes:

Exist. : Existing Conditions

FWOP : Future Without Project

It should also be noted that the analysis addressed the sell-out events for an AHL game and a concert, and that sell-outs are expected to occur only 31 times a year (or about 30% of all events). The analysis is therefore conservative as it looks at the highest attendance events. It may be expected that there would be fewer significant effects for typical events that occur for the majority of the time during the year.

The estimated project trips for the pre-event and post-event hours (described earlier) were added to the Future Without Project traffic forecasts to obtain forecasts of future traffic in the study area in 2022 for Future With Project conditions. As described earlier, this quantitative analysis focused on Friday and Sunday events,

Project traffic was added to the roadway network based on the projected parking locations of patrons. This was based on a parking analysis of available parking spaces, as described in the next section.

Intersection Analysis

Table 7 summarizes the number of intersections operating at each level of service (A to F) for the Future With Project condition, and compares to the Future Without Project condition. Table 8 summarizes the locations of significant intersection effects for Friday and Sunday events.

Friday Evening Event Analysis

Under the City thresholds, the Proposed Project would cause significant effects at 9 intersection locations in the Pre-Event Hour, of which 7 locations are stop sign control and 2 are signalized intersections. The Proposed Project would cause 5 significant effects in the Post-Event Hour, of which 4 locations are stop sign controlled and 1 is a signalized intersections. The affected locations are shown in Figure 5 and 6 respectively. The majority of significant effects would occur at stop controlled intersections. For two-way stop intersections the primary street is uncontrolled, and the level of service is determined by the minor approach.

Sunday Afternoon Event Analysis

Under the City thresholds, the Proposed Project would cause significant effects at 8 intersection locations in the Pre-Event Hour, of which 6 locations are stop sign control and 2 are signalized intersections. The Proposed Project would cause 9 significant effects in the Post-Event Hour, of which 6 locations are stop sign controlled and 3 are signalized intersections. The affected locations are shown in Figure 7 and 8 respectively. The majority of significant effects would occur at stop controlled intersections.

The significant effects for both days would occur for the one hour before and/or one hour after the event. The traffic management measures discussed in the later section of this report would address these.

Table 7 Future Without Project and Future With Project Conditions - Intersection Level of Service (LOS) Summary

Scenario	LOS											
	A		B		C		D		E		F	
	FWOP	FWP										
Friday Pre-Event Hour	23	18	36	27	11	16	4	6	2	1	1	9
Friday Post-Event Hour	38	24	29	29	8	16	2	3	0	3	0	2
Sunday Pre-Event Hour	20	16	34	27	15	14	3	10	2	2	3	8
Sunday Post-Event Hour	26	21	31	24	14	13	2	10	3	1	1	8

Notes:

FWOP : Future Without Project

FWP : Future With Project

Table 8 - Summary of Project Significant Effects - Intersections

10/30/2019

Int ID	Location	Control Type	Friday		Sunday	
			Pre-Event	Post-Event	Pre-Event	Post-Event
8	Palm Canyon Drive & Vista Chino	Signal				X
21	Indian Canyon Drive & Granvia Valmonte	Two-Way Stop ¹	X	X	X	X
22	Indian Canyon Drive & Alejo Road	Signal		X		X
25	Indian Canyon Drive & Tahquitz Canyon Way	Signal	X		X	X
30	Calle Encilia & Alejo Road	Two-Way Stop	X	X	X	X
36	Calle El Segundo & Amado Road	All-Way Stop ²	X		X	X
39	Calle El Segundo & Ramon Road	Two-Way Stop	X	X	X	X
47	Avenida Caballeros & Tamarisk Road	All-Way Stop	X			
48	Avenida Caballeros & Alejo Road	All-Way Stop	X	X	X	X
56	Sunrise Way & Vista Chino	Signal	X		X	
58	Sunrise Way & Tamarisk Road	Two-Way Stop	X		X	X

1. Level of Service for Two-Way Stop-Controlled intersections is determined by Level of Service of the worst approach.

2. Level of Service for All-Way Stop-Controlled intersections is determined by the average level of Service of all approaches.

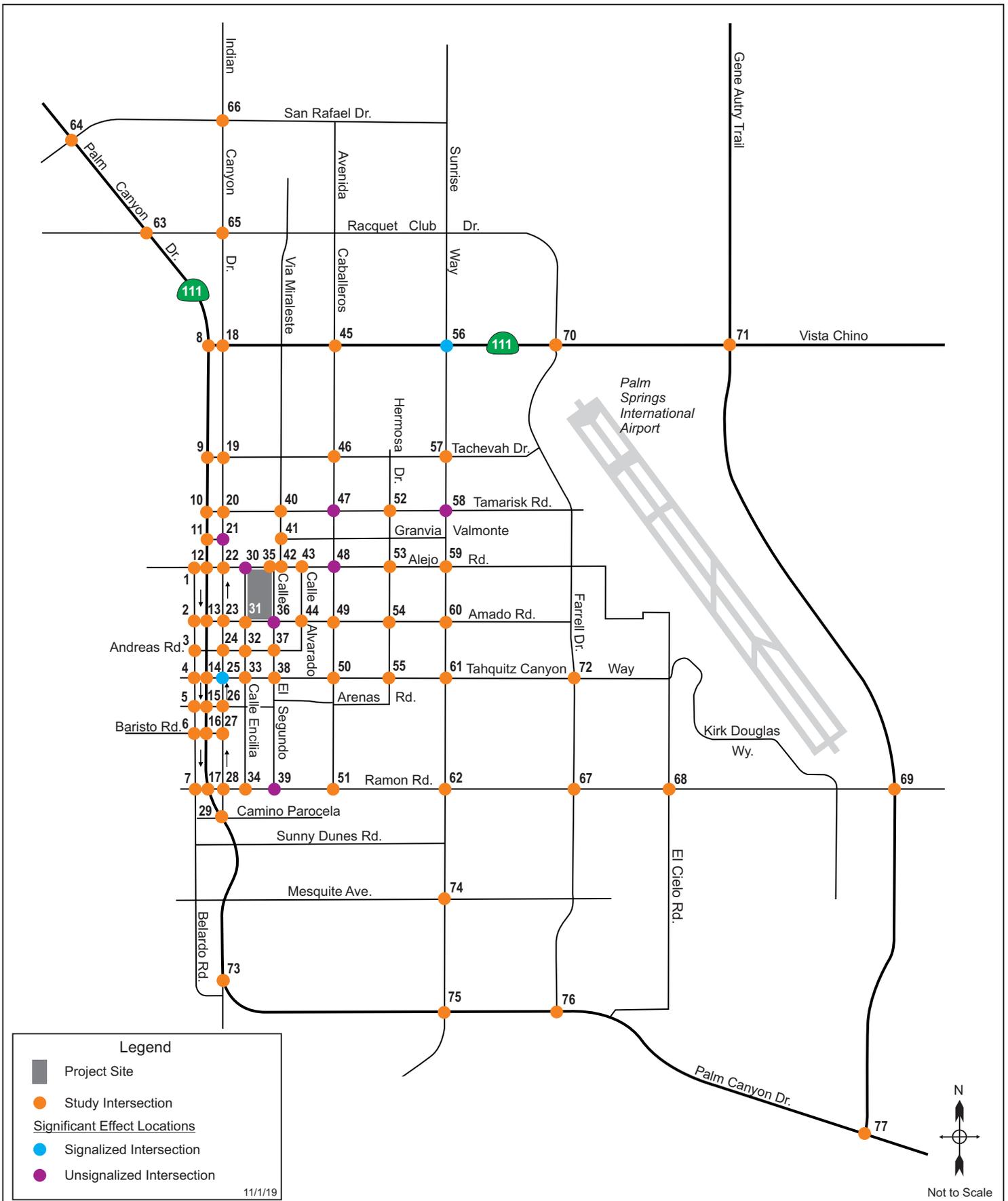


Figure 5
Project Significant Effects - Friday Pre-Event Hour

Palm Springs Arena Project

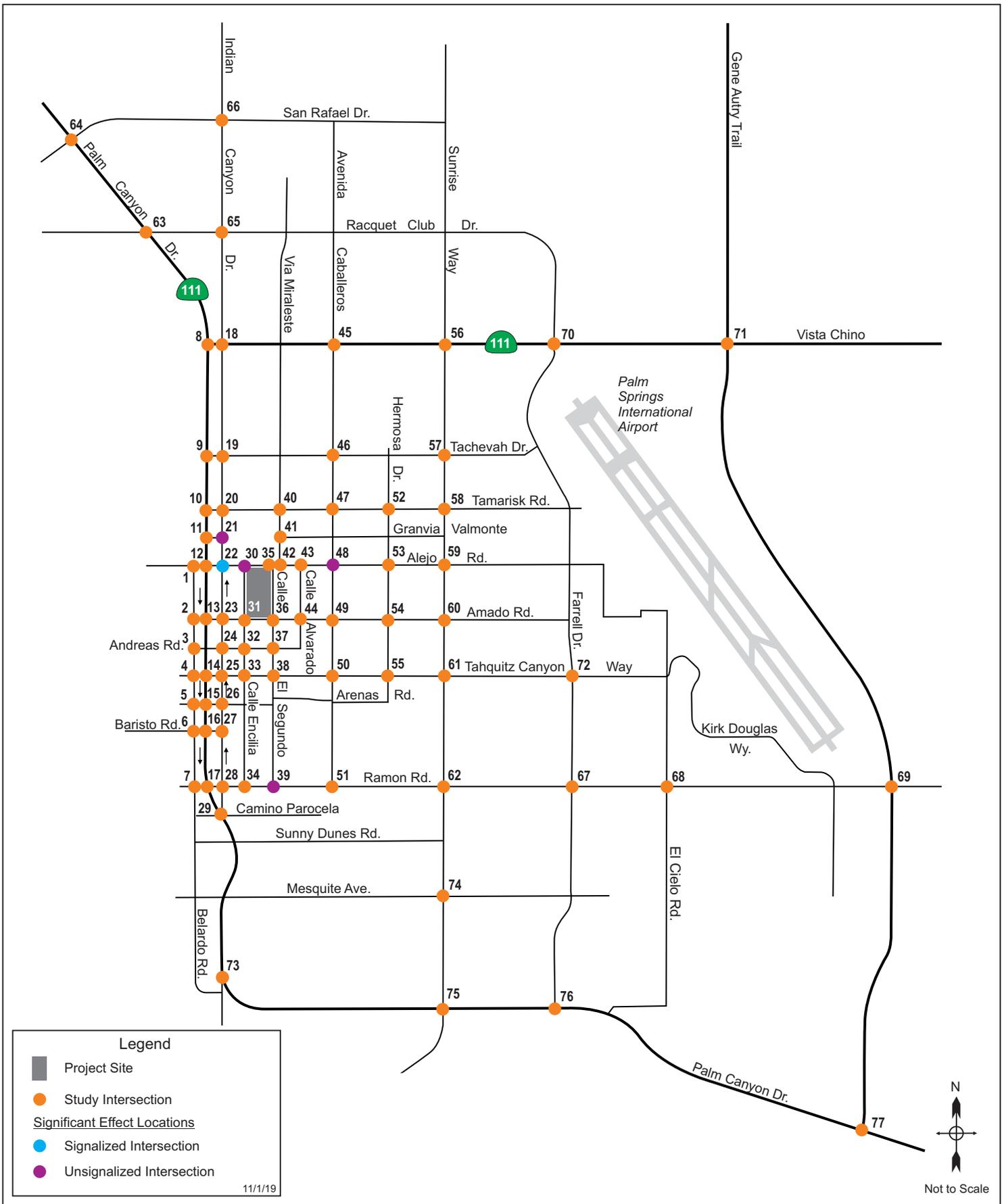


Figure 6
Project Significant Effects - Friday Post-Event Hour

Palm Springs Arena Project

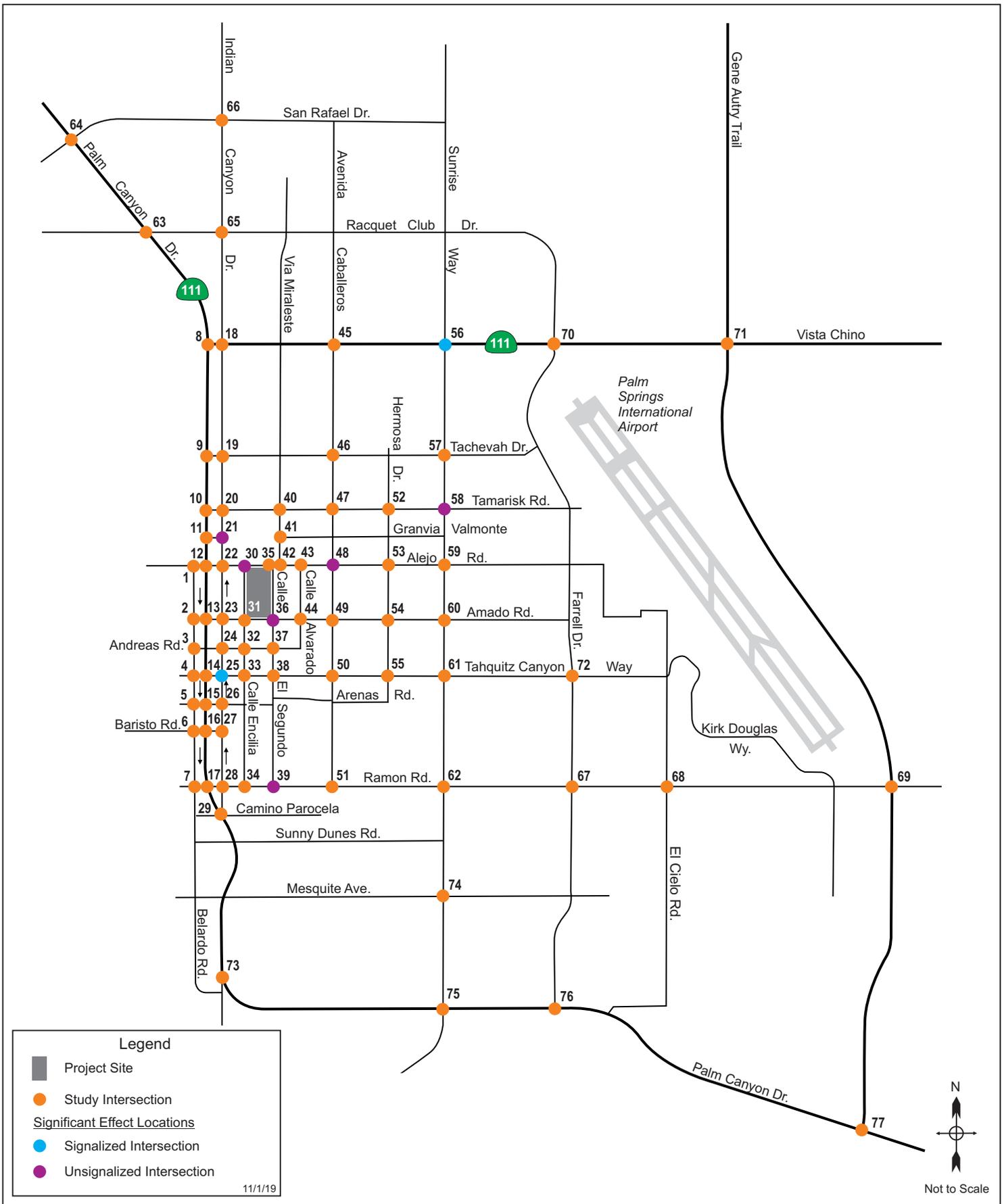


Figure 7
Project Significant Effects - Sunday Pre-Event Hour

Palm Springs Arena Project

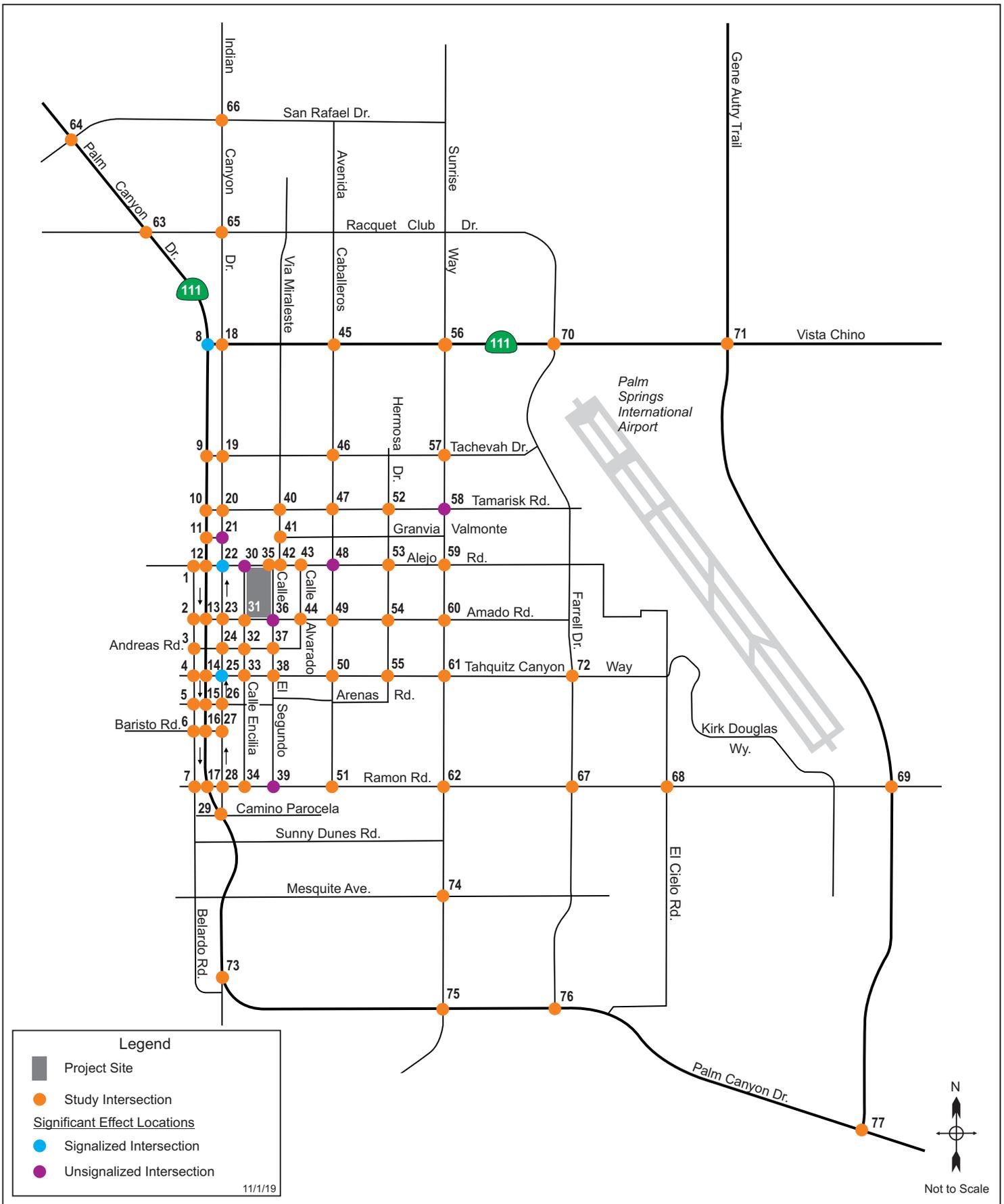


Figure 8
Project Significant Effects - Sunday Post-Event Hour

Palm Springs Arena Project

Roadway Segment Analysis

Table 9 summarizes the number of roadway segments operating at each level of service (A to F) for the Future With Project condition, and compares to the Future Without Project condition. Table 10 summarizes the locations of significant roadway segment effects.

Friday Evening Event Analysis

Under the City thresholds, the Proposed Project would cause significant effects at 9 roadway segment locations.

Sunday Afternoon Event Analysis

Under the City thresholds, the Proposed Project would not cause significant effects at 2 roadway segment locations.

The identification of roadway segment effects on a daily basis is somewhat misleading as project traffic would occur only before and after arena events and not throughout the day. Roadways would not need to be widened just for arena events as there would be unutilized roadway space at all other times. These significant effects are therefore best addressed through operational measures at intersections in the Transportation Management Plan that will be developed for the project (discussed in a later section).

Thursday and Saturday Events

As previously identified, Thursday traffic conditions are very similar across the study area, with the exception in the downtown area where traffic volumes are different because of the VillageFest that occurs on Thursday evening. There would be very few arena events on a Thursday evening, and the few events that could occur would be typical attendance events and not sell out events. Trip generation levels for the typical events would be 33% lower than for the levels analyzed for the sell-out events on Friday and Sunday. It is therefore expected that significant traffic effects for a Thursday event would not exceed and would be less than those identified for a Friday evening event.

For a Saturday evening event, the background traffic conditions have been shown to be very similar to Friday, and the concert event that would typically occur on a Saturday evening would have the same sell-out attendance level as that analyzed for the Friday evening events. It is therefore expected that the significant traffic effects for a Saturday event would be very similar to those identified for a Friday event.

Table 9 Future Without Project and Future With Project Roadway Segment Level of Service (LOS) Summary

Scenario	LOS							
	≤C		D		E		F	
	FWOP	FWP	FWOP	FWP	FWOP	FWP	FWOP	FWP
Friday	36	31	5	8	3	4	4	5
Sunday	45	45	1	1	2	2	0	0

Notes:

FWOP : Future Without Project

FWP : Future With Project

Table 10 Summary of Project Significant Effects - Roadway Segments

11/1/2019

Segment ID	Segment	Location	Friday	Sunday
8	Indian Canyon Dr	North of Tachevah Dr	X	
10	Indian Canyon Dr	North of Andreas Rd	X	X
11	Indian Canyon Dr	South of Tahquitz Canyon Wy	X	X
12	Indian Canyon Dr	North of Ramon Rd	X	
13	Alejo Rd	East of Indian Canyon Dr	X	
35	Sunrise Way	North of Tachevah Dr	X	
36	Sunrise Way	South of Tamarisk Rd	X	
37	Sunrise Way	South of Alejo Rd	X	
45	Ramon Rd	East of Farrell Dr	X	

7. Project Analysis - Parking

An inventory was conducted of all on-street parking spaces, and all off-street spaces, that could be available for public use, within a half-mile of the arena site. Figure 5 shows the quarter and half mile walk distances from the Project site, as well as the four geographic area quadrants – north-west, north-east, south-west, and south-east, that are used in summarizing parking conditions. A survey identified existing parking spaces within a half-mile walk distance of the arena site.

Off-Street Parking

Off-street parking lots and garages are shown in Figure 9. Off-street parking locations were first identified by type (i.e. lot or garage, public or private, and number of spaces). Each lot was then identified for potential use by arena patrons, and some lots were excluded from further analysis for various reasons, mainly because they are private lots. The off-street spaces considered potentially available, and shown in Figure 5, include the Tribal land lots, the Agua Caliente Casino garage, the Convention Center parking lot, the Prairie-Schooner lot, the upper level of the Courtyard garage, and the City Downtown Project Garage. Use of some of these spaces may require operating agreements with the owners.

The inventory identified a total of 4,018 off-street parking spaces within a half mile of the arena site, of which 1,511 spaces (38%) are within a quarter mile and 2,507 spaces (62%) are between a quarter and half mile from the arena site.

Of the total 4,018 off-street parking spaces within a half mile of the Project site, 150 spaces (4%) are located in the northwest quadrant, 1,471 spaces (36%) are located in the southwest quadrant, and 2,397 spaces (60%) are located in the southeast quadrant. There are no off-street spaces available in the northeast quadrant.

On-Street Parking

All on-street spaces within a half mile of the arena site were inventoried. However, although the supply inventory map shows spaces north of Alejo Road, the following evaluation excludes all spaces north of Alejo Road (in residential neighborhoods). These spaces were excluded as the arena would implement a Parking Management Plan to ensure arena patrons do not park in these neighborhoods, so they were not considered part of the available supply.

The inventory identified a total of 1,614 on-street parking spaces within a half mile walking distance radius of the Project site, of which 560 spaces (35%) are within a quarter mile and 1,054 spaces (65%) are between a quarter and half mile from the arena site.

Of the total 1,614 on-street parking spaces within a half mile of the Project site, 316 spaces (20%) are located in the northwest quadrant, 335 spaces (21%) are located in the northeast quadrant, 525

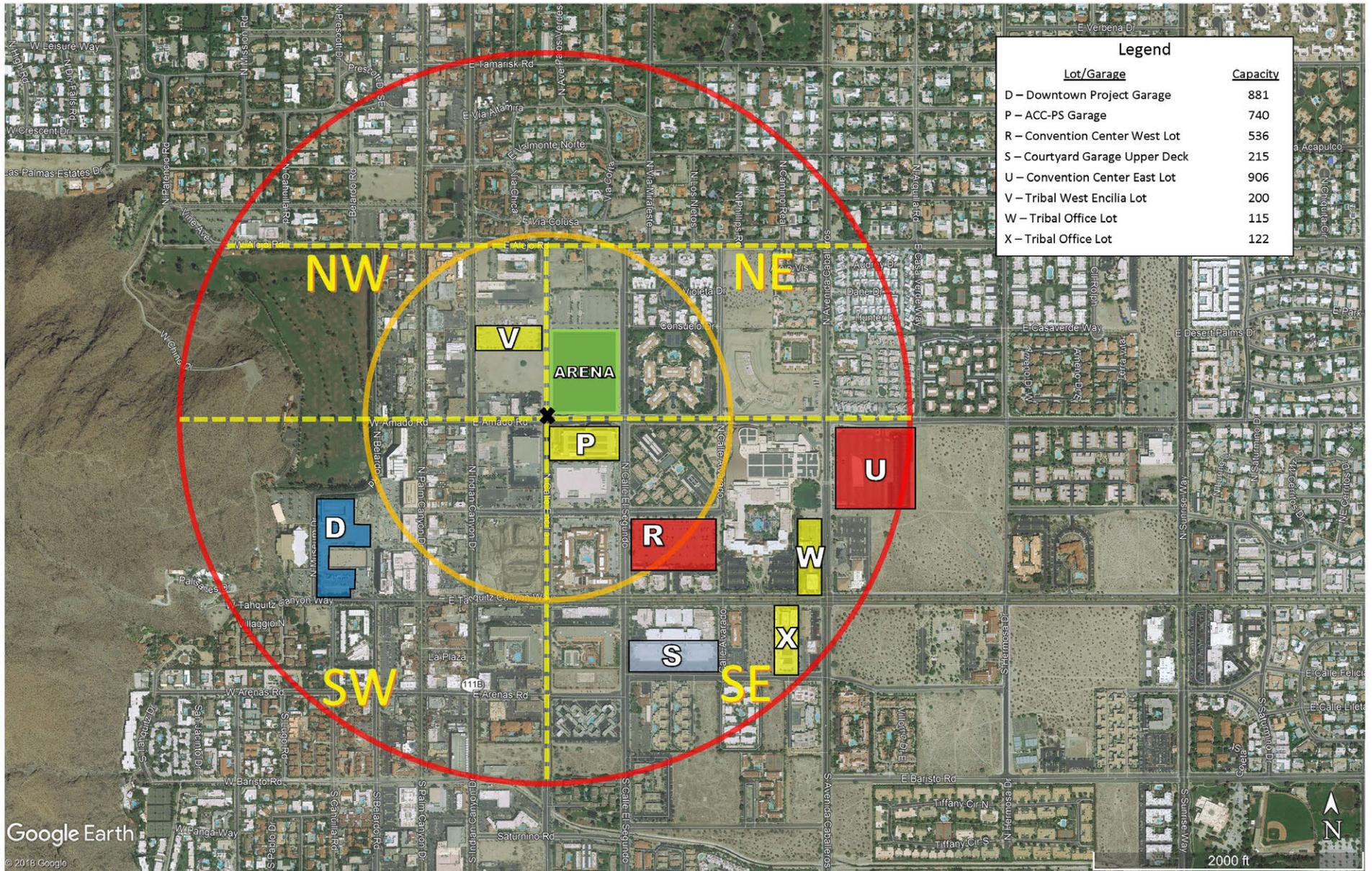


Figure 9
Off-Street Parking Locations
Palm Springs Arena Project

spaces (32%) are located in the southwest quadrant, and 438 (27%) spaces are located in the southeast quadrant.

Total Parking Supply

Table 11 summarizes the Total Parking supply by quadrant. The inventory identified a total of 5,632 parking spaces within a half mile walking distance radius of the Project site, of which 2,071 spaces (37%) are within a quarter mile and 3,561 spaces (63%) are between a quarter and half mile from the arena site.

Table 11. Total Parking Supply within a Half Mile of the Arena Site

Distance from Arena Site	Location	Off-Street Capacity	On-Street Capacity	Total Capacity
Within ¼ Mile	NW	47	153	200
	NE	-	150	150
	SW	188	141	329
	SE	1,276	116	1,392
Total		1,511	560	2,071
Between ¼ Mile to ½ Mile	NW	103	163	266
	NE	-	185	185
	SW	1,283	384	1,667
	SE	1,121	322	1,443
Total		2,507	1,054	3,561

Within ½ Mile	NW	150	316	466
	NE	-	335	335
	SW	1,471	525	1,996
	SE	2,397	438	2,835
Grand Total		4,018	1,614	5,632

Of the total 5,632 on-street parking spaces within a half mile of the Project site, 466 spaces (9%) are located in the northwest quadrant, 335 spaces (6%) are located in the northeast quadrant, 1,996 spaces (35%) are located in the southwest quadrant, and the majority, 2,835 (50%) spaces, are located in the southeast quadrant.

Clearly not all these spaces would be available as many are currently utilized by existing parking demands in the area, and others may not be consistently available for arena parking as they will be used by other facilities. The availability of spaces is analyzed in the following section.

Existing Parking Utilization (Occupancy)

Parking utilization (occupancy) surveys were carried out for the two and a half hours before the event start and one half hour after the event start, i.e. the following times:

- Thursday 5:00-8:00 pm
- Friday 5:00-8:00 pm
- Saturday 5:00-8:00 pm
- Sunday 11:00-2:00 pm

Parking utilization surveys were conducted for each half hour within these time periods to determine the number of parking spaces that were occupied.

The data showed that the highest utilization of the parking supply is in the one hour before the event start time, and within that hour is slightly higher in the half hour before event time. (After that time parking utilization decreases). The majority of event patrons will arrive in the hour before the event, which will therefore be the key time patrons will be looking for parking. In order to provide a conservative analysis, the subsequent utilization analysis focused on the half hour before event start time.

The current utilization of parking for this key period of each day is summarized in Table 12, by on-street, off-street, and total, and by quarter mile and quarter to half mile from the arena site. The table shows the parking capacity, the percent used, number of occupied spaces and number of available spaces. The capacity is constant except for Thursday when it is slightly lower because of the reduction in on-street spaces due to the VillageFest in downtown.

These surveys showed that the current utilization of on street parking is generally consistent between all four days. For the key period before an event start, the surveys showed that on-street parking in the study area is currently 51% utilized on Thursday, 52% on Friday, 48% on Saturday, and 46% on Sunday. These surveys also showed that the current utilization of off- street parking for the same periods is currently 44% utilized on Thursday, 41% on Friday, 44% on Saturday, and 40% on Sunday.

Total Parking Utilization

In total, the number of currently available (unoccupied) parking spaces within a half mile of the arena site is consistent between each day. The number of available on-street spaces ranges from 745 to 877 depending on the day. The number of available off-street spaces ranges from 2,261 to 2,416. The number of available total spaces ranges from 3,005 to 3,293.

Table 12 Existing Parking Supply - Summary of Utilization

9/27/2019

Day Time	Distance	On-Street				Off-Street				Total			
		Capacity	% Used	Occupied Spaces	Available Spaces	Capacity	% Used	Occupied Spaces	Available Spaces	Capacity	% Used	Occupied Spaces	Available Spaces
Thursday 7:00-7:30PM	Within ¼ Mile	543	50%	272	271	1,511	41%	625	887	1,511	59%	897	1,157
	Between ¼ to ½ Mile	964	51%	490	474	2,507	45%	1,133	1,374	3,471	47%	1,623	1,848
	Total	1,507	51%	762	745	4,018	44%	1,758	2,261	5,525	46%	2,520	3,005
Friday 7:00-7:30PM	Within ¼ Mile	560	42%	236	324	1,511	39%	597	915	2,071	40%	833	1,238
	Between ¼ to ½ Mile	1,054	57%	603	451	2,507	42%	1,062	1,445	3,561	47%	1,665	1,896
	Total	1,614	52%	839	775	4,018	41%	1,659	2,360	5,632	44%	2,498	3,134
Saturday 7:00-7:30PM	Within ¼ Mile	560	40%	222	338	1,511	41%	620	892	2,071	41%	842	1,229
	Between ¼ to ½ Mile	1,054	53%	557	497	2,507	45%	1,131	1,376	3,561	47%	1,688	1,873
	Total	1,614	48%	779	835	4,018	44%	1,751	2,268	5,632	45%	2,529	3,103
Sunday 12:30-1:00PM	Within ¼ Mile	560	42%	237	323	1,511	37%	553	958	2,071	38%	790	1,281
	Between ¼ to ½ Mile	1,054	47%	500	554	2,507	42%	1,049	1,458	3,561	44%	1,549	2,012
	Total	1,614	46%	737	877	4,018	40%	1,602	2,416	5,632	42%	2,339	3,293

Notes: Excludes residential neighborhoods north of Alejo Road.
 Excludes future angle parking.
 Includes only upper deck of Courtyard.

Future Parking Conditions

The data obtained from the surveys was then used to project the number of available spaces in 2021 when the arena opens.

Firstly, the number of occupied spaces in the inventory was increased by 10%, in the same manner as the traffic counts were adjusted, to convert the May counts to peak season counts. Secondly, changes in the future supply were accounted for, including any surface lots that would be removed, and including the concept angle parking plan currently being considered for certain streets in the area.

Table 13 shows the estimated future parking supply within a half mile of the arena site, that takes into account these adjustments.

Table 13. Future Off-Site Public/Tribal Parking Supply Capacity Within a Half Mile of the Arena Site

<i>Distance From Arena Site</i>	<i>Total On-Street Spaces</i>	<i>Total Off-Street Spaces</i>	<i>Totals</i>
Within ¼ Mile	683	1,385	2,068
Between ¼ & ½ Mile	1,106	2,442	3,548
Totals	1,789	3,827	5,616

With the additions and removals of parking identified above, the future estimated off-site parking supply would total 5,616 spaces, which would be very similar to the existing total of 5,632 shown in Table 11.

Future Potentially Available Off-Site Parking

The future number of available spaces was reduced by 5% to 95% of the total to represent a practical capacity (to allow for a small surplus in the capacity to minimize traffic circulating looking for available spaces).

Summary of Future Available Supply

The number of available spaces in the future was estimated based on the above discussion. The number of available (unoccupied) spaces within a half mile of the arena would be approximately

3,199 on a Friday Evening, comprising 819 on-street spaces and 2,380 off-street spaces, as shown in Table 14. The number of available spaces on a Sunday afternoon would be about 5% higher.

Table 14. Future Off-Site Public/Tribal Parking Supply Available within a Half Mile of the Arena Site – Friday Evening

<i>Distance From Arena Site</i>	<i>Total On-Street Spaces</i>	<i>Total Off-Street Spaces</i>	<i>Totals</i>
Within ¼ Mile	401	899	1,300
Between ¼ & ½ Mile	418	1,481	1,899
Totals	819	2,380	3,199

Parking Requirements

The prevailing requirement for the Project Site, per the Section 14 Specific Plan is 1 space per 5 seats. For an AHL event of 10,055 seats, the Specific Plan would require 2,011 parking spaces. For a concert event of 11,295 seats, the Specific Plan would require 2,259 spaces.

Arena Parking Supply

The arena would provide 650 surface parking spaces on site in a lot between the arena and Alejo Road. These would be used by suite and club seat holders, as well as season ticket holders, and up to 100 spaces for players, officials, media, and team personnel employees.

Three parking lots on Tribal Land will also be used as part of the provided parking supply - approximately 200 spaces in a lot on the west side of Calle Encilia opposite the arena site, 115 spaces at 960 Tahquitz Way, and 122 spaces at 901 Tahquitz Way. In total, there would be 437 spaces Tribal spaces available for arena use, as well as available spaces in the Agua Caliente Casino Garage.

Arena Parking Demand

Parking demand was based on the trip estimates discussed earlier. Similarly to the trip estimates, the parking demand estimates are also considered to provide a conservative analysis.

Arena Parking Need – Typical Events

About 70% of events would have a typical attendance of 7,500 or less.

Family Show Events

The typical family show attendance would be 6,500 attendees. The total parking need for a typical family event would be 2,180 spaces.

Typical AHL/Concert Events

For a typical AHL or concert event sell-out of 7,500 attendees, the total parking need would be 2,500 spaces.

Arena Parking Need – Sell-Out Events

As discussed elsewhere, the sell-out events would only occur approximately 31 times a year.

Sell-Out AHL Event

For an AHL event sell-out of 10,055 seats, the total parking need would be 3,318 spaces.

Sell-Out Concert Event

For a concert event sell-out of 11,295 seats, the total parking need for a concert event would be 3,714 spaces.

Initial Estimate of Arena Parking By Location

As there is a large supply of available parking, it is difficult to predict exactly where patrons will park. An initial estimate was made based on the location and type of available parking. It was assumed that patrons would choose to park as close to the arena site as they could, and would favor on-street parking before off-street parking due to convenience. The estimates of parking usage by patrons is discussed below for a Friday and Sunday event. The analysis indicates that there is a sufficient supply of available parking for both typical and sell-out arena events, and that for typical events the majority of arena parking demand could be accommodated within a ¼ mile of the arena site.

Friday Concert Event

The parking utilization estimates are shown in Table 15. For a typical event, the parking need would be 2,500 spaces. Of this total, 1,326 would park in arena parking and in Tribal spaces, 756 would park within a quarter mile in both on-street and off-street spaces, and 418 would park in the ¼ to ½ mile radius in on-street spaces. For a sell-out event, the parking need would be up to 3,714 spaces. Of this total, 1,326 would park in arena parking and in Tribal spaces, 849 would park within a quarter mile in both on-street and off-street spaces, and 1,539 would park in the ¼ to ½ mile radius in both on-street and off-street spaces. These estimates could vary depending on patrons' preferences, subsequent determination of parking facility availability, and the elements of the Parking Management Plan that will be implemented (discussed in the next section).

Sunday AHL Event

The parking utilization estimates are shown in Table 16. For a typical event, the parking need would be 2,500 spaces. Of this total, 1,407 would park in arena parking and in Tribal spaces, 832 would park within a quarter mile in both on-street and off-street spaces, and 261 would park in the ¼ to ½ mile radius in on-street spaces. For a sell-out event, the parking need would be up to 3,318 spaces. Of this total, 1,407 would park in arena parking and in Tribal spaces, 832 would park within a quarter mile in both on-street and off-street spaces, and 1,079 would park in the ¼ to ½ mile radius in both on-street and off-street spaces. Again these estimates could vary depending on patrons' preferences, subsequent determination of parking facility availability, and the elements of the Parking Management Plan that will be implemented (discussed in the next section).

Thursday and Saturday Events

As previously identified, while the VillageFest occurs on Thursday evenings, there would be very few arena events on a Thursday evening, and the few events that could occur would be typical attendance events and not sell out events. Parking demand for the typical events would be 33% lower than for the levels analyzed for the sell-out events on Friday. Because of the lower attendance levels for the typical event, patrons would not need to utilize downtown area parking on a Thursday because there would be an adequate supply closer to the arena (unless patrons who already attended the VillageFest and were parked also walked to the arena for an event).

For a Saturday evening event, the background parking conditions have been shown to be very similar to Friday, and the concert event that would typically occur on a Saturday evening would have the same sell-out attendance level as that analyzed for the Friday evening events. It is therefore expected that the parking analysis conducted for a Friday event would also be applicable to a Saturday event.

Table 15 Palm Springs Arena - Parking Utilization - Friday

Parking	Friday Concert Event		
	Available Spaces	Utilized Typical	Utilized Sell-Out
Arena	650	650	650
Tribal	676	676	676
	1,326	1,326	1,326
<u>¼ Mile</u>			
On-Street	401	401	401
Off-Street	448	355	448
	849	756	849
<u>½ Mile</u>			
On-Street	418	418	418
Off-Street	1,256		1,121
	1,674	418	1,539
Total	3,849	2,500	3,714

Table 16 Palm Springs Arena - Parking Utilization - Sunday

Parking	Sunday AHL Event		
	Available Spaces	Utilized Typical	Utilized Sell-Out
Arena	650	650	650
Tribal	757	757	757
	1,407	1,407	1,407
<u>¼ Mile</u>			
On-Street	401	401	401
Off-Street	431	431	431
	832	832	832
<u>½ Mile</u>			
On-Street	528	261	528
Off-Street	1,300		551
	1,828	261	1,079
Total	4,067	2,500	3,318

8. Proposed Transportation and Parking Management Plans

A Transportation Management Plan and a Parking Management Plan will be implemented to address the potential significant effects identified, and to ensure the efficient coordination and management of traffic and parking.

The City of Palm Springs thresholds for determining significant impacts were used in the preceding analysis. However, these standards were developed for, and apply to, everyday ongoing traffic conditions and roadway operations throughout the year. However, unlike residential and commercial development which generate trips on a regular and recurring basis, arena events do not occur every day, but are sporadic and temporary in nature and arena traffic generation occurs during short time periods before and after events - they therefore do not represent typical roadway operating conditions.

So while the standard impact thresholds were used, they are not strictly appropriate to apply for an arena. For these reasons, if significant effects were identified under this threshold, plans were identified that were better focused on temporary traffic control and management measures to control traffic operations for the few hours of an event (e.g. a Transportation Management Plan), rather than on permanent physical transportation improvements (e.g. street improvements – which would be unnecessary for the vast majority of the time when arena events would not occur).

The Proposed Project would therefore develop and implement two management plans for the arena – a Parking Management Plan and a Transportation Management Plan. These would be developed in detail in conjunction with the Tribe and the City of Palm Springs prior to the opening of the arena.

These plans would address the significant effects identified in the preceding analysis. The general content is shown below and the specific details would be tailored with the coordination of the Tribe and the City of Palm Springs.

Parking Management Plan

Website Information

Website and Mobile App parking information including:

- Parking procedures
- Maps of parking locations (on-street and off-street)
- Maps of travel routes to parking locations
- Bicycle parking information
- Uber / Lyft information (drop-off/pick-up zones)

Transit information

Neighborhood Parking Protection Plan

Implement restrictive measures to prevent parking in neighborhoods.

Information on web-site.

Neighborhood Permit Parking Program implementation.

Signage designating neighborhood parking restrictions

Enforcement Program during events.

Parking Reduction Program

Coordinate with hotels to provide streamlined shuttle service to arena.

Encourage rideshare programs (carpool programs will lead to increase auto occupancy)

Work with Uber/Lyft for joint promotional programs.

Work with Sunline Transit to extend service hours to better include post event hours, including Buzz Trolley.

Message Signs

Temporary changeable message signs providing direction to parking on an as-needed.

Event Scheduling

Coordinate with City of Palm Springs on a regular “look-ahead” basis to work alongside the City around event scheduling and availability of City parking.

Share on-site parking with City when available (availability on non-event days).

Transportation Management Plan

Web Site and Mobile App

Maps of parking locations (on-street and off-street)

Maps of travel routes to parking locations

Bicycle parking information

Bicycle lane information

Uber/Lyft information (drop-off/pick-up zones)

Transit information – lines, stops, walk routes to arena

Pedestrian routes – from parking locations, from hotel and downtown locations

Traffic Management & Control Officers (Locations TBD)

Define and manage drop-off/pick-up areas.

Place traffic control officers at key intersections before and after events to direct traffic and pedestrians efficiently.

Modify signal timing plans for pre-event and post-event hours, if necessary and beneficial.

Review intersection lane configuration modifications where feasible and beneficial at all times.

Identify curb usage/management provisions on streets surrounding arena.

Temporary CMS signs if needed.

Pedestrian Management and Control (Locations TBD)

Wayfinding routes.

Traffic control officers to facilitate pedestrian movements, and potentially override traffic signals. OR modify signal timing for longer pedestrian phases.

Pedestrian barricades to direct flows, where and if needed.

Neighborhood Protection

Neighborhood Permit Parking Program

Permits

Enforcement

Web site information

Signage and Wayfinding

Permanent signs.

Temporary signs.

Event Coordination

Coordinate on event schedules with:

Convention Center

Courtyard

City of Palm Springs (Downtown Park Events)

Parking Management Plan

See separate plan.

Trip Reduction Measures

See Parking Management Plan

Ongoing Monitoring and Plan Refinement

Monitor operations in coordination with City and Tribe, and modify/refine as necessary.

Emergency Vehicle Access

Identify emergency vehicle ingress/egress routes.
Identify emergency vehicle plan integration.

Media Transportation & Parking Plan

Access and parking plan.

Safety & Security

Coordinate with security and safety plans.

Command & Control

Identify command and control structure, responsibilities, and procedures.
Identify location of centralized command.

Plan Levels According to Events

It is not expected that the same plans would be needed for all events. The scale and scope of the Parking and Transportation Management Plans should be based on the attendance for events.

The analysis in this study has addressed sell-out events, which will only comprise about 30% of all events at the arena. In order to provide flexibility, and ensure the appropriate plan is applied for each event, it is anticipated that three event levels will be defined, and the plans tailored to each event level. A preliminary definition of the three event levels is shown in Table 17 below.

A Level 1 Event would be for an attendance of more than 9,500. This would include a sell-out for a concert, AHL event, or a corporate /other event.

A Level 2 Event would be for an attendance in the > 6,500 to 9,500 range, which would include a typical concert (Concert B) and a typical AHL event.

A Level 3 Event would be for attendance 6,500 or less, which would be a typical family show.

In actuality any event would be classified by Event Level depending on the expected attendance, to determine the parking plan and the traffic management plan

Table 17 Preliminary Definition of Event Levels

<i>Event Level</i>	<i>Attendance Range</i>	<i>Attendance Level</i>	<i>Description</i>	<i>No. of Events per Year</i>	<i>Total Events per Level</i>
Level 1	> 9,500	11,295 10,055 10,055	Concert Sell-Out Corporate /Other Sell-Out AHL Sell-Out	20 6 5	31
Level 2	> 6,500 to 9,500	7,500 7,500	Concert B - Typical AHL - Typical	10 33	43
Level 3	< 6,500	6,500	Family Show - Typical	33	33
All Events					107

APPENDIX F

Water Usage Report (Available Upon Request)