
Draft

Desert AIDS Project Campus Expansion
Initial Study/Mitigated Negative Declaration

Lead Agency:

City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA. 92262



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October 2020

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Acronyms

ADT	Average Daily Trips
AMSL	Above Mean Sea Level
ANSI	American National Standards Institute
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ASME	American Society of Mechanical Engineers
ASTM	American Society for Testing and Materials
BACMs	Best Available Control Measures
BAU	Business as Usual
BIOS	Biogeographic Information and Observation System
BMPs	Best Management Practices
C ₂ F ₆	Hexafluoroethane
C ₂ H ₆	Ethane
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CAT	California Clean Air Act
CBC	California Building Code
C-C/SP	Community Commercial/Specific Plan
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CF ₄	Tetrafluoromethane
CFCs	Chlorofluorocarbons
CFG	California Fish and Game
CFR	Code of Federal Regulations
CGS	California Geologic Survey
CH ₄	Methane
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPSEI	California Native Plant Society Electronic Inventory

CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CPP	Corridor Protection Program
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRWQCB	Colorado River Water Quality Control Board
CUP	Conditional Use Permit
CUPA	California Certified Unified Program Agencies
CVAG	Coachella Valley Association of Governments
CVCC	Coachella Valley Conservation Commission
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
CVWD	Coachella Valley Water District
CWA	Clean Water Act
dB	Decibel
DEH	Department of Environmental Health
DPM	Diesel Particulate Matter
DTSC	California Department of Toxic Substances Control
DVD	Desert Valley Disposal Inc.
DWR	Department of Water Resources
EIC	Eastern Information Center
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
EPO	Environmental Protection and Oversight
EW	East-West
FAR	Floor Area Ratio
FED	Functional Equivalent Document
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GIS	Geographic Information System
GWP	Global Warming Potential
HMBEP	Hazardous Materials Business Emergency Plan
HMBEP	Hazardous Materials Business Emergency Plan
HRA	Health Risk Assessment
HSC	Health and Safety Code
HWMP	Hazardous Waste Management Plan
I-10	Interstate 10
IBC	International Building Code

IIC50	Impact Isolation Class 50
IPAC	Information for Planning and Consultation System
IS	Initial Study
LCFS	Low Carbon Fuel Standard
L-I	Light Industrial
LID	Low Impact Development
LOS	Level of Service
LST	Localized Significance Threshold
LST	Localized Significance Threshold
MEP	Maximum Extent Practicable
Mgd	Million Gallons per Day
MHFP	Multi-Hazard Functional Plan
MLD	Most Likely Descendant
MMTCO _{2e}	Million Metric Tons of CO ₂ Emitted
MPH	Miles per Hour
MPO	Metropolitan Planning Organization
MRZ	Mineral Resources Zone
MSDS	Material Safety Data Sheet
MSWD	Mission Springs Water District
MW	Megawatts
MWD	Metropolitan Water District of Southern California
N ₂ O	Nitrous Oxides
NAASQ	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NBS	Nesting Bird Surveys
NFPA	National Fire Protection Association
NHD	National Hydrography Dataset
NO	Nitric Oxide
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxide
NPDES	National Pollution Discharge Elimination System
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRTLs	Nationally Recognized Testing Laboratories
NS	North-South
O ₃	Ozone
OEHHA	Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OHMS	Office of Hazardous Materials Safety
OPR	Office of Planning and Research

Pb	Lead
PCE	Passenger Car Equivalent
PFCs	Perfluorocarbons
PM	Particulate Matter
PM ₁₀	Particulate Matter
PM _{2.5}	Particulate Matter Equal to or less than 2.5 Microns in Diameter
PPB	Parts per Billion
PPM	Parts per Million
PPT	Parts per Trillion
PPV	Peak Particle Velocities
PRC	California Public Resources Code
PRF	Power and Reclamation Facility
PSUSD	Palm Springs Unified School District
PV	Photovoltaic
RCALUC	Riverside County Airport Land Use Commission
RCNM	Road Construction Noise Model
RCRA	Resource Conservation and Recovery Act
RCS/SCS	Regional Transportation/Sustainable Communities Strategy
REL	Reference Exposure Level
REMEL	Reference Energy Mean Emission Level
RHNA	Regional Housing Needs Allocation
RO	Reverse Osmosis
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Associations of Government
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SF ₆	Sulfur Hexafluoride
SH-62	State Highway 62
SIP	State Implementation Plan
SO ₂	Sulfur dioxide
SoCal Gas	Southern California Gas
SOI	Sphere-of-Influence
SOx	Sulfur Oxide
SP	Service Populations
SPCC	Spill Prevention and Countermeasure Plan
SRA	Source Receptor Area
SSAB	Salton Sea Air Basin

ACRONYMS

SSC	Species of Special Concern
STC50	Sound Transmission Class of 50
SVP	Society of Vertebrate Paleontology
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
T.O.P	Top of Parapet
TACs	Toxic Air Contaminants
TDS	Total Dissolved Solids
TG	Turbine Generator
TIA	Traffic Impact Analysis
USACE	United States Army Corps of Engineers
USDOT	US Department of Transportation
USFS	U.S. Forest Service
USFWS	U.S. Fish and Wildlife
USGS	United States Geological Survey
UST	Underground Storage Tank
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WDID	Waste Discharge Identification Number
WDR	Wastewater Discharge Requirements
WQMP	Water Quality Management Plan
WSA	Water Supply Assessment

Chapter 1 Introduction and Project Description

Project Title:	Desert AIDS Project Campus Expansion
Case No.	5.0934 – General Plan Amendment 5.0934 PD281 – Planned Development Amendment 3.1047 MAJ – Major Architectural Application
Assessor’s Parcel No.	Assessor’s Parcel Number (APNs): 507-100-045, 507-100-042, 507-100-044, 507-100-041, and 507-100-026
Lead Agency Name and Address:	City of Palm Springs 3200 E. Tahquitz Canyon Way Palm Springs, CA. 92262
Project Location:	Southwest corner Vista Chino and Sunrise Way
Project Sponsor’s Name and Address:	Co- Sponsor: Desert AIDS Project (DAP) 1695 N. Sunrise Way Palm Springs, CA 92262 Co-Sponsor: Coachella Valley Housing Coalition (CVHC) 45701 Monroe Street, Suite G Indio, CA 92201
General Plan Designation(s):	Existing: Medium Density Residential and Public/Quasi-Public. Proposed: Mixed-Use/Multi-Use
Zoning:	Existing: Planned Development District (PDD) No. 281 Proposed: Amendment to PDD No. 281 (in lieu of a Change of Zone), including expansion of the PDD boundary.
Contact Person:	Glenn Mlaker, AICP, Associate Planner City of Palm Springs 3200 E. Tahquitz Canyon Way Palm Springs, CA. 92262
Phone Number:	760-323-8245
Date Prepared:	September 2020

1.1 Project Description

The Desert AIDS Project (DAP) (Applicant) is proposing an expansion of its existing campus in the City of Palm Springs. The project site is located to the southwest of the intersection of Vista Chino and Sunrise Way in the City of Palm Springs, Riverside County, California (Exhibit 1, *Regional Location Map*) (Exhibit 2, *Project Vicinity Map*). The Desert AIDS Project (Project) occurs within an approximately 13.2 acre project site which is comprised of five (5) parcels. The Assessor’s Parcel Number(s) (APN) of the project site are 507-100-045, 507-100-042, 507-100-044, 507-100-041, and 507-100-026. These parcels are currently occupied by the DAP building and the DAP Annex Building, a central parking lot, DAP Sunrise Business Center, Vista Sunrise I Apartments, and a vacant parcel as seen in Exhibit 3 – *Site Photos* and Exhibit 4 – *Historical Context and Existing Conditions*. Anticipated construction for the project is anticipated to commence in mid-2021 until September 2023. The project would require the following actions by the City of Palm Springs (City) for approval of the Project:

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- Approval of a General Plan Amendment from Medium Density Residential and Public/Quasi Public to Mixed Use/Multi Use (MU).
- Approval of an amendment to the existing Planned Development District (PDD) 281 in lieu of a Change of Zone to expand the PDD boundary, which would include all of DAP’s properties, and establish development parameters for the expansion project.
- Approval of a Major Architectural Approval (MAA) for overall site improvements, the new Pavilion, and the Special Needs Housing units.

As seen in Exhibit 5, *Campus Aerial & Project Information*, the Project will include a new 18,500 square foot (SF) Pavilion addition that connects the existing DAP building and DAP Annex, site and landscape improvements, Vista Sunrise II Apartments (61 units), and a reconfigured and improved retention basin. The new pavilion will be to the east of the project site and will connect the existing Desert AIDS Project building and Desert AIDS existing DAP Annex. The proposed sixty-one (61) apartment units will be located to the south of the project site adjacent to the existing Desert Aids Project Sunrise Business Center. In addition, a new reconfigured retention basin will be located to the west of the project site, adjacent to the existing parking lot. Table 1, *Proposed Campus Changes*, provides project development details, including development standards, project data, parking, buildings, and numbers of apartment units.

Table 1 Proposed Campus Changes

Proposed Campus Changes			
LAND USE RE: PARCELS (507-100-041, -042, - 044, -045, -026) 13.22 AC			
PDD - 281			
GENERAL PLAN	MIXED USE/ MULTI USE		
ZONING	PDD 281		
DEVELOPMENT STANDARDS			
SETBACKS	F-25'	S-15'/R- 20'	(E) ANNEX F-125'
BUILDING HEIGHT (allowed)	30'	3-stories	
BUILDING HEIGHT (proposed)	30'	3-stories	
DENSITY (allowed)	15 DUA		
DENSITY (proposed)	12 DUA	(BASED ON 13.22 AC)	
BUILDING COVERAGE (allowed)			
BUILDING COVERAGE (proposed)	23%		
FLOOR AREA RATIO (allowed)	0.50		
FLOOR AREA RATIO (proposed)	0.32		
PROJECT DATA	ACRES	SQ FT	
LOT AREA	13.22	575,863	
BUILDINGS (coverage/footprint)			
VISTA SUNRISE I APARTMENTS		19,584	
DESERT AIDS PROJECT		39,923	
DESERT AIDS PROJECT PAVILION		18,500	
SHARED PARKING, HARC		22,000	

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Proposed Campus Changes			
LAND USE RE: PARCELS (507-100-041, -042, -044, -045, -026) 13.22 AC			
VISTA SUNRISE II APARTMENTS (NEW SNH)		14,060	
DAP BUSINESS CENTER		8,000	
Total building coverage		122,067	21%
BUILDING (total floor area)			
VISTA SUNRISE I APARTMENTS		42,872	
DESERT AIDS PROJECT & PAVILION		46,077	
DESERT ADIS PROJECT ANNEX		22,000	
VISTA SUNRISE II APARTMENTS (NEW SNH)		41,509	
DAP BUSINESS CENTER		11,165	
Total building area F.A.R.		163,623	0.28
PARKING		MU	Design
MIXED USE (300/SF > 20,000 SF)		268	264
VISTA SURINSE I APARTMENTS (0.5 STALL/BED; 80 UNITS)		40	107
VISTA SURINSE II APARTMENTS (NEW SNH) (0.5 STALL/BED; 61 UNITS)		31	31
DAP BUSINESS CENTER (BASED ON TOTAL BUILDING AREA)		37	58
Total parking		376	460
BUILDINGS	NO	HGT/STY	TOT SF
	10	24'/2 & 30'/3	163,623
UNITS	STUDIO	1 BDRM	2 BDRM
Vista Sunrise I Apartments	48	32	0
	48	12	1
Total units			141

1.1.1 Parking

A parking assessment (see Appendix E, *Desert AIDS Project Parking Assessment*,) was prepared for the Project to evaluate the existing conditions, intra-project efficiencies, and future needs for parking within the campus. Exhibit 6, *Overall Campus Parking Plan*, shows an aerial view of the project site and proposed additions as well as the location of the parking spaces. A breakdown of the proposed parking plan is shown in Table 2, *Desert AIDS Project Campus Parking Plan*, below:

Table 2 Desert AIDS Project Campus Parking Plan

Parking Requirements Proposed	Based on MU	Based on Design
DESERT AIDS PROJECT BUILDING AND PAVILION @ 58,500		
Medical – Dental Office (10,000 SF @ 1/300 SF)	195	
Medical – Dental Office (8000 SF @ 1/300 SF)		
Non-medical – Dental Office (10,000 SF @ 1/300 SF)		
Non-medical – Dental Office (30,500 SF @ 1/300 SF)		
DAP ANNEX (RIVCO MEDICAL CENTER) @ 22,000SF		
Medical office (10,000 SF @ 1/300 SF)	73	

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Parking Requirements Proposed	Based on MU	Based on Design
Non-medical office (10,000 SF @ 1/300 SF)		
Non-medical office (2,000 SF @ 1/300 SF)		
Subtotal RivCO	268	264
VISTA SUNRISE I APARTMENTS (EXISTING)		
80 units	40	107
VISTA SUNRISE II APARTMENTS (NEW)		
61 units	31	31
DESERT AIDS BUSINESS CENTER OFFICE (11,165 SF @ 1/300 SF)	37	58
Total	376	460

1.2 Environmental Setting and Surrounding Land Uses

The project site is located in the north-central portion of the City, and at the southwest side of the intersection of Sunrise Way and Vista Chino. The Sunrise Way and Vista Chino intersection is designated by the City General Plan (2007, as amended) as a “Node/Activity Center.” The project site consists of approximately 13.22 acres, and the area is almost entirely developed with the exception of one vacant parcel (as further discussed below).

The project site is designated as “Medium Density Residential and Public/Quasi Public” under the City’s 2014 General Plan map and is located within the Professional Zone (P), per the City’s Official Zoning Map. Exhibit 7, *Land Use Proposal*, shows the proposed General Plan Amendment (GPA) for the DAP campus as well as the surrounding City General Plan designations. The existing land uses at the project site are provided in Table 3, *Existing Land Uses at Project Site*, below. The land uses which surround the project site are provided in Table 4, *Surrounding Land Uses*, below.

Table 3 Existing Land Uses at Project Site

Name of Parcel	Existing Land Use Description
Vista Sunrise I Apartments (APN 507-100-045)	This property is owned by a limited liability corporation (Vista Sunrise Partners, LLC) in partnership with DAP. Existing land use within this parcel consists of the Vista Sunrise Apartments, and related parking, landscaping, and related features. This parcel is located within the northwestern portion of the project site, along Vista Chino, and is approximately 3.65 acres.
The DAP Building and DAP Annex Building (APN 507-100-042)	The DAP Building and DAP Annex Building (with HACR as tenant) is owned by DAP. The exiting land use within this parcel consist of the DAP Building and the DAP Annex Building, and related driveway, landscaping, and parking. This parcel is located within the northeastern portion of the project site, and along both Vista Chino and Sunrise Way, and is approximately 3.85 acres.

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Name of Parcel	Existing Land Use Description
Central Parking Lot (APN 507-100-044)	The central parking lot is owned by HACR. The existing land use for this parcel consist of the main parking lot, general landscaping, and related features. This parcel is located within the southwestern portion of the project site (with no frontage along either Vista Chino or Sunrise Way) and is approximately 2.92 acres.
Vacant Parcel (APN 507-100-041)	This parcel is owned by DAP, purchased to develop housing for clients. The existing land use consists of non-native weeds and dirt covering the vacant lot. This parcel is located within the southeastern portion of the project site, along Sunrise Way and is approximately 1.14 acres.
DAP Business Center (APN 507-100-026)	This property is a professional office building recently purchased by Desert AIDS Project. The existing land use for this parcel consist of the DAP Business building, parking, general landscaping, and other general features. This parcel is located within the southeastern portion of the project site (immediately south of the vacant parcel), along Sunrise Way and is approximately 1.66 acres.

Table 4 Surrounding Land Uses

Direction	General Plan Designation	Zoning	Existing Land Use
North	Mixed Use/Multi Use	Designed Neighborhood Shopping Center Zone (CDN) and Indian Land (I.L)	Shopping Center (Sunrise Square Shopping Center), and single-family residential (north of the Vista Sunrise Apartments)
West	Medium Density Residential	Guest Ranch Zone (GR-5) and Limited Multifamily Residential Zone (R-2)	First Southern Baptist Church, the Vista Serena Co-op Apartments and the Ranch Club Palm Springs/Colony of El Mirador
South	Medium Density Residential	Limited Multiple-Family Residential (R-2)	Condominiums (Ranch Club Condominium Complex)
East	Neighborhood/Community Commercial	Community Shopping Center Zone (CSC)	Shopping Center (Palm Springs Market Place), Gas Station/Convenience Store (ARCO / AM-PM), and condominiums (Sagewood condominium complex)

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1.2.1 DAP Campus and DAP Building

Site Plan

Exhibit 8, *DAP Campus: Site Plan*, shows the layout of the project site and indicates which facilities of the Project would be new to the project site and which existing facilities would not change. The new DAP Pavilion will be located between the existing DAP building and the existing DAP Annex. The new Vista Sunrise II Apartments will be located to the south of the DPA Annex and north of the DAP Sunrise Business Center. To the southwest of the project site will be the new Park (reconfigured & improved retention basin), the existing shared parking, and the existing Vista Sunrise I Apartments. Project site ingress and egress will be located along Vista Chino and Sunrise Way as shown in the Site Plan. There are three (3) ingress/egress driveways as well as a service vehicle driveway proposed along Sunrise Way. There is one (1) ingress/egress driveway located along Vista Chino. Building entry and exit points are also indicated on the site plan. Additional key notes regarding the DAP Building can be found in Exhibit 9 – DAP Building: Site Plan.

DAP Building Floor Plan

The DAB Building Floor Plan (see Exhibit 10, *DAP Building: Floor Plan*) shows that the new addition will include meeting rooms, new offices, a café, lobby area, consultation rooms, a food depot, medical administration, and a pharmacy. The floor plan also shows points of entry and exit as well as building exits only. Internal circulation is also depicted on the floor plan and shows the connection between the existing buildings and the new addition.

Roof Plan

The DAP Building Roof Plan (Exhibit 11, *DAP Building Roof Plan*), shows the new roof of the proposed addition as well as the existing roof system of the DAP Building and DAP Annex. The key notes included in the exhibit detail the existing and proposed features of the new and the existing buildings.

1.2.2 Vista Sunrise II Apartments

Site Plan

Exhibit 12, *Vista Sunrise II Apartments: Site Plan*, depicts the new Vista Sunrise II Apartments, which will be located south of the existing DAP Annex and east of the new Park. The building site is flanked by the new campus park to the west and a shopping center to the east across Sunrise Way.

The new apartments will include several amenities and improvements, which include landscape areas, a common area clubhouse, new driveway and curb, parallel parking, parking bay, widened driveway, handicap parking, carport for solar, new sidewalk, etc. The site plan also shows the relation and how it connects to the new park. In addition, the site plan includes key notes on existing to remain features as well as typical dimensions.

Building & Project Data

As shown in Exhibit 13, *Building & Project Data*, the building elevations show the architecture style for the new housing phase is International Style with a slight Art Deco influence. Building surfaces are creamy off-white-smooth exterior plaster as canvas to ornamental details in metal railing, windows, accent wall treatments, and door frames. The horizontal and vertical breaks in walls and roof lines create intricacies for shade and shadows to dispel the big-box default approach for high density housing. Changing from two-and three-story heights, and carving walls for porches and balconies reduces the perception of towering walls. A handful of accent

1 INTRODUCTION AND PROJECT DESCRIPTION

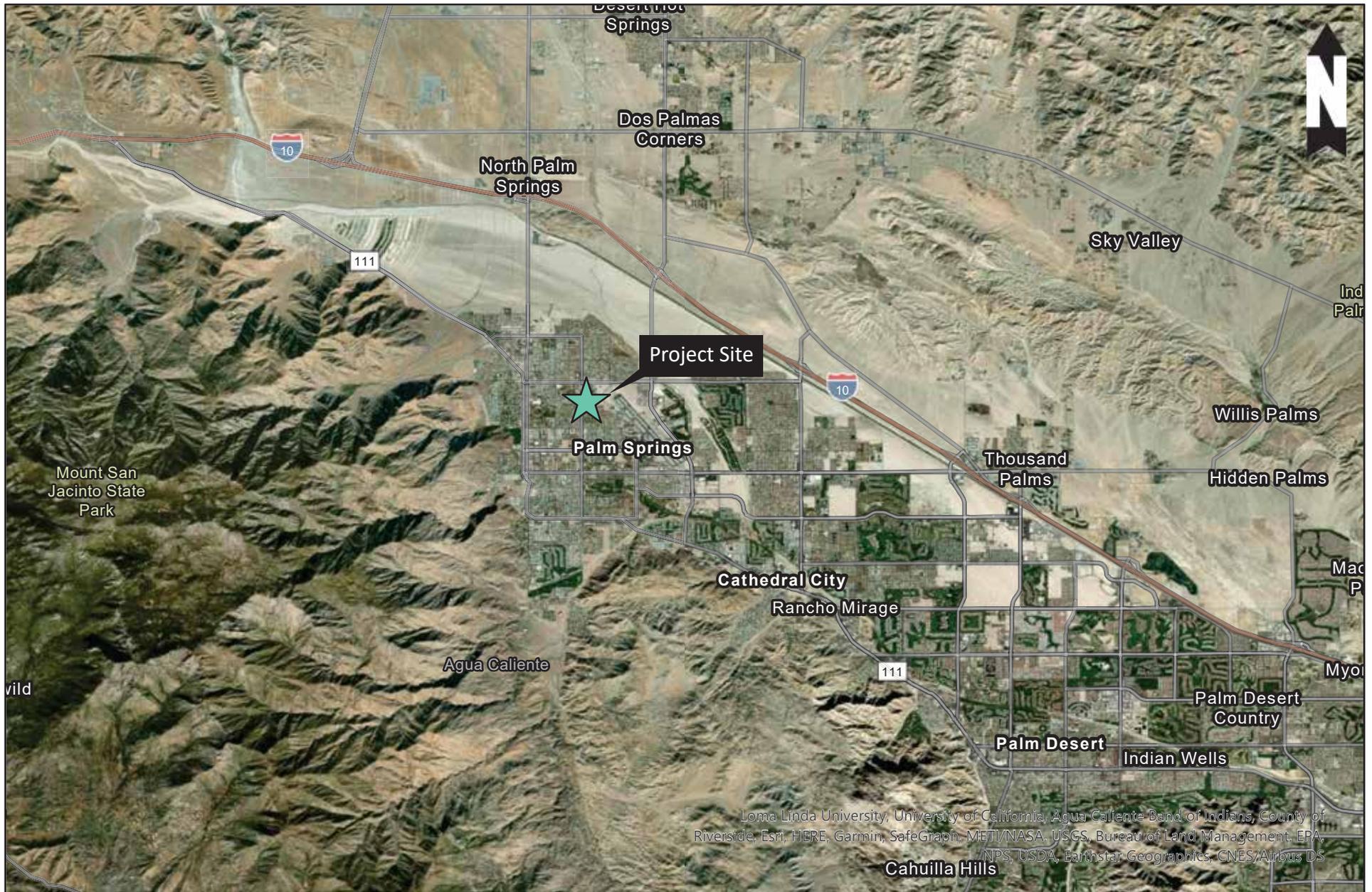
colors and materials brings a playful nature to everyday living and assist residents to orientate them on site. The foreground composition of landscape and decorative site walls softens and diminishes the building scale.

First Floor Plan

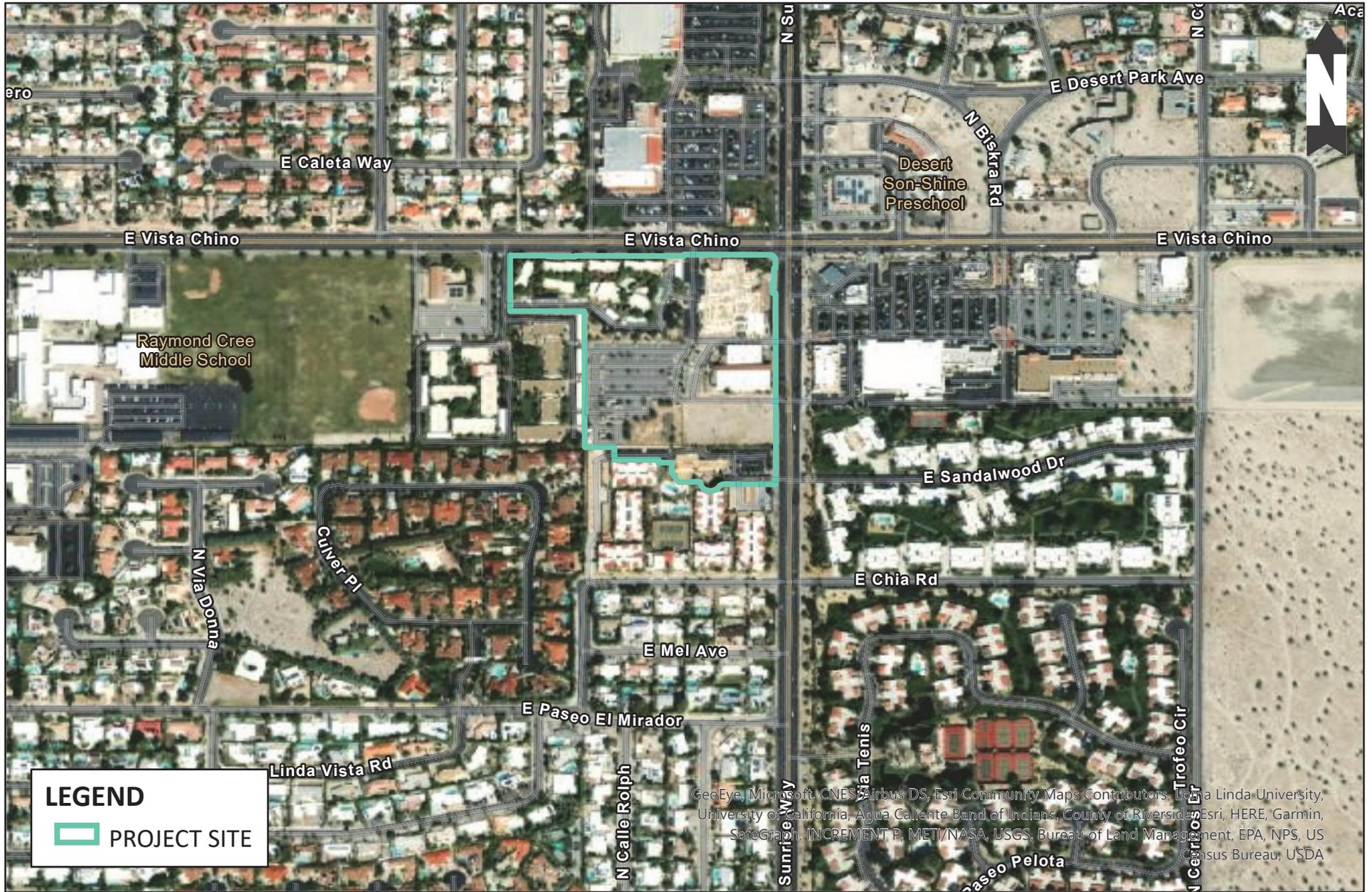
Exhibit 14, *Vista Sunrise II Apartments First Floor Plan*, shows the type and layout of the residential units and how they are oriented in the project site. The first floor also includes a community building and laundry room for the residents to utilize. Stair towers and elevator are strategically placed for ease of access from parking and pedestrian pathways. Two stairways are arranged with access from perimeter sidewalks/driveway/parking for convenience; two stairways are arranged with access from courtyards to encourage socialization. Stairway landing/entries are designed as arrival courts for congregating and visitation. In addition, shaded breezeways are connections from the public realm to attentive courtyards for residents and visitors. The design of courtyards allows cross-ventilation and outline views within apartment units.

Roof Plan

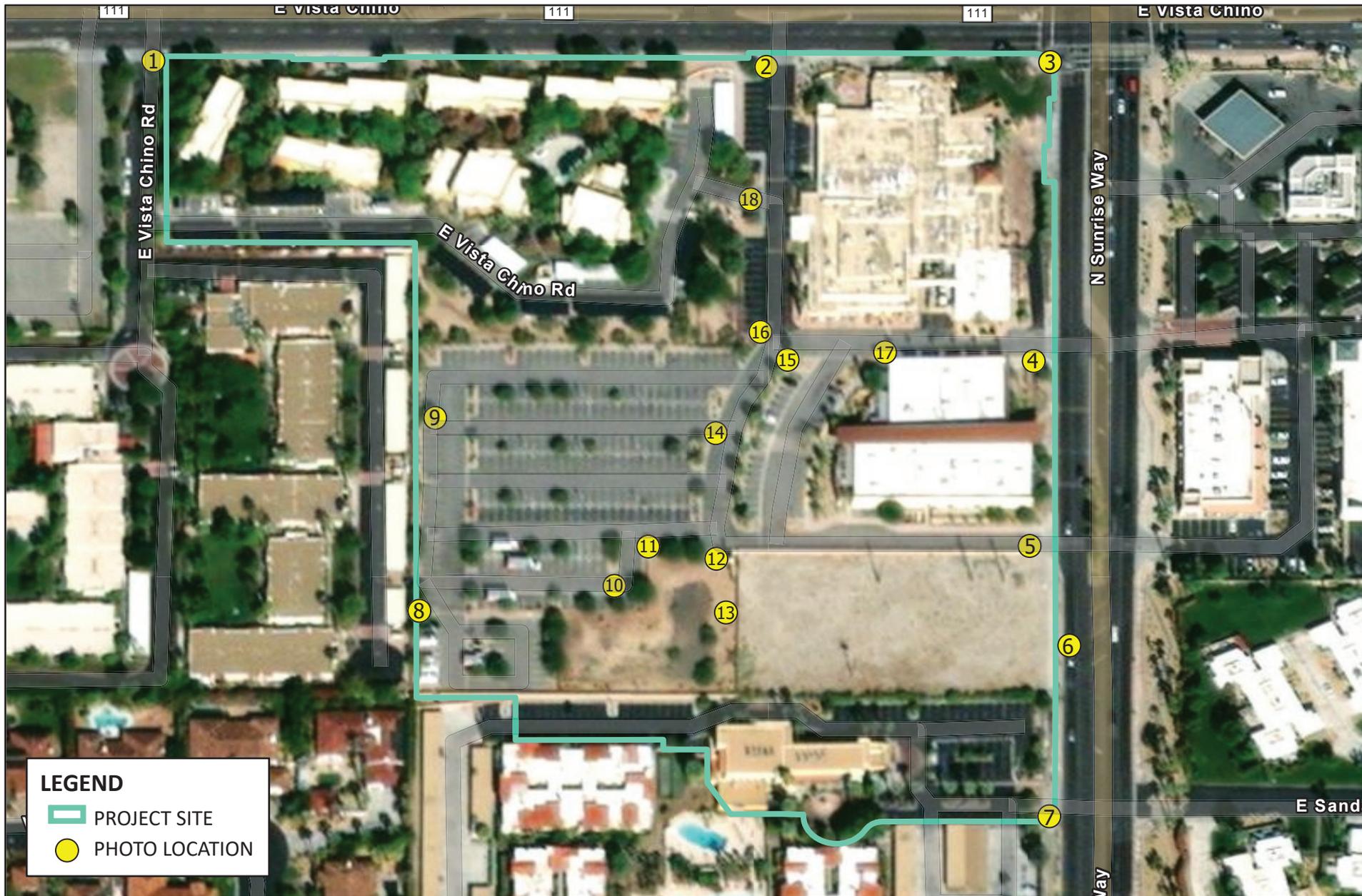
Exhibit 15, *Vista Sunrise II Apartments Roof Plan*, indicates all the new features that will be incorporated as part of the new building. The roofs are flat with single ply “cool roof” trimmed with accent color metal flashing and curb. The roof plan also provides information regarding the height of the roofs by calling them out as Top of Slab (TOS), Top of Parapet (TOP), and Top of Roof (TOR).



1 IN = 3 MI



1 IN = 0.1 MI



1 IN = 0.03 MI

Photo 1 - Facing East



Photo 2 - Facing South



Photo 3 - Facing South



Photo 4 - Facing West



Photo 5 - Facing West



Photo 6 - Facing Northwest



Photo 7 - Facing West



Photo 8 - Facing Northeast







Photo 17 - Facing West

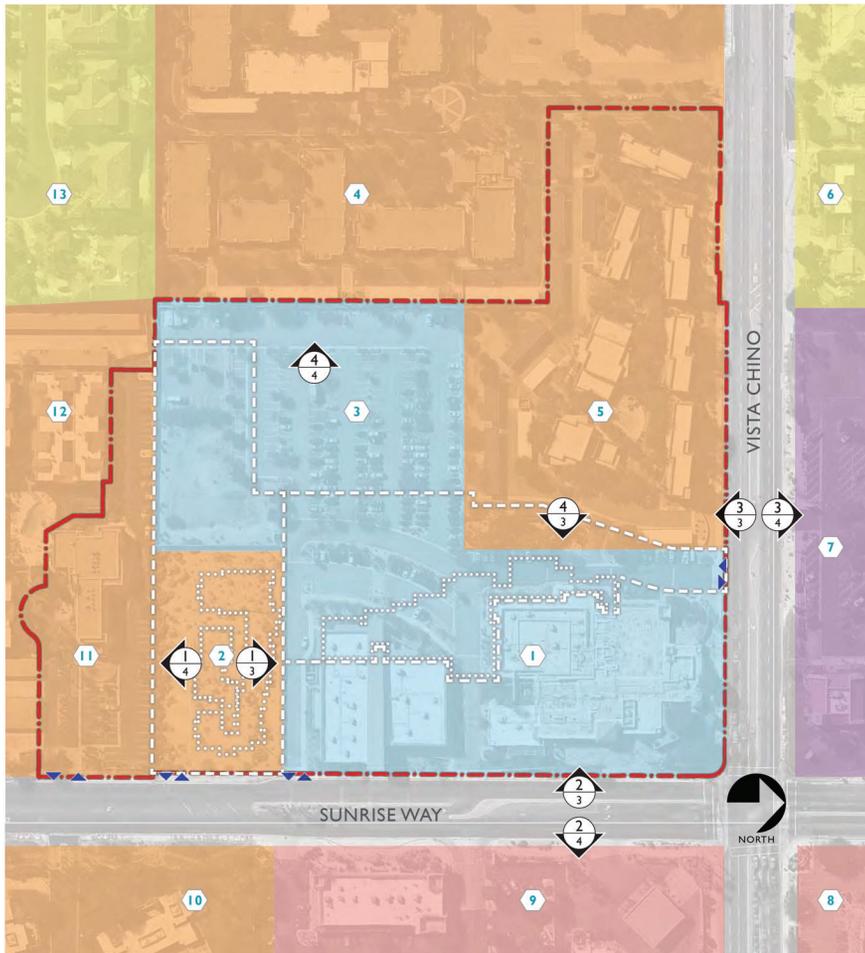


Photo 18 - Facing North



CAMPUS AERIAL

SCALE: 1" = 70'-0"



LEGEND

- 1 DESERT AIDS PROJECT (DAP)
ZONE: P
 - 2 VISTA SUNRISE II APARTMENTS (NEW SNH)
ZONE: R-2
 - 3 SHARED PARKING, HOUSING AUTHORITY OF THE COUNTY OF RIVERSIDE (HACR) - ZONE: P
 - 4 VISTA DEL MONTE CO-OP APARTMENTS
ZONE: R-2
 - 5 VISTA SUNRISE I APARTMENTS (SNH)
ZONE: R-2
 - 6 VISTA NORTE SINGLE-FAMILY RESIDENCES
ZONE: R-1C
 - 7 ALBERTSONS SHOPPING CENTER
ZONE: CDN
 - 8 WALGREENS SHOPPING CENTER
ZONE: C-1
 - 9 STATER BROS. SHOPPING CENTER
ZONE: CSC
 - 10 SAGEWOOD CONDOMINIUMS
ZONE: R-2
 - 11 DAP SUNRISE BUSINESS CENTER
ZONE: R-2
 - 12 RANCH CLUB CONDOMINIUMS
ZONE: R-2
 - 13 THE COLONY OF EL MIRADOR SINGLE-FAMILY RESIDENCES - ZONE: R-1B
- PROPOSED PDD NO. 281 BOUNDARY
 - AREA OF PROPOSED WORK - NEW DAP PAVILION BUILDING, SPECIAL NEEDS HOUSING, AND RECONFIGURED & IMPROVED RETENTION BASIN
 - NEW DAP PAVILION BUILDING & VISTA SUNRISE II APARTMENTS (NEW SNH)
 - GENERAL PLAN: PUBLIC / QUASI-PUBLIC
 - GENERAL PLAN: MEDIUM-DENSITY RESIDENTIAL
 - GENERAL PLAN: VERY LOW-DENSITY RESIDENTIAL
 - GENERAL PLAN: MIXED USE
 - GENERAL PLAN: NEIGHBORHOOD COMMUNITY CENTER
 - ▲ SITE ENTRY / EXIT
 - ⊕ ELEVATION / SECTION #
⊖ SHEET #

PARCEL KEY MAP



Source: Interactive Design Cooperation

CAMPUS AERIAL



LEGEND

- 1 DESERT AIDS PROJECT
APN 507-100-042
- 2 DESERT AIDS PROJECT
EXISTING CAMPUS ENTRANCE
- 3 DESERT AIDS PROJECT
NEW PAVILION
- 4 DESERT AIDS PROJECT
EXISTING ANNEX
- 5 DESERT AIDS PROJECT
NEW FOOD DEPOT
- 6 DESERT AIDS PROJECT
WIDENED DRIVEWAY
- 7 VISTA SUNRISE II APARTMENTS (NEW SNH)
APN 507-100-041
- 8 VISTA SUNRISE II APARTMENTS (NEW SNH)
SITE ENTRY / EXIT
- 9 RECONFIGURED & IMPROVED RETENTION BASIN
APN 507-100-044
- 10 SHARED PARKING, HOUSING AUTHORITY OF THE
COUNTY OF RIVERSIDE - APN 507-100-044
- 11 EXISTING VISTA SUNRISE I APARTMENTS
APN 507-100-045
- 12 DESERT AIDS PROJECT
NEW REALIGNED DRIVEWAY & ARRIVAL COURT
- 13 DESERT AIDS PROJECT - SERVICE DRIVEWAY
ACCESS SHORTENED FOR NEW PAVILION
- 14 VISTA DEL MONTE
CO-OP APARTMENTS
- 15 DAP SUNRISE BUSINESS CENTER
APN 507-100-026
- 16 RANCH CLUB CONDOMINIUM
-  SITE ENTRY / EXIT
-  EXISTING PDD NO. 281 BOUNDARY
-  PROPOSED PDD BOUNDARY TO BE
INCLUDED AS PART OF PDD NO. 281

Source: Interactive Design Corporation

CAMPUS AERIAL



LEGEND

- 1 DESERT AIDS PROJECT SITE
- 2 DESERT AIDS PROJECT EAST CAMPUS ENTRANCE
- 3 DESERT AIDS PROJECT NEW PAVILION BUILDING ADDITION
- 4 DESERT AIDS PROJECT EXISTING ANNEX BUILDING
- 5 DESERT AIDS PROJECT NEW FOOD DEPOT RENOVATION & ADDITION
- 6 DESERT AIDS PROJECT - WIDENED DRIVEWAY
- 7 VISTA SUNRISE II APARTMENTS (NEW SNH)
- 8 VISTA SUNRISE II APARTMENTS SITE ENTRY / EXIT
- 9 RECONFIGURED & IMPROVED RETENTION BASIN
- 10 SHARED PARKING, HOUSING AUTHORITY OF THE COUNTY OF RIVERSIDE
- 11 VISTA SUNRISE I APARTMENTS
- 12 DESERT AIDS PROJECT - NEW REALIGNED DRIVEWAY
- 13 DESERT AIDS PROJECT - SERVICE DRIVEWAY ACCESS SHORTENED FOR NEW PAVILION
- 14 DESERT AIDS PROJECT DAP SUNRISE BUSINESS CENTER
- ▲ PROJECT ENTRY / EXIT

PARKING LEGEND

- 1. DESERT AIDS PROJECT**
 - A 8 PARKING SPACES
 - B 5 PARKING SPACES (5 H/C)
 - C 12 PARKING SPACES (12 H/C)

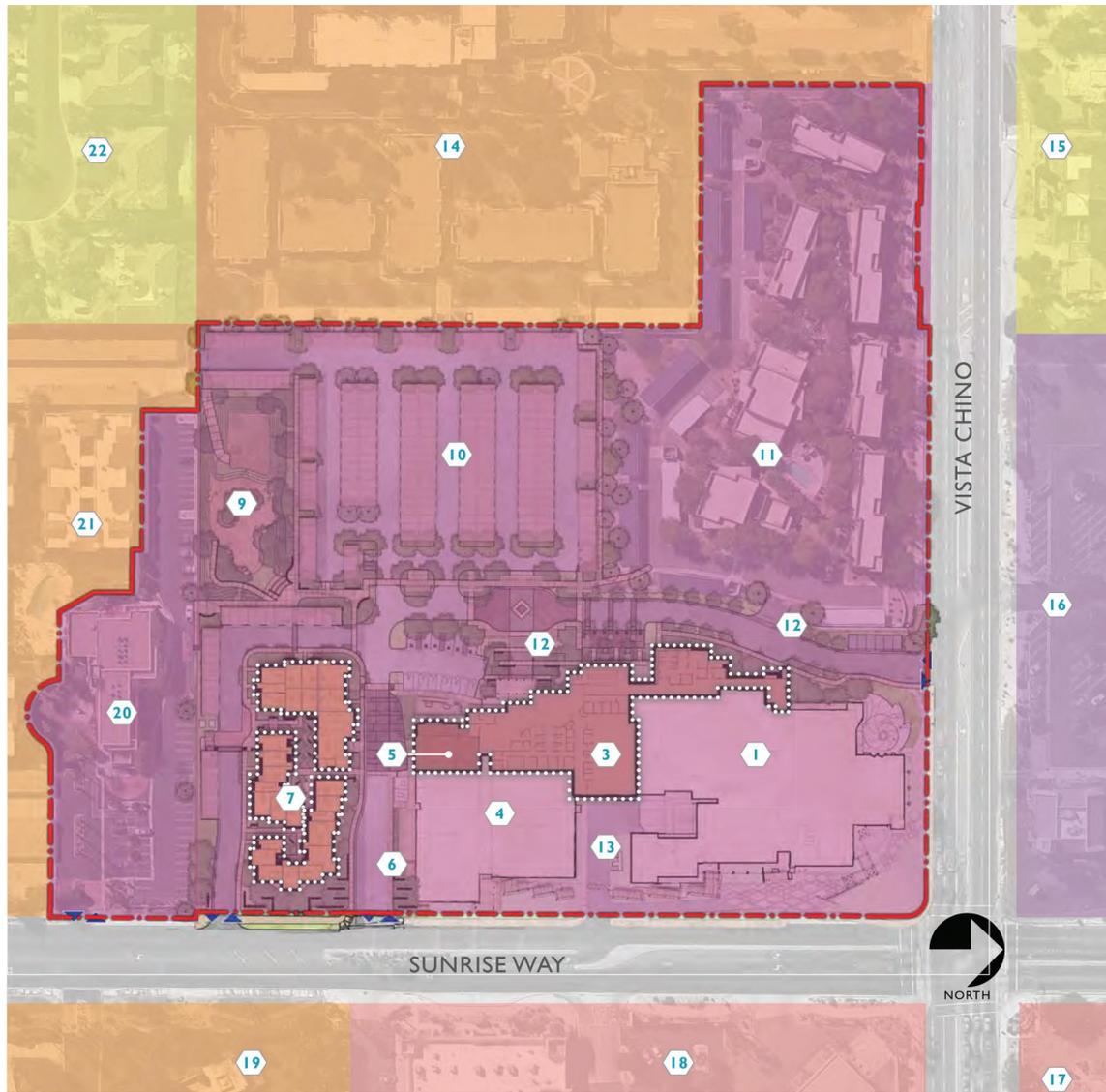
SUBTOTAL: 25 PARKING SPACES
- 2. SHARED PARKING WITH RIVERSIDE COUNTY**
 - D 239 PARKING SPACES
- 3. VISTA SUNRISE I APARTMENTS**
 - E 42 PARKING SPACES
 - F 39 PARKING SPACES
 - G 26 PARKING SPACES

SUBTOTAL: 107 PARKING SPACES
- 4. VISTA SUNRISE II APARTMENTS**
 - H 31 PARKING SPACES
- 5. DAP BUSINESS CENTER**
 - J 58 PARKING SPACES

TOTAL: 460 PARKING SPACES

Source: Interactive Design Cooperation

CAMPUS AERIAL & ZONING PROPOSAL

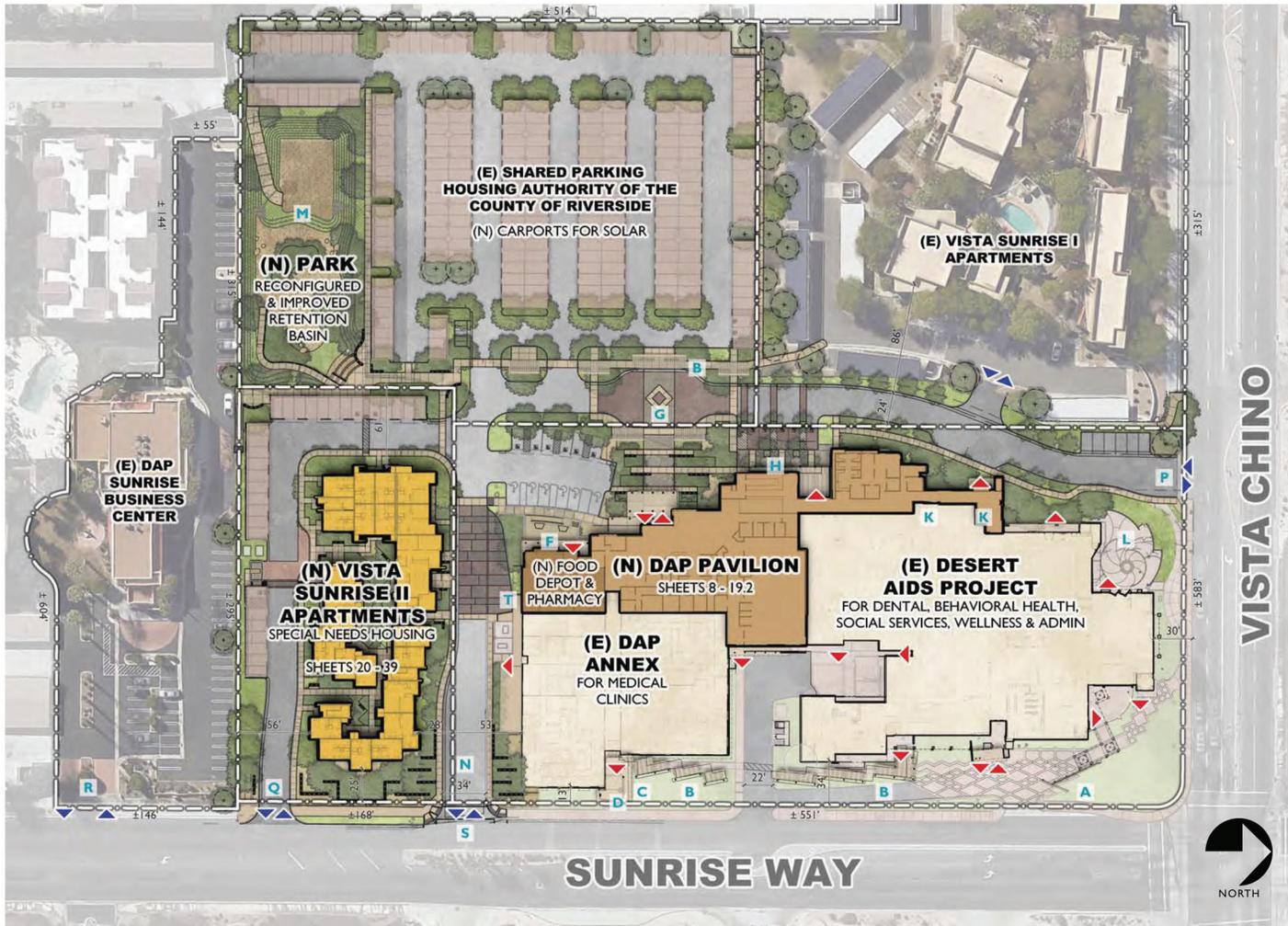


LEGEND

- | | | | |
|----|--|--|--|
| 1 | DESERT AIDS PROJECT SITE
APN 507-100-042 | | PROPOSED PDD NO. 281
BOUNDARY |
| 3 | DESERT AIDS PROJECT
NEW PAVILION BUILDING ADDITION | | NEW DAP PAVILION BUILDING &
VISTA SUNRISE II APARTMENTS
(NEW SNH) |
| 4 | DESERT AIDS PROJECT
EXISTING ANNEX BUILDING | | PROJECT ENTRY / EXIT |
| 5 | DESERT AIDS PROJECT - NEW FOOD DEPOT
RENOVATION & ADDITION | | GENERAL PLAN
MEDIUM-DENSITY RESIDENTIAL |
| 6 | DESERT AIDS PROJECT
WIDENED DRIVEWAY | | GENERAL PLAN
VERY LOW-DENSITY RESIDENTIAL |
| 7 | VISTA SUNRISE II APARTMENTS (NEW SNH)
APN 507-100-041 | | GENERAL PLAN
MIXED USE |
| 9 | RETENTION BASIN
APN 507-100-044 | | GENERAL PLAN - NEIGHBOR-
HOOD COMMUNITY CENTER |
| 10 | SHARED PARKING, HOUSING AUTHORITY
OF THE COUNTY OF RIVERSIDE
APN 507-100-044 | | GENERAL PLAN AMENDMENT
FOR DAP CAMPUS - MIXED USE;
PDD APPLICATION |
| 11 | VISTA SUNRISE I APARTMENTS (SNH)
APN 507-100-045 | | |
| 12 | DESERT AIDS PROJECT - NEW REALIGNED
DRIVEWAY & ARRIVAL COURT | | |
| 13 | DESERT AIDS PROJECT - SERVICE DRIVEWAY
ACCESS SHORTENED FOR NEW PAVILION | | |
| 14 | VISTA DEL MONTE CO-OP APARTMENTS
ZONE: R-2 | | |
| 15 | VISTA NORTE SINGLE-FAMILY RESIDENCES
ZONE: R-1C | | |
| 16 | ALBERTSONS SHOPPING CENTER
ZONE: CDN | | |
| 17 | WALGREENS SHOPPING CENTER
ZONE: C-1 | | |
| 18 | STATER BROS. SHOPPING CENTER
ZONE: CSC | | |
| 19 | SAGEWOOD CONDOMINIUMS
ZONE: R-2 | | |
| 20 | DESERT AIDS PROJECT SUNRISE BUSINESS
CENTER - APN 507-100-026 | | |
| 21 | RANCH CLUB CONDOMINIUMS
ZONE: R-2 | | |
| 22 | THE COLONY OF EL MIRADOR SINGLE-
FAMILY RESIDENCES - ZONE: R-1B | | |

Source: Interactive Design Corporation

SITE PLAN



LEGEND

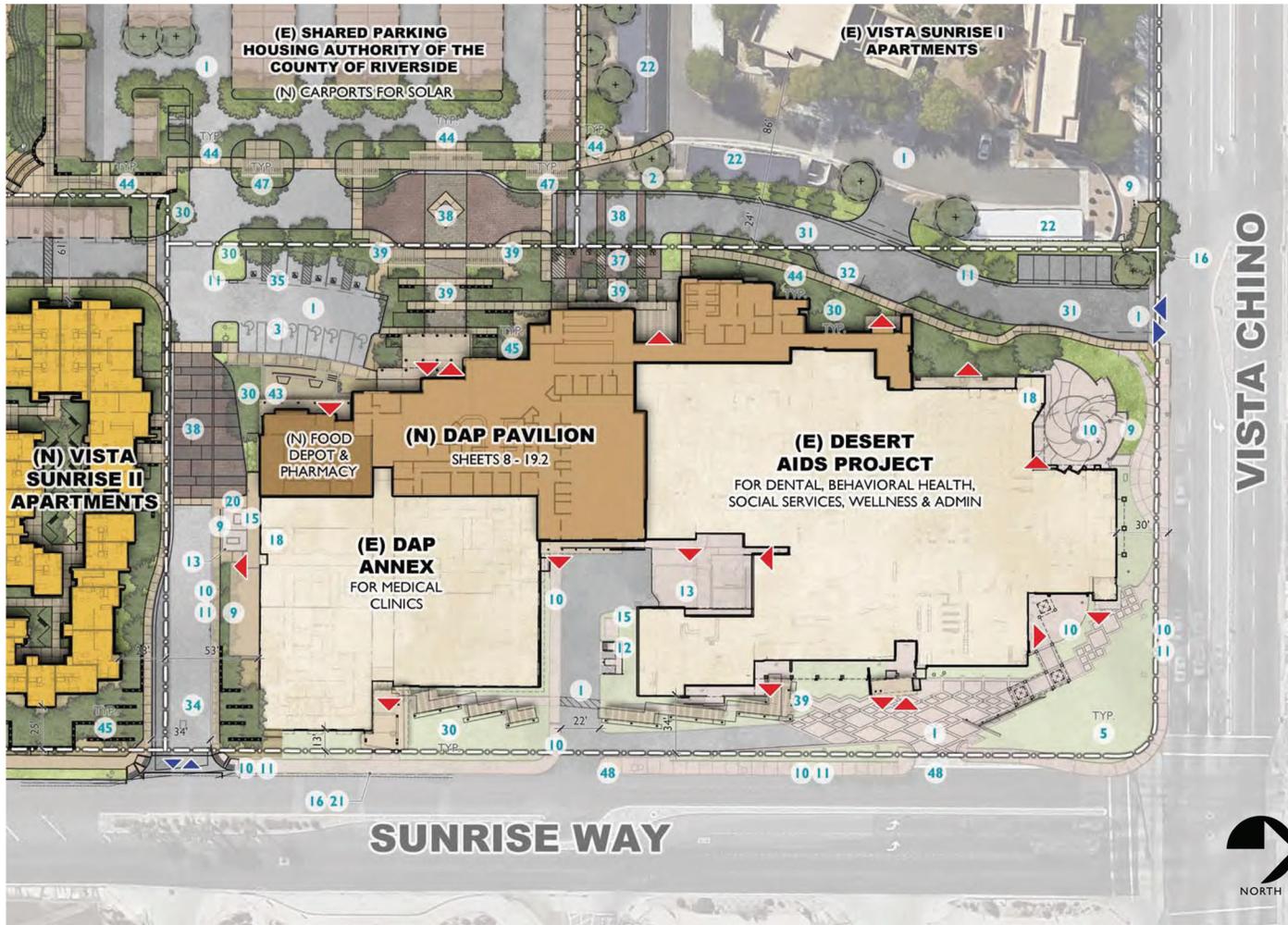
- (E) EXISTING TO REMAIN
- (N) NEW
- PROPERTY LINE
- ▲ SITE ENTRY / EXIT
- ▲ BUILDING ENTRY / EXIT
- ▼ BUILDING EXIT ONLY

SITE AREAS

- A** (N) MONUMENT SIGNAGE W/ RETAINING CONCRETE SITE WALL
- B** (N) CANOPY SHADING STRUCTURES AT WALKWAYS TO BUILDINGS
- C** (E) STANDING SEAM METAL HIGH ROOF TO REMAIN
- D** (N) METAL LOW ROOF FOR UPGRADED ENTRANCE TO DAP ANNEX
- F** (N) ADDITION W/ RAISED PLAZA FOR FOOD DISTRIBUTION
- G** (N) ARRIVAL COURT / DROP-OFF
- H** (N) CAFÉ PLAZA
- K** (N) GALLERY / HALLWAY CONNECTION TO (E) CORRIDOR / HALLWAY
- L** (E) SERENITY GARDEN
- M** (N) RECONFIGURED & IMPROVED RETENTION BASIN AS PUBLIC PARK
- N** IMPROVED PROJECT ENTRY FROM SUNRISE WAY
- P** IMPROVED PROJECT ENTRY FROM VISTA CHINO
- Q** NEW DRIVEWAY EXIT
- R** (E) DRIVEWAY ENTRY / EXIT @ DAP SUNRISE BUSINESS CENTER
- S** (N) TRAFFIC LIGHT
- T** (N) LOADING DOCK

Source: Interactive Design Corporation

SITE PLAN



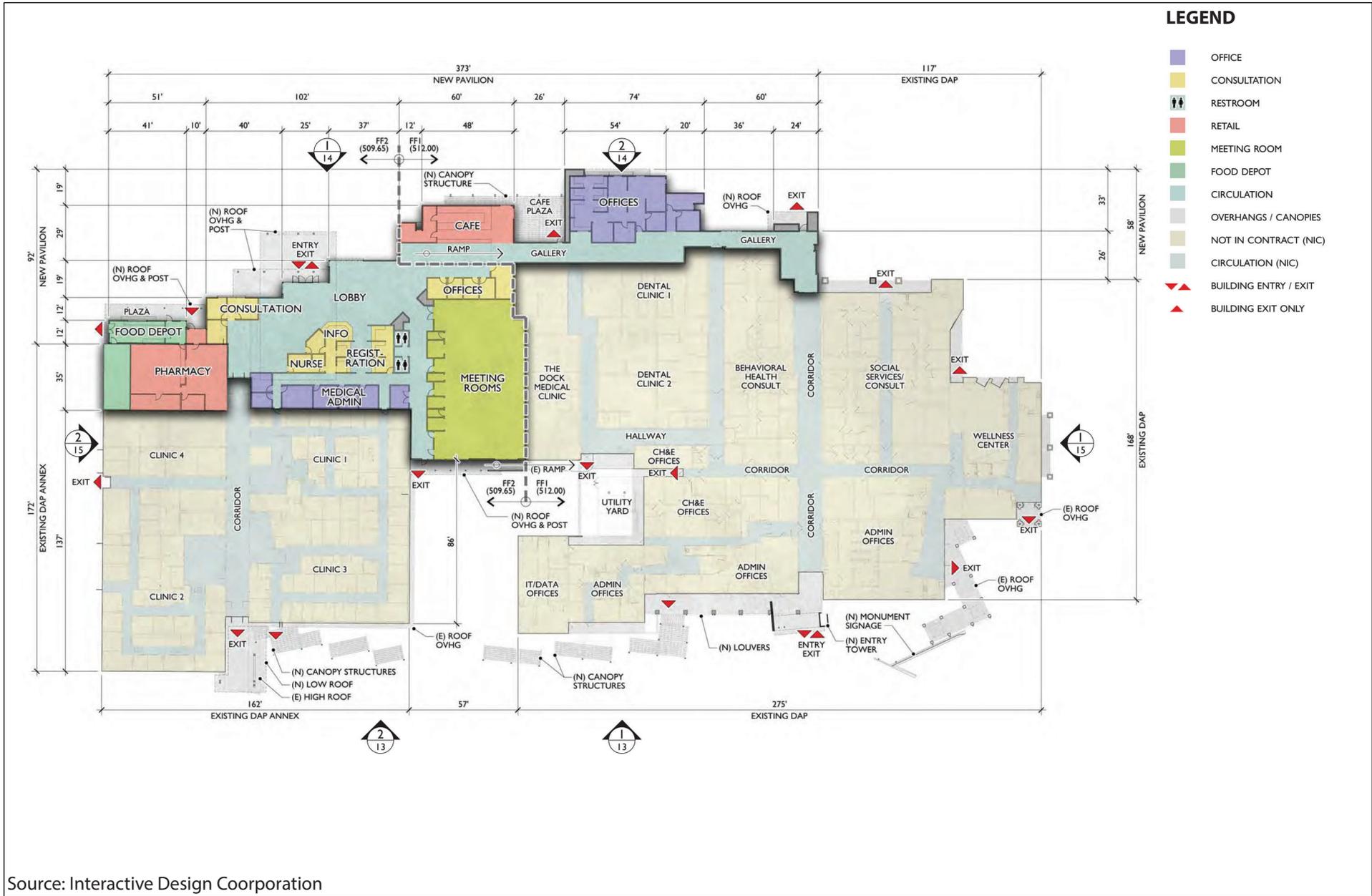
LEGEND

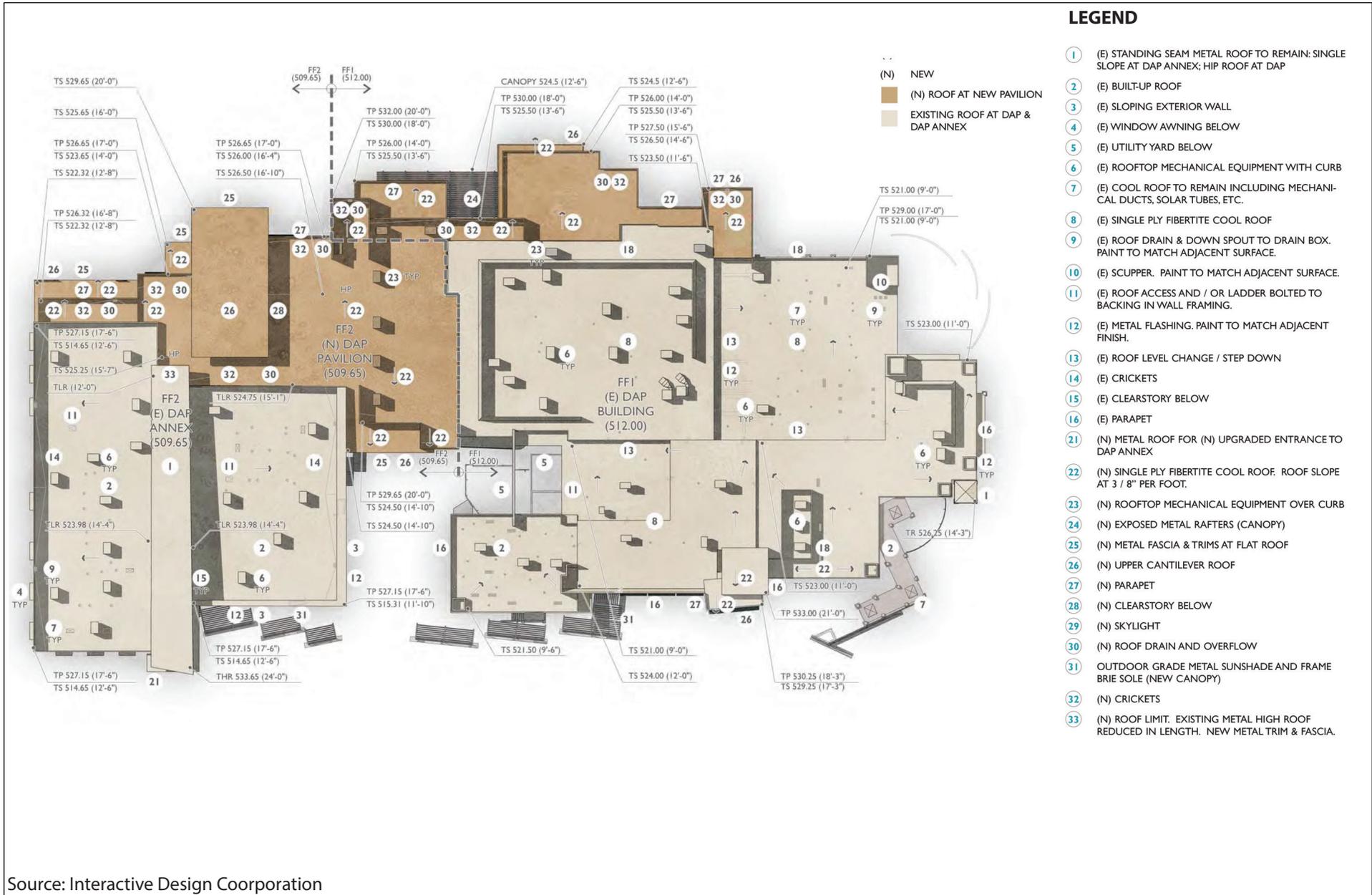
- (E) EXISTING TO REMAIN
- (N) NEW
- PROPERTY LINE
- ▲ SITE ENTRY / EXIT
- ▲ BUILDING ENTRY / EXIT
- ▼ BUILDING EXIT ONLY

KEYNOTES

- 1 (E) DRIVEWAY
- 2 RELOCATED METAL FENCE
- 3 (E) HANDICAP PARKING, STRIPING, & SIGNAGE
- 4 (E) LANDSCAPE
- 9 (E) CMU SITE WALL
- 10 (E) SIDEWALK / FLATWORK
- 11 (E) CURB & GUTTER
- 12 (E) TRASH ENCLOSURE
- 13 (E) EMERGENCY GENERATOR
- 15 (E) TRANSFORMER
- 16 (E) FIRE HYDRANT, DD CHECK VALVE, & FD CONNECTION
- 18 (E) FIRE RISER
- 20 (E) GAS UTILITY
- 21 (E) WATER UTILITY
- 22 (E) CARPORTS
- 30 (N) LANDSCAPE
- 31 (N) DRIVEWAY & CURB
- 32 (N) PARALLEL PARKING
- 34 (N) WIDENED DRIVEWAY APPROACH
- 35 (E) HANDICAP PARKING WITH NEW STRIPING & SIGNAGE
- 37 (N) HANDICAP PARKING, STRIPING, & SIGNAGE WITH PAVERS
- 38 (N) DRIVEWAY WITH DECORATIVE PAVERS
- 39 (N) SIDEWALKS & PLAZA WITH DECORATIVE PAVERS
- 43 (N) CONCRETE RAMP STAIRS, & CMU LOW WALL
- 44 (N) SIDEWALK / FLATWORK
- 45 (N) DECORATIVE CAST-IN-PLACE LOW WALL / BENCH
- 47 (N) METAL SHADE ARBOR STRUCTURES
- 48 (N) BOLLARDS

Source: Interactive Design Corporation



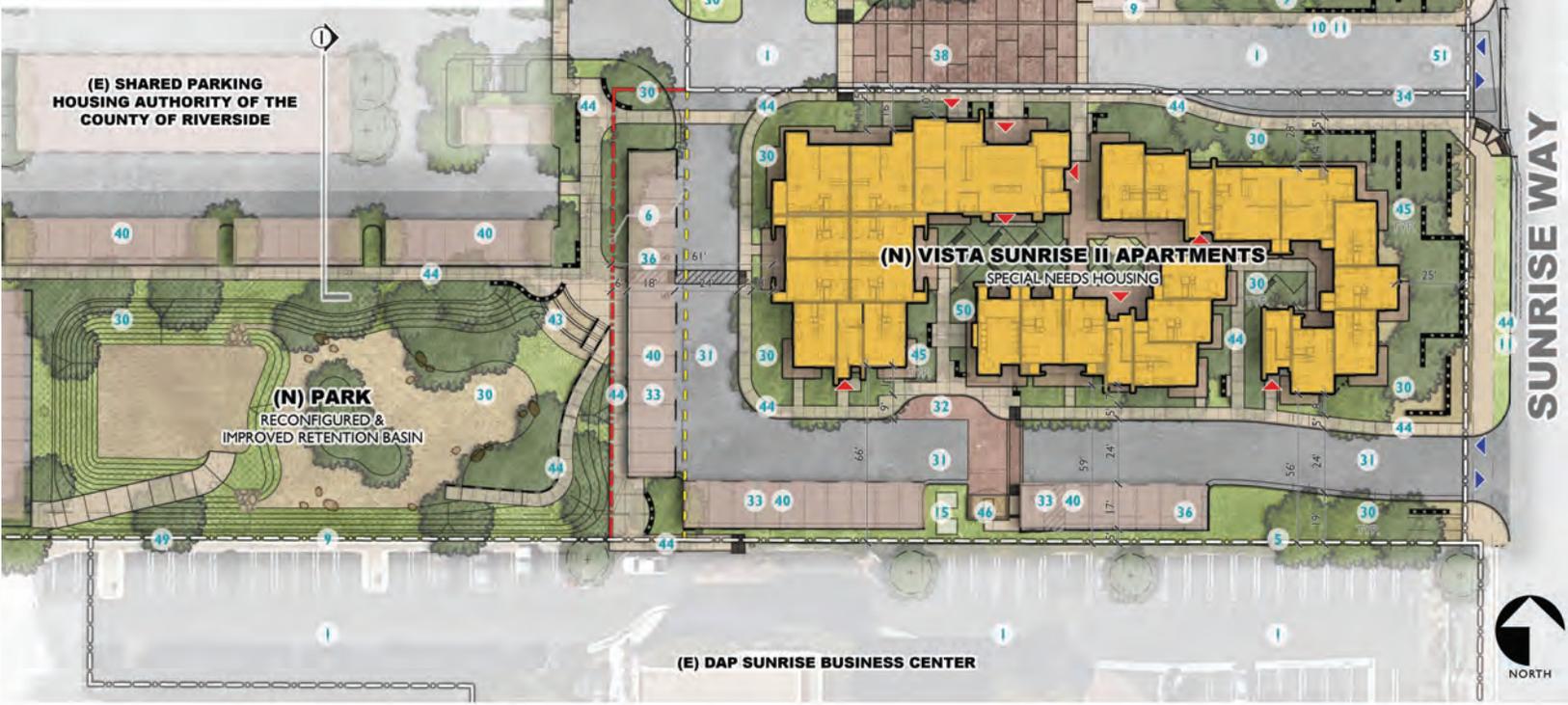
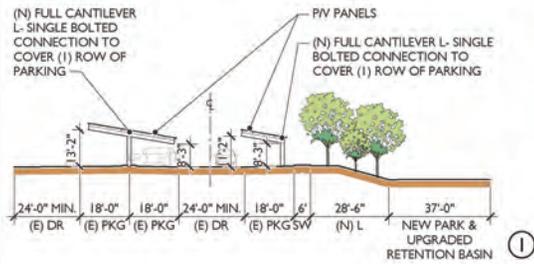


LEGEND

- ① (E) STANDING SEAM METAL ROOF TO REMAIN: SINGLE SLOPE AT DAP ANNEX; HIP ROOF AT DAP
- ② (E) BUILT-UP ROOF
- ③ (E) SLOPING EXTERIOR WALL
- ④ (E) WINDOW AWNING BELOW
- ⑤ (E) UTILITY YARD BELOW
- ⑥ (E) ROOFTOP MECHANICAL EQUIPMENT WITH CURB
- ⑦ (E) COOL ROOF TO REMAIN INCLUDING MECHANICAL DUCTS, SOLAR TUBES, ETC.
- ⑧ (E) SINGLE PLY FIBERTITE COOL ROOF
- ⑨ (E) ROOF DRAIN & DOWN SPOUT TO DRAIN BOX. PAINT TO MATCH ADJACENT SURFACE.
- ⑩ (E) SCUPPER. PAINT TO MATCH ADJACENT SURFACE.
- ⑪ (E) ROOF ACCESS AND / OR LADDER BOLTED TO BACKING IN WALL FRAMING.
- ⑫ (E) METAL FLASHING. PAINT TO MATCH ADJACENT FINISH.
- ⑬ (E) ROOF LEVEL CHANGE / STEP DOWN
- ⑭ (E) CRICKETS
- ⑮ (E) CLEARSTORY BELOW
- ⑯ (E) PARAPET
- ⑰ (N) METAL ROOF FOR (N) UPGRADED ENTRANCE TO DAP ANNEX
- ⑱ (N) SINGLE PLY FIBERTITE COOL ROOF. ROOF SLOPE AT 3 / 8" PER FOOT.
- ⑲ (N) ROOFTOP MECHANICAL EQUIPMENT OVER CURB
- ⑳ (N) EXPOSED METAL RAFTERS (CANOPY)
- ㉑ (N) METAL FASCIA & TRIMS AT FLAT ROOF
- ㉒ (N) UPPER CANTILEVER ROOF
- ㉓ (N) PARAPET
- ㉔ (N) CLEARSTORY BELOW
- ㉕ (N) SKYLIGHT
- ㉖ (N) ROOF DRAIN AND OVERFLOW
- ㉗ OUTDOOR GRADE METAL SUNSHADE AND FRAME BRIE SOLE (NEW CANOPY)
- ㉘ (N) CRICKETS
- ㉙ (N) ROOF LIMIT. EXISTING METAL HIGH ROOF REDUCED IN LENGTH. NEW METAL TRIM & FASCIA.

Source: Interactive Design Cooperation

SITE PLAN



LEGEND

- (E) EXISTING TO REMAIN
- (N) NEW
- (E) PROPERTY LINE - PL
- ▲ SITE ENTRY/EXIT
- ▲ COMMON ACCESS (STAIRWAY & ELEVATOR)

KEYNOTES

- 1 (E) DRIVEWAY
- 5 (E) LANDSCAPE
- 6 (E) PL TO BE AMENDED & (N) PROPOSED PL
- 9 (E) CMU SITE WALL
- 10 (E) SIDEWALK/FLATWORK
- 11 (E) CURB & GUTTER
- 15 (E) & (N) TRANSFORMERS & EM GENERATOR
- 30 (N) LANDSCAPE
- 31 (N) DRIVEWAY & CURB
- 32 (N) PARALLEL PARKING
- 33 (N) BAY PARKING
- 34 (N) WIDENED DRIVEWAY APPROACH / LANE
- 36 (N) HANDICAP PARKING, STRIPING, & SIGNAGE
- 38 DRIVEWAY WITH (N) DECORATIVE PAVERS
- 40 (N) CARPORTS FOR SOLAR
- 43 (N) CONCRETE RAMP & STAIRS
- 44 (N) SIDEWALK/FLATWORK
- 45 (N) DECORATIVE CAST-IN-PLACE RETAINING LOW WALL / BENCH
- 46 (N) TRASH ENCLOSURE
- 49 (N) CMU WALL
- 50 (N) MAILBOXES
- 51 (N) TRAFFIC LIGHT
- 52 (N) LOADING DOCK

Source: Interactive Design Cooperation



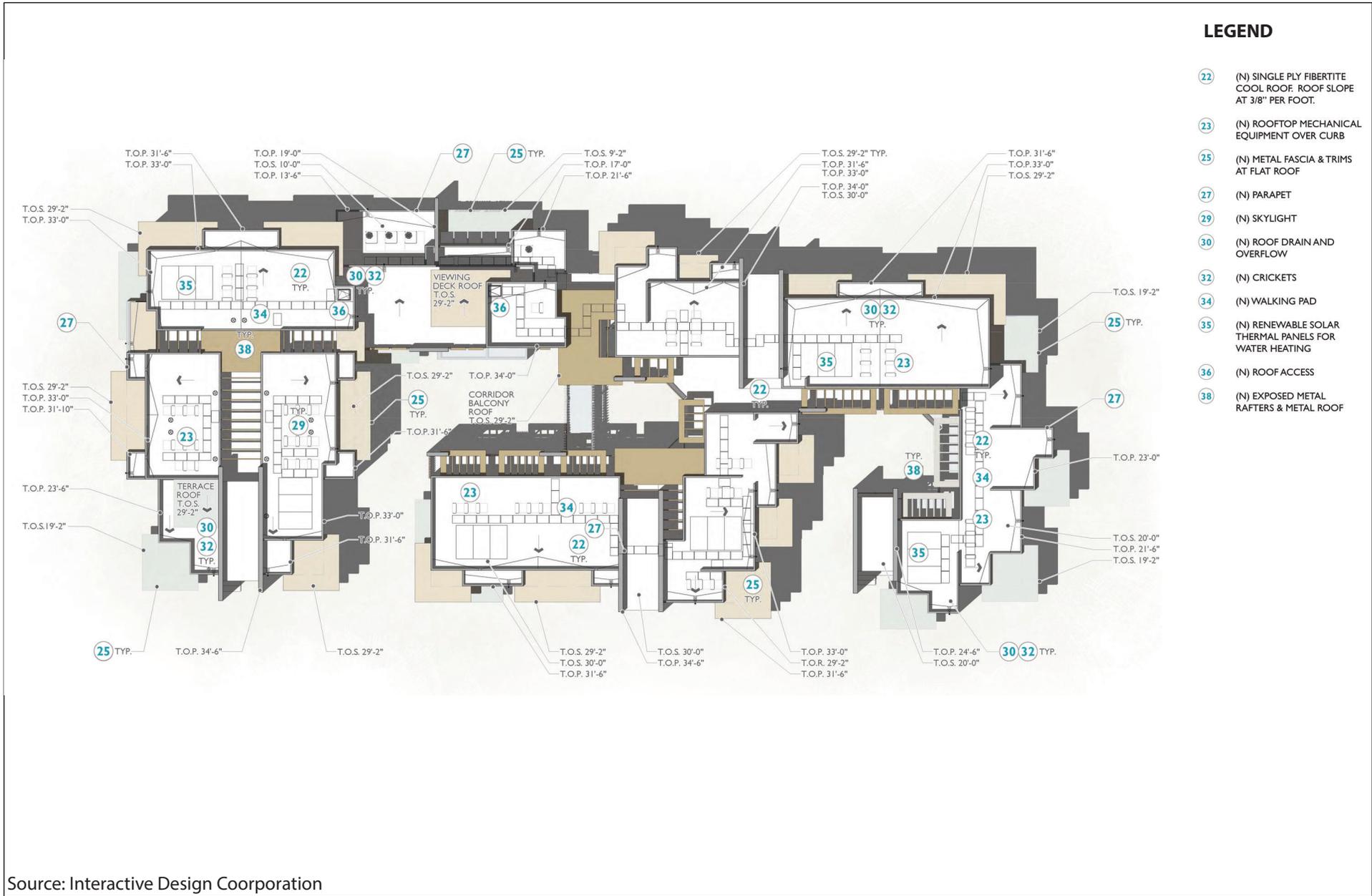


BUILDING & UNIT DATA											
APARTMENT UNITS											
	STUDIOS (sf)				ONE BED (sf)				TWO BED (sf)	UNIT	BLDG AREA (sf)
	400	425	460	480	635	705	730	750	960	SUBTOTAL	
1st Floor	6	5	2	4		1	2	1		21	10,280
2nd Floor	15		3		2	2			1	23	11,020
3rd Floor	10		3		2	1		1		17	8,105
Total units	48				12				1	61	29,405
COMMON AREAS & SUPPORT ROOMS											
	COMMUNITY BUILDING (sf)	LAUNDRY (sf)	ELEVATOR & EQUIPMENT ROOM (sf)	TERRACES (sf)	CIRCULATION (CORRIDOR, BALCONIES, & STAIRS) & UTIL ROOMS (sf)			BLDG AREA (sf)			
1st Floor	1600	530	150		1500			3,780			
2nd Floor			200		4098			4,298			
3rd Floor			450	1100	3576			5,126			
	1600	530	800	1100	9174			13,204			
TOTAL AREA								42,609			



Source: Interactive Design Corporation





Chapter 2 Environmental Evaluation

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as describe on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature

10/6/2020
Date

2.1 Aesthetics

2.1.1 Sources

- City of Palm Springs, *General Plan, Circulation Element, 2007*

2.1.2 Environmental Setting

The project site is located in the northern region of the Coachella Valley within the City of Palm Springs, at the southwest side of the intersection of Sunrise Way and Vista Chino. Palm Springs is surrounded by the San Bernardino (north-northwest), Little San Bernardino (northeast), San Jacinto (south and southwest) and Santa Rosa (southeast) Mountain Ranges. The San Jacinto, San Bernardino and Santa Rosa Mountains Ranges rise over the valley floor at elevations consisting of 11,489 feet (3,502 meters (m)), 8,716 feet (2,657 m), 10,834 feet (3,302 m), respectively. Additionally, the foothills of the San Jacinto Mountains extend along the westerly and southerly portion of the City, approximately two (2) miles west of the project site. From the project site, the San Jacinto and Santa Rosa Mountains provide a picturesque visual backdrop primarily to the southwest and south.

Surrounding General Plan land use designations include:

- North: Mixed Use/Multi Use (Sunrise Square Shopping Center and single-family residential).
- West: Medium Density Residential (First Southern Baptist Church, the Vista Serena Co-op Apartments and the Ranch Club Palm Springs/Colony of El Mirador).
- South: Medium Density Residential (Ranch Club Condominium Complex).
- East: Neighborhood/Community Commercial (Palm Springs Market Place, ARCO / AM-PM, Sagewood condominium complex).

2.1.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2 ENVIRONMENTAL EVALUATION

- a. **Less than Significant Impact.** The Project is an expansion of the existing DAP site and would result in the construction of a 18,500 SF DAP Pavilion that connects the existing DAP building and DAP Annex, a total of 61 housing units (Vista Sunrise II Apartments), and a reconfigured retention basin (see Exhibit 8, *DAP Campus Site Plan*). Scenic views of the San Jacinto Mountains occur to the west, south, and southwest, while views of the San Bernardino Mountains occur to the north, and northwest, and Little San Bernardino Mountains occur northeast, although visible at a great distance. Views of the lower elevations of these mountains are currently blocked by intervening development in all directions (refer to Exhibit 3, *Site Photos*). However, middle and upper elevations are kept visibly intact.

The project site is located in a developed urban area and surrounded by commercial and residential developments. Full build out of the Project will primarily affect scenic views to the southeast, south and southwest of the San Jacinto and Santa Rosa Mountains as seen from properties located immediately north and east of the project site. Located east of the project site are one-story residential units, in which the proposed two-story Vista Sunrise II Apartment complex, which would be constructed in the vacant lot located at the southeast corner of the project site, would obstruct views to the San Jacinto Mountains in a similar way that the existing Sunrise Business Medical Center currently obstructs the same view (see Exhibit 3, *Site Photos*, Photo 6 and 7). However, the maximum building height of the Vista Sunrise II Apartments at 34 feet and 6 inches and DAP Pavilion at 22 feet will still allow for views of the middle and upper elevations of these mountains to be visible to surrounding properties (see Exhibit 3, *Site Photos*, Photo 10 and 23). Since the proposed buildings of the Project will be constructed within an existing development and the Vista Sunrise II Apartments will be of similar height to the neighboring Sunrise Business Medical Center, which is located in a developed urbanized area, the Project would not have a substantial adverse effect on a scenic vista. Therefore, impacts would be less than significant and no mitigation is required.

- b. **No Impact.** According to the General Plan, the majority of the City's roadways provide views to the San Jacinto and Santa Rosa Mountains; however no roadways are designated by the state as scenic highways. Furthermore, according to the California Scenic Highway Program, SR-111, which is located approximately 3 miles south of the project site, is classified as Eligible Scenic Highway – Not Officially Designated. Because of the distance between SR-111 and the project site, the project site is not visible to vehicles driving along SR-111. There are no historic buildings nor any unique geologic or topographic features such as rock outcrops, bodies of water, ridges or canyons found on or within the project site. Therefore, proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. No impacts would occur and no mitigation is required.

- c. **Less than Significant Impact.** The Project will result in the expansion of the existing Desert Aids Project development that would add to the visual character of the site that remain consistent with the existing urban development surroundings. The project site is visible from nearby shopping centers located east of the project site on Sunrise Way and shopping centers located north of the project site on Vista Chino. As these are shopping centers where public visitation is short-term, the view of the mountains occur temporarily in comparison of such views that are permanent to the residential property located east of the project site. Such views are also temporary to pedestrian traffic on adjacent sidewalks bordering the project site and to vehicular traffic on adjacent roadways (Vista Chino and Sunrise way). As previously discussed above in response a., the proposed DAP Pavilion (see Exhibit 3, *Site Photos*, Photo 7, 21, and 23) and Vista Sunrise II Apartment complex would still allow views of the upper elevations of the Santa Rosa and San Jacinto Mountains to surrounding properties. The proposed DAP Pavilion and Vista Sunrise II Apartment complex would adhere to the City's Development Standards, and would

2 ENVIRONMENTAL EVALUATION

be consistent with applicable zoning and other regulations governing scenic quality. Therefore, the Project would not conflict with applicable zoning and other regulations governing scenic quality and impacts would be less than significant and no mitigation is required.

- d. **Less than Significant Impact.** The project site is located within an urbanized area on the corner of Vista Chino and Sunrise Way. The surrounding land uses consist of general commercial and residential, where existing light levels primarily consist of pole mounted light fixtures, headlights from vehicular traffic, and lighting along adjacent roadways. Additionally, the existing land use includes night-time lighting and existing windows of the existing DAP buildings are sources of existing glare. The Project consists of an expansion to the existing DAP development, in which mentioned above, light and glare levels are in existence. The construction of the three-story Vista Sunrise II Apartment complex would add additional windows and lighting on the south portion (see Exhibit 13, *Building and Project Data*) of the project site facing Sunrise Way; however proper shielded light amenities will minimize spillage that would be directed on-site rather than onto adjacent properties. The proposed lighting for the project would generally consist of new or relocated street lighting, new parking lot lighting, new area lighting around the buildings and walkways, and building security lighting which would be compatible with existing lighting throughout the project vicinity. Vehicle lighting would be minimal within the proposed sixty-one (61) unit Vista Sunrise II Apartment complex. The DAP Pavilion will be located further back into the existing project site (see Exhibit 5, *Campus Aerial and Project Information*), further distanced from Vista Chino to the north and Sunrise Way to the east and would also adhere to City's lighting standards. Therefore, the development of the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and impacts would be less than significant and no mitigation is required.

2.1.4 Mitigation

No mitigation is required.

2.1.5 Level of Significance after Mitigation

Not applicable.

2.2 Agriculture and Forestry Resources

2.2.1 Sources

- City of Palm Springs, *Sustainability Plan*, May 2016
- City of Palm Springs, *General Plan, Recreation, Open Space and Conservation Element*, 2007
- City of Palm Springs, *General Plan, Recreation, Land Use Element*, 2007

2.2.2 Environmental Setting

Historically, agriculture was once a significant part of the Coachella Valley's economy. However, changes in the local economy over time have shifted, nearly eliminating all significant agricultural production within the Coachella Valley. According to the City of Palm Springs Sustainability Plan dated May 2016, though the City of Palm Springs neither grows, processes, nor distributes food, the City's policies can foster an environment that supports these activities. Moreover, according to the General Plan, Palm Springs lacks oil, gas, geothermal energy, and agricultural resources, and the forests of the Santa Rosa and San Jacinto Mountains are protected

2 ENVIRONMENTAL EVALUATION

from logging. Based on the General Plan, there are no properties that have been designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and/or properties with Williamson Act Contracts. Furthermore, there is no presence of forestland nor timberland.

2.2.3 Impacts

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

a-e. No Impact. The project site is nearly developed with three existing buildings and developments (Desert Aids Project building, DAP Annex, Vista Sunrise I Apartments) with associated shared parking lot areas. There is one vacant parcel where the Vista Sunrise II Apartments will be constructed and the parcel will not be used for agriculture or forestry land. According to the General Plan, the City of Palm Springs does not contain any agricultural lands nor is it zoned for agricultural or forestry land uses; therefore, the Project would not cause impacts to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) nor would it conflict with the Williamson Act. Furthermore, the proposed project is located in an urbanized area that is not classified as forestland or timberland and would not

result in the conversion of farmland to non-agricultural uses. Therefore, no impacts would occur and no mitigation is required.

2.2.4 Mitigation

No mitigation measure is required.

2.2.5 Level of Significance after Mitigation

Not applicable

2.3 Air Quality

2.3.1 Sources

- The SCAQMD CEQA Handbook
- CalEEMod Summer and Winter Output for GHG Analysis, Ganddini Group, Inc., August 14, 2020

2.3.2 Environmental Setting

Both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. These ambient air quality standards contain established levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards include “criteria pollutants” based on the documented effects on human health. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas.

CARB divides the state into air basins that share similar meteorological and topographical features. The project site is located in the City of Palm Springs within the Coachella Valley. The Coachella Valley, including the City of Palm Springs and the project site, is located within the Salton Sea Air Basin (SSAB), which is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). All development within the SSAB is subject to SCAQMD’s 2016 Air Quality Management Plan (2016 AQMP) and the 2003 Coachella Valley PM10 State Implementation Plan (2003 CV PM10 SIP). The SCAQMD operates and maintains regional air quality monitoring stations at numerous locations throughout its jurisdiction. The project site is located within Source Receptor Area (SRA) 30, which includes monitoring stations in Palm Springs and Indio.

As shown in Table 5 Salton Sea Air Basin Attainment Status below, the SSAB has been designated by the EPA as a federal non-attainment area for ozone and fine particulate matter (PM10). Currently, the Basin is in attainment with the national ambient air quality standards for carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), and fine particulate matter (PM_{2.5}). The Basin has been designated by the California Air Resources Board (CARB) as a non-attainment area for Ozone and PM10.

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Table 5 Salton Sea Air Basin Attainment Status

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment
Carbon monoxide	Attainment	Unclassified/Attainment
Nitrogen dioxide	Attainment	Unclassified/Attainment
Sulfur dioxide	Attainment	Unclassified/Attainment
PM10	Nonattainment	Nonattainment
PM2.5	Attainment	Unclassified/Attainment

Source (Federal and State Status): California Air Resources Board & <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations> (2018 & 2019).

Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the basin, often occurs hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, the SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the South Coast Air Basin (SCAB) with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. A regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table 6 SCAQMD Air Quality Significance Thresholds for Coachella Valley below.

Table 6 SCAQMD Air Quality Significance Thresholds for Coachella Valley^{1,2}

Mass Daily Thresholds		
Pollutant	Construction (lbs/day)	Operation (lbs/day)
NOx	100	100
VOC	75	75
PM10	150	150
PM2.5	55	55
SOx	150	150
CO	550	550
Lead	3	3
Toxic Air Contaminants, Odor and GHG Thresholds		
TACs	Maximum Incremental Cancer Risk \geq 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas \geq 1 in 1 million) Chronic & Acute Hazard Index > 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO ₂ e for industrial projects	
Ambient Air Quality Standards		
Pollutant	SCAQMD Standards	
NO ₂ -1-hour average	0.18 ppm (338 $\mu\text{g}/\text{m}^3$)	
PM10 -24-hour average	10.4 $\mu\text{g}/\text{m}^3$	
Construction	2.5 $\mu\text{g}/\text{m}^3$	
Operations		

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Ambient Air Quality Standards	
Pollutant	SCAQMD Standards
PM2.5 -24-hour average Construction Operations	10.4 µg/m ³ 2.5 µg/m ³
SO ₂ 1-hour average 24-hour average	0.25 ppm 0.04 ppm
CO 1-hour average 8-hour average	20 ppm (23,000 µg/m ³) 9 ppm (10,000 µg/m ³)
Lead 30-day average Rolling 3-month average Quarterly average	1.5 µg/m ³ 0.15 µg/m ³ 1.5 µg/m ³

Notes:

¹ Source: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>

² Construction thresholds apply to both the South Coast Air Basin and Coachella Valley. For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds

City of Palm Springs

Local jurisdictions, such as the City of Palm Springs, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. The City of Palm Springs Air Quality Element of the General Plan contains the following air quality goals and policies that are applicable to the Project:

GOAL AQ 1 Improve regional air quality to protect the health of the community.

Policies

- AQ 1.1 Work to attain ozone, nitrogen dioxide, carbon monoxide, lead, particulate matter, and sulfate standards as enforced by SCAQMD.

- AQ 1.2 Identify and implement regional mechanisms that reduce air emissions and improve regional air quality as outlined in the Coachella Valley Association of Governments’ Memorandum of Understanding and SCAQMD’s Air Quality Management Plan.

- AQ 1.3 Continue to incorporate, where appropriate, provisions of the SCAQMD Air Quality Management Plan into the City’s Zoning Ordinance.

- AQ 1.4 Incorporate the provisions of the SCAQMD Air Quality Management Plan into project review procedures.

- AQ 1.5 Support measures for improving air quality in the South Coast and Salton Sea Air Basins, while opposing measures that may result in transferring air pollution via “credits” to the Inland Empire.

- AQ 1.6 Support measures that improve air quality in the Los Angeles air basin, while opposing measures that transfer air pollution via “credits” to the Inland Empire.

- AQ 1.7 Participate in meetings between the Coachella Valley Association of Governments (CVAG) and SCAQMD to discuss and implement regional actions to reduce local air emissions. A

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comprehensive range of options should be considered including, but not limited to, the following:

- Supplement existing public transit opportunities with additional routes and/or frequency to facilitate intercity travel.
- Provide local subsidies or other incentives to encourage the use of public transit.
- Implement a subregional transportation-demand management program.
- Restrict the development of uses that degrade the air quality.
- Work with the SCAQMD to focus on the reduction of trip length and total vehicle miles traveled rather than the jobs/housing balance ratio, which can still result in significant trip lengths.

AQ 1.8 Support and implement the provisions of the Coachella Valley Dust Control Ordinance, Handbook, and Memorandum of Understanding.

GOAL AQ 2 Control suspended particulate matter emissions from human activity or from erosion of soil by wind.

Policies

AQ 2.1 Require those projects meeting specialized criteria as identified in the Zoning Ordinance to submit a Fugitive Dust Control Plan prior to the issuance of grading or building permits.

AQ 2.2 Encourage the use of landscaping, vegetation, and other natural materials to trap particulate matter or control other pollutants. Establish windbreaks immediately downwind of large open spaces. Tree species used for windbreaks should be drought tolerant.

AQ 2.3 Reduce the transport of blowsand adjacent to paved roadways and residential areas through the use of chemically stabilizing soil surfaces or snow fence windbreaks. Chemical stabilizing measures should only be used in areas where they will not impact endangered habitats or species.

AQ 2.4 Continue to remove blowsand from City streets and relocate it downwind on a regular and post event basis as part of routine street-cleaning programs.

AQ 2.5 Prohibit the use of off-road vehicles in blowsand areas.

AQ 2.6 Prohibit the transport of earth/soil through the City when wind gusts exceed 25 miles per hour per the City's PM10 Ordinance.

AQ 2.7 Require the planting of vegetative ground covers as soon as possible on construction sites.

AQ 2.8 Consider adding provisions to the City's Municipal Code to phase out the use of gas-powered lawn mowers and replace them with electric mowers and to prohibit the use of leaf blowers.

AQ 2.9 Phase mass grading in a way that minimizes, to the greatest extent possible, the exposure of large expanses of graded areas to wind that causes blowing sand.

AQ 2.10 Encourage that landscape plans submitted with new development take into consideration drought tolerance and pollen generation through the selection of appropriate plantings.

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GOAL AQ 3 Protect people and land uses that are sensitive to air contaminants from sources of air pollution to the greatest extent possible.

Policies

- AQ 3.1 Discourage the development of land uses and the application of land use practices that contribute significantly to the degradation of air quality.
- AQ 3.2 Carefully consider the placement of sensitive land uses (schools, residences, daycare, medical uses, etc.) in proximity to sources of air contaminants that pose significant health risks.

GOAL AQ 4 Reduce vehicular emissions.

Policies

- AQ 4.1 Encourage the use of mass transit, carpooling, and other transportation options, including alternative-fuel vehicles and bicycles, to reduce vehicular trips.
- AQ 4.2 Coordinate with regional service providers to improve regional transportation services.
- AQ 4.3 Establish a shuttle service linking the airport, attractions, convention center, major resort activities, and the Downtown area.
- AQ 4.4 Encourage walking or bicycling for short-distance trips through the creation of pedestrian-friendly sidewalks and street crossings and efficient and safe bikeways.
- AQ 4.5 Integrate land use and transportation planning to the greatest extent possible.
- AQ 4.6 Encourage the development of mixed-use and multi-use projects.
- AQ 4.7 Study, and implement if feasible, the development of a combined shuttle program from the airport to major hotels in Palm Springs.
- AQ 4.8 Consider the development of “cell phone” parking lots at the airport. These lots would provide short-term parking (less than 30 minutes) that allows passengers to call their rides when they are ready to be picked up. This approach can minimize the drive through traffic (and subsequently vehicular emissions) generated by circling the airport loop until passengers are available for pickup.

2.3.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
applicable federal or state ambient air quality standard?				
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. **Less than Significant Impact. Less than Significant Impact.** The SCAQMD has established the AQMP to achieve State and federal air quality standards. On June 30, 2016, the SCAQMD released its Draft 2016 AQMP. The Plan was approved by the California Environmental Protection Agency (CA EPA) on June 15, 2017. Therefore, the applicable air quality plan for the Project is the SCAQMD 2016 AQMP. The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A Project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The pollutant reducing mechanisms in the AQMP are based, in part, on urban growth projections estimated by the SCAG. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

1. Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
2. Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Below, Criterion 1 and Criterion 2 are discussed.

Criterion 1 - Increase in the Frequency or Severity of Violations?

Based on the air quality modeling analysis completed for the Project, short-term project-related construction activities would not exceed applicable regional thresholds of significance established by the SCAQMD (see Table 7 below). The Project will be required to comply with SCAQMD Rules 403 and 403.1 in regards to the reduction of fugitive dust emissions. Furthermore, the Project would not exceed applicable Localized Significance Thresholds (LSTs) established by the SCAQMD (see Table 10 below). The ongoing operation of the Project would generate air pollutant emissions that are As such, project construction-source emissions would not conflict with the SCAQMD AQMP. Project construction source emissions would not cause or substantially contribute to violation of the CAAQS or NAAQS.

Based on the air quality modeling analysis completed for the Project, long-term project operations would not exceed applicable regional thresholds of significance established by the SCAQMD and would not result in a significant cumulative impact (see Table 9 below). Project operational-source emissions would not result in or cause a significant localized air quality impact. Additionally, project-related trips

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would not cause or result in CO concentrations exceeding applicable state and/or federal standards. Therefore, the Project would not exceed air pollutant concentration standards and is found to be consistent with the AQMP for Criterion 1.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Project are based on the same forecasts as the AQMP. The 2016-2040 Regional Transportation/Sustainable Communities Strategy prepared by the SCAG (SCAG 2016) includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City of Palm Springs Land Use Plan defines the assumptions that are represented in the AQMP.

Regional population, housing, and employment projections developed by SCAG, are based in part on the City's General Plan land use designations. These projections form the foundation for the emissions inventory of the AQMP. These demographic trends are incorporated into the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy compiled by SCAG, to determine priority transportation projects and determine vehicle miles traveled within the SCAG region.

The project site has a Medium Density Residential and Public/Quasi Public land use designation under the City's 2014 General Plan map. The Medium Density land use designation accommodates a range of residential housing types, while the Public/Quasi land use designation accommodates government offices and corporation yards, hospital, City-owned museums, cemeteries, and libraries. The project site is located within the Professional Zone (P), per the City's Official Zoning Map. The Project includes a General Plan Amendment from Medium Density Residential and Public/Quasi Public to Mixed Used/Multi Use. The Project also includes an amendment to the existing Planned Development District (PDD) 281 in lieu of a Change of Zone to expand the PDD boundary. This would include all of DAP's properties, including the existing Vista Sunrise I Apartments, the campus and adjacent parking lot, the site of the proposed Special Needs Housing, and the recently acquired office building at 1455 Sunrise Way.

The SCAQMD does not require strict consistency with all aspects of the AQMP in order to make a finding of no conflict with the AQMP. Rather, a project is considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The Project would implement contemporary energy-efficient technologies and regulatory/operational programs required per Title 24, CalGreen and City standards. Generally, compliance with SCAQMD emissions reductions and control requirements also act to reduce project air pollutant emissions. Project compliance with regulatory/operational programs is consistent with and supports overarching AQMP air pollution reduction strategies. Project support of these strategies promotes timely attainment of AQMP air quality standards and would bring the project into conformance with the AQMP. As such, the Project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the Project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur in relation to implementation of the AQMP. No mitigation is required.

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- b. **Less than Significant Impact.** The Project is the development of a proposed expansion including a new 18,500 square foot Pavilion addition that connects the existing DAP building and DAP Annex, site and landscape improvements, and the construction of sixty-one (61) special needs affordable housing units. Construction of the 18,500 square foot pavilion is anticipated to begin mid-2021 and be completed by mid-2022, while construction of the sixty-one (61) special needs affordable housing units is anticipated to start March 2022 and be completed by September 2023. Therefore, for purposes of this analysis, construction was modeled as beginning early July 2021 and being completed by early September 2023. The Project is anticipated to be operational in 2023.

The nearest sensitive receptors to the project site that may be impacted by the development of the Project are the existing multi-family residential uses located adjacent to the west and south, the existing single-family residential uses located adjacent to the southwest corner, and the multi-family residential uses located approximately 100 feet east of the project site (across Sunrise Way). In addition, multi-family residential uses are located within the northwestern corner of the project site. CalEEMod (Version 2016.3.2) software was utilized to analyze short-term construction and long-term operational related impacts of the Project. The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG emissions impacts from land use projects throughout California and is recommended by the SCAQMD.

Construction-Related Impacts

The Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rules 403 and 403.1 establish these procedures. Compliance with these rules is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent and stabilizing ground cover on finished sites. In addition, any operator applying for a grading permit, or a building permit for an activity with a disturbed surface area of more than 5,000 square feet, shall not initiate any earth-moving operations unless a Fugitive Dust Control Plan has been prepared pursuant to the provisions of the Coachella Valley Fugitive Dust Control Handbook and approved by the City. It is anticipated that the Project will obtain and prepare the required Fugitive Dust Control Plan.

Regional Impacts

The phases of construction activities that were analyzed for the Project include site preparation, grading, building construction, paving, and the application of architectural coatings. The construction-related criteria pollutant emissions for each phase are shown below in Table 7 Regional Construction-Related Criteria Pollutant Emissions. Table 7 also shows the combined emissions from building construction, paving and architectural coating phases of construction as it is possible that these phases could occur simultaneously. Table 7 shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from construction of the Project. No mitigation is required.

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Table 7 Construction-Related Regional Pollutant Emissions

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO ₂	PM10	PM2.5
Site Preparation	On-Site ¹	0.19	1.90	2.26	0.00	0.13	0.10
	Off-Site ²	0.01	0.01	0.09	0.00	0.03	0.01
	Subtotal	0.20	1.90	2.35	0.00	0.15	0.11
Grading	On-Site ¹	2.29	24.74	15.86	0.03	3.72	2.38
	Off-Site ²	0.07	0.59	0.50	0.00	0.17	0.05
	Subtotal	2.36	25.33	16.36	0.03	3.89	2.43
Building Construction	On-Site ¹	1.90	17.43	16.58	0.03	0.96	0.90
	Off-Site ²	0.37	2.17	2.73	0.01	0.82	0.22
	Subtotal	2.27	19.60	19.30	0.04	1.78	1.13
Paving	On-Site ¹	1.05	8.79	12.19	0.02	0.44	0.40
	Off-Site ²	0.07	0.04	0.49	0.00	0.17	0.05
	Subtotal	1.12	8.83	12.68	0.02	0.60	0.45
Architectural Coating	On-Site ¹	49.30	1.30	1.81	0.00	0.07	0.07
	Off-Site ²	0.06	0.03	0.41	0.00	0.14	0.04
	Subtotal	49.36	1.33	2.22	0.00	0.21	0.11
Total for overlapping phases ³		52.75	29.76	34.20	0.06	2.59	1.68
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No
Notes:							

Source: CalEEMod Version 2016.3.2

¹On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.

²Off-site emissions from equipment operated on public roads.

³ Construction, painting and paving phases may overlap.

Operations-Related Impacts

The greatest cumulative operational impact on the air quality to the Basin would be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development. In accordance with SCAQMD methodology, projects that do not exceed SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact.

Regional Impacts

The potential operations-related air emissions have been analyzed below for the criteria pollutants and cumulative impacts. The operations related criteria air quality impacts created by the Project have been analyzed through use of the CalEEMod model and based on an expansion of the existing development including an 18,500 square foot pavilion and 61 special needs affordable housing units. The CalEEMod model analyzes operational emissions from area sources, energy usage, and mobile

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sources. The operating emissions were based on the year 2023, which is the anticipated opening year for the Project.¹

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the Project. The vehicle trips associated with the Project have been analyzed by inputting the project-generated vehicular trips (trip generation rate) from the Desert AIDS Project (DAP) Traffic Analysis into the CalEEMod Model. The TIA found that the Project will generate approximately 865 total trips per day with a trip generation rate of 2.6 trips per bed per day for the assisted living use and 38.16 trips per thousand square foot per day for the clinic use.² The program then applies the emission factors for each trip which is provided by the EMFAC2014 model to determine the vehicular traffic pollutant emissions.

Area Sources

Per the California Air Pollution Control Officers Association (CAPCOA) Calculation Details for CalEEMod (see Appendix A), area sources include emissions from consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment. No changes were made to the default area source parameters.

Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.

Project Impacts

The Project would result in a long-term increase in air quality emissions due to project-generated vehicle trips and ongoing operation of the Project. The worst-case summer or winter VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} daily emissions created from the Project's long-term operations have been calculated and are summarized below in Table 8: Regional Operational Pollutant Emissions:

Table 8 Regional Operational Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Sources ¹	2.09	0.97	5.43	0.01	0.10	0.10
Energy Usage ²	0.07	0.60	0.41	0.00	0.05	0.05
Mobile Sources ³	1.37	8.16	14.87	0.07	5.06	1.38
Total Emissions	3.53	9.73	20.71	0.08	5.20	1.52
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

¹ The Desert AIDS Project (DAP) Traffic Analysis prepared by Urban Crossroads (December 12, 2019) used an operational year of 2021; however, per the City the project is to be operational in 2023.

² As CalEEMod does not have a Clinic (ITE 630) land use in its database, the next closest land use available Hospital (ITE 610) was utilized for modeling purposes.

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Activity	Pollutant Emissions (pounds/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}

Source: CalEEMod Version 2016.3.2; the higher of either summer or winter emissions.

¹ Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

² Energy usage consists of emissions from generation of electricity and on-site natural gas usage.

³ Mobile sources consist of emissions from vehicles and road dust.

The data provided in Table 8 above shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the Project.

Cumulative Impacts

Cumulative projects include local development as well as general growth within the project site. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. Accordingly, the cumulative analysis for the Project's air quality must be generic by nature.

The project area is out of attainment for ozone and particulate matter (PM₁₀). Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the Salton Sea portion of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell would be the incremental addition of pollutants mainly from increased traffic volumes from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality would be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. With respect to long-term emissions, the Project would result in a less than significant cumulative impacts and no mitigation is required.

c. Less than Significant Impact.

Construction-Related Local Impacts

Construction-related air emissions may have the potential to exceed the State and federal air quality standards in the vicinity, even though these pollutant emissions may not be significant enough to create a regional impact. The Project has been analyzed for the potential local air quality impacts created from: construction-related fugitive dust and diesel emissions; and toxic air contaminants.

The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011b). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold lookup Tables, the CEQA document should contain in its project design features or its mitigation measures the following parameters:

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- (1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
- (2) The maximum number of acres disturbed on the peak day.
- (3) Any emission control devices added onto off-road equipment.
- (4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

As shown in Table 9, Maximum of Number of Acres Disturbed Per Day, the maximum number of acres disturbed in a day would be 2.5 acres during grading. The local air quality emissions from construction were analyzed using the SCAQMD’s Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold (LST) Methodology prepared by SCAQMD (revised July 2008). The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the Project could result in a significant impact to the local air quality. The emission thresholds were based on the Coachella Valley SRA 30 and a disturbance of two acres per day, to be conservative. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25 meter thresholds. The nearest sensitive receptors are the existing residential uses at the northwest corner of the project site as well as the existing residential uses located adjacent to the west, south and southwest of the project site; therefore, the SCAQMD Look-up Tables for 25 meters was used.

Table 9 Maximum Number of Acres Disturbed Per Day

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Site Preparation	Crawler Tractors ¹	1	0.5	0.5
Total for phase		-	-	0.5
Grading	Rubber Tired Dozers	1	0.5	0.5
	Graders	1	0.5	0.5
	Crawler Tractors ¹	3	0.5	1.5
Total for phase		-	-	2.5

Notes:

Source: California Air Pollution Control Officers Association (CAPCOA), Appendix A Calculation Details for CalEEMod prepared (October 2017).

¹ Tractor/loader/backhoe is a suitable surrogate for a crawler tractor per SCAQMD staff.

Table 10, Local Construction Emissions at the Nearest Receptors, shows the onsite emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds. As shown in Table 10, none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, the Project would result in a less than significant impact, and no mitigation is required.

Table 10 Local Construction Emissions at the Nearest Receptors

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Site Preparation	1.90	2.26	0.13	0.10
Demolition	24.74	15.86	3.72	2.38
Grading	17.43	16.58	0.96	0.90
Building Construction	8.79	12.19	0.44	0.40
Paving	1.30	1.81	0.07	0.07
Architectural Coating	1.90	2.26	0.13	0.10
SCAQMD Thresholds¹	191	1,299	7	5
Exceeds Threshold?	No	No	No	No

Notes:

Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres, to be conservative, at a distance of 25 m in SRA 30 Coachella Valley.

¹ *The nearest sensitive receptors are the existing residential uses at the northwest corner of the project site as well as the existing residential uses located adjacent to the west, south and southwest of the project site; therefore, to be conservative, the 25 meter threshold was used.*

Note: The Project will disturb up to a maximum of 2.5 acres a day during grading.

Operations-Related Local Impacts

Project-related air emissions may have the potential to exceed the State and federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the SSAB. The Project has been analyzed for the potential local CO emissions impacts from project-generated vehicular trips and from the potential local air quality impacts from onsite operations. The following analyzes the vehicular CO emissions and local impacts from on-site operations.

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing the future without and with project CO levels to the state and federal CO standards of 20 parts per million (ppm) over one hour or 9 ppm over eight hours.

To determine if the Project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO “hot spots” at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy

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intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour.

The Traffic Impact Analysis (see Appendix F) prepared for the Project showed that the Project would generate a maximum of approximately 865 daily vehicle trips. The intersection with the highest traffic volume is located at Sunrise Way and Southerly Driveway and has a General Plan Buildout with Project PM peak hour volume of 1,492 vehicles. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, as the intersection volumes fall far short of 100,000 vehicles per day, no CO “hot spot” modeling was performed, and no significant long-term air quality impact is anticipated to local air quality due to the on-going use of the Project.

Local Air Quality Impacts from Onsite Operations

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Salton Sea portion of the South Coast Air Basin. The nearest sensitive receptors to project site that may be impacted by the Project are the existing multi-family residential uses located adjacent to the west and south, the existing single-family residential uses located adjacent to the southwest corner, and the multi-family residential uses located approximately 100 feet east of the project site (across Sunrise Way). In addition, multi-family residential uses are located within the northwestern corner of the project site.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources (such as power stations, petroleum refineries, factories etc.), or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as warehouse/transfer facilities. The Project does not include such uses. Therefore, due to the lack of stationary source emissions, no long-term (operational) localized significance threshold analysis is needed. Impacts associated with operation activities potentially exposing sensitive receptors to substantial pollutant concentrations would be less than significant.

Therefore, the Project will not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant. No mitigation is required.

- d. **Less than Significant Impact.** The SCAQMD CEQA Handbook states that an odor impact would occur if the Project creates an odor nuisance pursuant to SCAQMD Rule 402, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons

to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals. If the Project results in a violation of Rule 402 with regards to odor impacts, then the Project would create a significant odor impact.

Construction-Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Project. Diesel exhaust and VOCs would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not reach an objectionable level at the nearest sensitive receptors. Due to the transitory nature of construction odors, a less than significant odor impact would occur and no mitigation would be required.

Operational-Related Odor Impacts

Potential sources that may emit odors during the on-going operations of the Project would include odor emissions from diesel vehicle emissions and trash storage areas. The Project consists of medical and residential uses and will not attract a significant amount of heavy-duty truck traffic. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402 no significant impact related to odors would occur during the on-going operations of the Project.

Therefore, a less than significant odor impact would occur from operation of the Project and no mitigation would be required.

2.3.4 Mitigation

No mitigation is required.

2.3.5 Level of Significance after Mitigation

Not applicable.

2.4 Biological Resources

2.4.1 Sources

- City of Palm Springs, *General Plan, Recreation, Open Space & Conservation Element*, 2007.
- The Coachella Valley Multiple Species Habitat Conservation Plan. Accessed August 20, 2020, <<http://www.cvmshcp.org/>>.
- City of Palm Springs Municipal Code. Accessed August 20, 2020, <<http://www.qcode.us/codes/palmsprings/>>.

2.4.2 Environmental Setting

The City offers unique natural habitats to a range of plants and wildlife due to its climate and natural topography. The City recognizes the value of the wildlands and wildlife and has carefully planned to protect, preserve, and enhance the regions valuable biological resources. The City is located within the Coachella Valley Multiple Species Conservation Plan (CVMSHP). This is a regional plan that is implemented throughout the Coachella Valley in an effort comply with federal and State endangered species laws.

A field study of the project site was conducted on July 28, 2020 by one of Altum’s Environmental Planners and during the site visit field observations of the existing conditions were documented using photographs. As shown in Exhibit 3 – *Site Photos*, the project site is currently developed and occupied and largely consists of multiple buildings that include, the DAP Buildings, DAP Annex, DAP Business Center, Vista Sunrise I Apartments, and an existing parking lot. The developed site contains general landscaping that includes ornamental trees and palm trees that are located within the western portion of the project site and around the existing buildings. Further landscaping includes ornamental shrubs, general grass areas located in the front of the buildings and general landscaping buffers around the parking lot and buildings. Currently, there is one vacant parcel located to the south of the project site, which consists of above ground utility lines and non-native weeds and grasses (see Exhibit 3). No wildlife, waterways, or mature trees were noted on site. There are existing roads that boarder the project site which include East Vista Chino to the north and North Sunrise Way to the east. The parcels immediately surrounding the project site, are all urbanized/developed (with no vacant parcels) and consist of both residential and commercials uses. There is no habitat or other natural areas of any type surrounding the project site.

Regulatory Setting

Federal

Endangered Species Act

The Federal Endangered Species Act (ESA) of 1973, as amended, provides for listing of endangered and threatened species of plants and animals and designation of critical habitat for listed animal species. The ESA also prohibits all persons subject to U.S. jurisdiction from “taking” endangered species, which includes any harm or harassment. Section 7 of the ESA requires that federal agencies, prior to project approval, consult the United States Fish and Wildlife Service (USFWS) and/or the National Marine Fisheries Service (NMFS) to ensure adequate protection of listed species that may be affected by the project.

Migratory Bird Treaty Act

Nesting birds are protected under the federal Migratory Bird Treaty (MBTA) of 1918. The MBTA provides protection for nesting birds that are both residents and migrants whether or not they are considered sensitive by resource agencies. The MBTA prohibits take of nearly all native birds. The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct injury or death of a migratory bird, due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered take under federal law. The USFWS, in coordination with California Department of Fish and Wildlife (CDFW) administers the MBTA. CDFW’s authoritative nexus to MBTA is provided in the California Fish and Game Code (CFGC) Sections 3503.5 which protects all birds of prey and their nests and FGC Section 3800 which protects all non-game birds that occur naturally in the State.

2.4.3 Impacts

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

- a. **Less than Significant Impact.** According to the City’s General Plan, the project site is located within the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), which aims to conserve over 240,000 acres of open space and protect 27 plant and animal species. As previously mentioned above, a site visit was conducted by one of Altum’s Environmental Planners on July 28th. During the site visit it was observed that the project site is almost entirely developed with the exception of a vacant parcel located to the south of the project site and the retention basin located to the west. As seen in Exhibit 3, *Site Photos*, the project site consists of ornamental trees, palm trees, and general landscaping areas around the buildings and parking lots. Based on aerial photographs and the site visit the vacant parcel is mostly occupied with scattered non-native vegetation, and above ground utility lines. There were

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not natural drainages of any type observed on site that would support any protected species. Additionally, no evidence of wildlife was noted during the site visit, and no evidence of natural stream channels was observed within the project site. Furthermore, the surrounding area is fully developed with commercial and residential uses. Per the City's General Plan Recreation, Open Space and Conservation Element, of the 22 conservation areas covered in the Plan, three (3) Conservation Areas (Snow Creek, Windy Point, Highway 111, Whitewater Floodplain, and Santa Rosa and San Jacinto Mountains), are within the City. Figure 5-2, *Biological Sensitivity & Conservation Areas*, identifies areas of biological sensitivity, however, the project site is not identified as one of those areas. Therefore, there would be a less than significant impact and no mitigation is required.

- b/c. No Impact.** As previously mentioned, the project site is an urban area that has been highly disturbed and developed with the exception of the vacant parcel and retention basin. During a field visit to the project site, it was noted that there were no natural drainages present of any type within the vacant parcels and all other areas of the project site are entirely developed. A review of topography map showed no "blue line streams" located on the project site. There is a proposed detention basin on site, however, it has no connection to any known jurisdictional waters. Furthermore, as seen in Exhibit 3, *Site Photos*, there was no evidence that the project contained any streams, riparian habitat, marshes, protected wetlands, vernal pools or sensitive natural communities that would be protected by the California Department of Fish and Wildlife (CDFW) or by the U.S. Army Corps of Engineers (USACE). Therefore, the Project would have no impacts and not mitigation is required.
- d. Less than Significant Impact with Mitigation Incorporated.** The project site is nearly entirely developed with DAP buildings, parking lot, and general landscaping, with the exception of a vacant parcel that contains little zero habitat and a small amount of vegetation. The adjacent parcels on all sides are developed and included existing roads, so there is no adjacent habitat that would have the potential to accommodate any terrestrial wildlife movement. The site had no evidence of wildlife or water during the site visit on those vacant parcels or within the surrounding area. Additionally, according to the General Plan, the northwestern Palm Springs, located in the San Gorgonio Pass, is regarded as the only connection for wildlife migrating between the Peninsular and Transverse ranges. Stubbe and Cottonwood Canyons and the Whitewater River also connect areas north of I-10 and the Planning Area to portions of the Planning Area south of I-10. Also, several east-west wildlife corridors exist in the Santa Rosa and San Jacinto Mountains and in the canyons and washes, which are not located within the project site.

However, nesting birds have the potential to occur where there is suitable nesting habitat provided by the ornamental trees, fan palms, and other general landscaping that are found onsite and on immediately adjacent properties. The project construction could adversely affect nesting birds if construction was to occur while they are present or adjacent to the project site, through direct mortality or abandonment of nest. If this was to occur it would be a violation of the MBTA and CFGC 3503, and a potentially significant impact. However, implementation of Mitigation Measure BIO-1 will require a preconstruction nesting bird survey to mitigate any potential impacts to protect migratory nesting birds. The preconstruction survey shall be conducted by a biologist 14 prior to any ground disturbing activities and/or removal of any vegetation. In the event that a raptor nest is observed personnel will be notified and no ground disturbing activities will occur until the avian biologist has confirmed the breeding/nesting is completed and the young have fledged the nest. Therefore, through implementation of Mitigation measure BIO-1, impacts would be reduced to less than significant.

OVERALL LANDSCAPE PLAN



LEGEND

- 1 CONCRETE WALKWAY
- 2 ENHANCED VEHICULAR PAVING AT MOTORCOURTS
- 3 PALM COURTYARD WITH ENHANCED PAVING AT OUTDOOR CAFE AREA
- 4 RAMMED EARTH CONCRETE ACCENT WALLS
- 5 PEDESTRIAN SHADE STRUCTURE
- 6 BENCH
- 7 BISTRO TABLES
- 8 TRASH ENCLOSURE
- 9 DETENTION BASIN/ DOG PARK WITH DECOMPOSED GRANITE, GRASS, & BOULDERS
- 10 COMPACT PARKING STALLS
- 11 MOTORCYCLE PARKING
- 12 EXISTING TREE TO REMAIN
- 13 SOLAR SHADE STRUCTURE/ CARPORT
- 14 POTENTIAL ENTRY MONUMENT
- 15 SUCCULENT GARDEN ENTRY

- ENTRY SHADE TREE
 - Olea europaea - OLIVE TREE
- LARGE SHADE TREE
 - TIPUANA TIPU - TIPU TREE
 - RAXINUS VELUTINA - ARIZONA ASH
 - CERCIDIUM 'DESERT MUSEUM' - PALO VERDE
- PARKING LOT SHADE TREE
 - PROSOPIS CHILENSIS - CHILEAN MESQUITE
 - ILMUS PARVIFOLIA - CHINESE EVERGREEN ELM
 - QUERCUS VIRGINIANA - SOUTHERN LIVE OAK
 - RAXINUS UHDEI - EVERGREEN ASH

- DETENTION BASIN TREE
 - ACACIA STENOPHYLLA - SHOESTRING ACACIA
 - BRACHYCHITON POPULNEUS - BOTTLE TREE
 - CEIBA SPECIOSA - FLOSS SILK TREE
 - CAESALPINIA CACALACO - CASCALOTE
 - ILMUS PARVIFOLIA - CHINESE EVERGREEN ELM

- MEDIUM TO SMALL ACCENT TREE
 - ACACIA ANEURA - MULGA
 - BRACHYCHITON POPULNEUS - BOTTLE TREE
 - CAESALPINIA CACALACO - CASCALOTE
 - CERCIDIUM 'DESERT MUSEUM' - PALO VERDE
 - CHILOPSIS LINEARIS - DESERT WILLOW
 - CORDIA BOISSIERI - TEXAS OLIVE

- DECORATIVE PALM TREE
 - WASHINGTONIA FILIFERA - CALIFORNIA FAN PALM
 - WASHINGTONIA ROBUSTA - MEXICAN FAN PALM

- EXISTING TREE TO REMAIN

PARKING SUMMARY

1. DESERT AIDS PROJECT
 - STANDARD PARKING SPACES: 192
 - COMPACT PARKING SPACES: 50
 - ADA PARKING SPACES: 19
 - TOTAL: 261 PARKING SPACES**
2. VISTA II
 - STANDARD PARKING SPACES: 28
 - ADA PARKING SPACES: 3
 - TOTAL: 31 PARKING SPACES**

TOTAL: 292 PARKING SPACES



Source: Michael Baker International

- e. **No Impact.** The City has not adopted any ordinances regarding tree preservation. However, as seen in Exhibit 16, Project Landscape Plan, the Project will preserve approximately 33 ornamental trees that currently exist on site. In addition, as seen in Exhibit 16 Project Landscape Plan the project would incorporate a number of new tree species throughout the project site. The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance and would have no impact. Therefore, no impacts would occur, and no mitigation is required.
- f. **Less than Significant Impact.** The project site is almost entirely developed and is located in the City of Palm Springs, which is within the boundaries CVMSHCP and would be subject to payment of the Development Mitigation fee per Chapter 8.95 MSHCP Mitigation Fee of the City's Municipal Code. The fee would mitigate potential impacts to covered species within the CVMSHCP. Although the site is located within the CVMSHCP boundary, as mentioned in Section 3.4.3. (a), the project site is not located within a biological sensitive or any conservation areas. The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, impacts would be less than significant, and no mitigation is required.

2.4.4 Mitigation

BIO-1 If unavoidable project construction activities must begin during the nesting bird season (February 1st through August 31st), a pre-construction nesting bird survey shall be conducted no more than 14 days prior to initiation of ground disturbance and vegetation removal activities. The nesting pre-construction bird survey shall be conducted by a biologist familiar with identification of avian species known to occur in Riverside County. The nesting bird survey shall be conducted on foot inside the project boundary, including a 300-foot buffer for passerines (song birds) and 500-foot buffer for raptors in areas of suitable habitat. Inaccessible areas will be surveyed using binoculars to the extent practical. If nests are found, an avoidance buffer (dependent upon species, the proposed work activity, the existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. If a raptor nest is observed in a tree proposed for removal, the applicant must consult with CDFW. All construction personnel be notified of the existence of the buffer zone and to avoid entering the buffer zone during nesting season. No ground disturbing activities shall occur within this buffer area until the avian biologist has confirmed the breeding/nesting is completed and the young have fledged. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

2.4.5 Level of Significance after Mitigation

With implementation of Mitigation Measure BIO-1, impacts on Biological Resources would be less than significant.

2.5 Cultural Resources

2.5.1 Sources

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

2.5.2 Environmental Setting

During the field visit conducted on July 28th it was observed that the project site is almost entirely developed and consist of multiple buildings that include, the DAP Buildings, DAP Annex, DAP Business Center, Vista Sunrise I Apartments, and an existing parking lot. The site contains an existing vacant lot located to the south and a retention basin located to the west. In addition, the developed site contains general landscaping that includes ornamental trees and palm trees that are located within the western portion of the project site and around the existing buildings. The vacant lot contains above ground utility lines and non-native vegetation and grasses.

Human history within the Coachella Valley, including areas of present day Palm Springs, dates back to the earliest civilization of the Cahuilla people, whose culture is present today. It was approximately 2000 years ago when the Cahuilla Indians first occupied the land that is now the Palm Springs area. Complex communities were developed in Palm, Murray, Andreas, Tahquitz, and Chino Canyons where the Cahuilla Indians managed hundreds of plant resources. Today the Agua Caliente Band of Cahuilla Indians Reservation encompasses a checkerboard of land within the City of Palm Springs.

2.5.3 Impacts

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

- a. **Less than Significant Impact.** The project site is located in an urban area of Palm Springs that is developed with residential and commercial uses. The project site is almost entirely developed and consists of multiple DAP buildings, parking lot, and general landscaping. The project site does contain one vacant parcel and retention basin that consists of non-native vegetation and utility lines. The Project consists of an addition to the already existing DAP building and the development of a new apartment building that will be located on the vacant parcel to the south of the project site. According to the City’s General Plan Recreation, Open Space and Conservation Element, the City currently does not have any sites listed within the City’s incorporated boundaries on the National Register of Historic Places (NRHP). In addition, Palm Springs does not have any designated State Historic Landmarks, however, Frances Stevens School is listed on the California Register of Historic Resources. Frances Stevens School is now the Palm Canyon Theatre which is located approximately 2 miles southwest, and not within the location of the project site. The Project would not cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5. Therefore, there would be a less than significant impact and no mitigation would be required.

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- b. **Less than Significant Impact with Mitigation Incorporated.** The City has two prehistoric archaeological districts listed on the NRHP. These include Andreas Canyon (or Rincon Village), which is a group of sites dating from the pre-Columbian period to the twentieth century. The other site is Tahquitz Canyon a large village site containing the remains of an aqueduct built by the Native Americans during the 1830s. Both of these sites are not located within the vicinity of the project site. Tahquitz Canyon is located approximately 4 miles to the southwest and Andreas Canyon is located approximately 7.6 miles to the southwest of the project site. In addition, according to Figure 5-5, *Cultural Resources: Prehistoric* and Figure 5-6, *Cultural Resources: Historic Archaeology* of the City's General Plan, the project site is not located in a general area known for historic archaeological sites or prehistoric significance. As previously mentioned, the project site is almost entirely developed with existing buildings and an existing parking lot with the exception of a vacant parcel and a retention basin. However, the project site lies in close proximity to Tribal land, there is always a possibility of buried cultural resources to be discovered. During earth disturbing activities of the Project, it is possible that subsurface cultural resources could be discovered. Through implementation of Mitigation Measure CUL-1, if buried cultural materials are discovered during the earth-moving operations, all work in that area will be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds and if necessary develop a treatment plan in consultation with the City of Palm Springs and the Agua Caliente Band of Cahuilla Indians. Therefore, with the incorporation of Mitigation Measure CUL-1, impacts relating to archaeological resources would be reduced to less than significant.
- c. **Less than Significant Impact with Mitigation Incorporated.** The project site is almost entirely developed and consist of multiple buildings that include, the DAP Buildings, DAP Annex, DAP Business Center, Vista Sunrise I Apartments, and an existing parking lot. The site contains an existing vacant lot located to the south and a retention basin located to the west. In addition, the developed site contains general landscaping that includes ornamental trees and palm trees that are located within the western portion of the project site and around the existing buildings. Furthermore, the vacant lot contains above ground utility lines and non-native vegetation and grasses. There is no evidence that the project site is located within an area that would be likely of containing human remains. However, there is always the possibility that human remains could be uncovered during ground disturbing activities. In the unexpected event that human remains are found during construction activities, those remains would require proper treatment in accordance with all applicable laws. Through implementation of Mitigation Measure CUL-2, all construction work taking place within the vicinity of the discovered remains must cease and the necessary steps to ensure the integrity of the immediate area must be taken. The State of California Health and Safety Code 7050.5 and the California Public Resource Code (PRC) Section 5097.98, states that the County Coroner must be notified within 24 hours of the discovery of human remains. If the remains discovered are determined by the coroner to the Native American descent, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would in turn contact the Most Likely Descendant (MLD) would determine further action to be taken. The MLD would have 48 hours to access the project site and make a recommendation regarding disposition of the remains. Therefore, with incorporation of Mitigation Measure CUL-2, impacts relating to the potential disturbance of human remains would be reduced to less than significant.

2.5.4 Mitigation

- CUL-1** If buried cultural materials are discovered during the earth-moving operations, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of

the finds and, if necessary, develop a treatment plan in consultation with the City of Palm Springs and the appropriate Native American tribes.

CUL-1 In the unexpected event human remains are uncovered during construction activities, all construction work taking place within the vicinity of the discovered remains must cease and the necessary steps to ensure the integrity of the immediate area must be taken. The County Coroner must be notified within 24 hours of the discovery of human remains. If the remains discovered are determined by the coroner to be of Native American descent, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would in turn contact the Most Likely Descendant (MLD) would determine further action to be taken. The MLD would have 48 hours to access the site and make a recommendation regarding disposition of the remains.

2.5.5 Level of Significance after Mitigation

With implementation of Mitigation Measure's CUL-1 and CUL-2, impacts to cultural resources would be less than significant.

2.6 Geology and Soils

2.6.1 Sources

- Geotechnical Report DAP Campus & Building Expansion, City of Palm Springs, LandMark Geo-Engineers and Geologist, January 17, 2020.
- City of Palm Springs, *General Plan, Safety Element, 2007*.
- County of Riverside, *General Plan, Cultural and Paleontological Resources, 2015*.

2.6.2 Environmental Setting

The project site is located in the City of Palm Springs and is bounded by Sunrise Way to the north and by Vista Chino to the east. The elevation of the project site is approximately 505 feet above mean sea level (AMSL) in the Coachella Valley region, within the Colorado Desert. The average annual rainfall within the Coachella Valley region is less than 4 inches per year with average temperatures above 100 degrees Fahrenheit during the summer months.

Additionally, the project site is located in the portion of the Salton Trough physiographic province of the Coachella Valley. The Salton Trough is a geologic structural depression resulting from large scale regional faulting. This trough is bounded by the San Andreas Fault and the Chocolate Mountains to east of the Salton Sea, and by the Peninsular Range and San Jacinto Fault Zone to the southwest. Tectonic activity that formed the trough continues at a high rate as evidence by deformed young sedimentary deposits and high levels of seismicity.

Subsurface Soils

A field exploration of the project site was conducted on November 16, 2019, which determined that the subsurface soils encountered consisted of medium dense to very dense, sand (Myoma sand) with traces of gravels and cobbles with depth. Furthermore, the near surface soils are non-expansive in nature.

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Groundwater

Per the *Geotechnical Report*, groundwater was not encountered in the borings during the time of exploration. The well information that was collected near the project site indicated that groundwater levels range from 201 feet to 255 feet below the ground surfaces in the last 5 years. Groundwater levels may fluctuate with precipitation, irrigation of adjacent properties, drainage, and site grading. Therefore, the groundwater level noted should not be interpreted to represent an accurate or permanent condition. According to regional topography, groundwater flow is assumed to be towards the south-east within the site area, however, flow directions may vary locally in the vicinity of the project site.

2.6.3 Impacts

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

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- a-i. **Less than Significant Impact.** According to the *Geotechnical Report*, the project site is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest fault zone to the project site is the San Andreas-San Bernardino fault, which is located approximately 4.3 miles northeast of the project site. As seen in Figure 2, *Local Fault*, of the *Geotechnical Report*, known faults are not mapped on or projecting towards the project site.

Impacts associated with the rupture of a known fault would be minimized due to compliance with existing building regulations. Design and construction of the new facilities would comply with all seismic safety development requirements, including the Title 24 standards of the current California Building Code. Therefore, implementation of the Proposed Project would result in a less than significant impact associated with rupture of a known earthquake fault.

- a-ii. **Less than Significant Impact.** The project site is considered likely to be subjected to moderate to strong ground motion from earthquakes in the region. These ground motions are dependent primarily on the earthquake magnitude and distance to the rupture zone. As discussed in Section 2.7.3(a-i) above, the project site is located approximately 4.3 miles northeast of the San Andreas-San Bernardino fault. Impacts associated with strong seismic ground shaking would be minimized due to compliance with existing building regulations. Design and construction of the new facilities would comply with all seismic-safety development requirements, including the Title 24 standards of the current California Building Code. Therefore, implementation of the Proposed Project would result in a less than significant impact associated with strong seismic ground shaking.

- a-iii. **Less than Significant Impact.** According to the *Geotechnical Report*, liquefaction is unlikely to be a potential hazard at the project site. This is due to the groundwater being deeper than 50 feet, which is the maximum depth that liquefaction is known to occur. As previously discussed, evaluation of the project site indicated that groundwater levels range from 201 feet to 255 feet below the ground surfaces in the last 5 years. Therefore, project impacts relating to seismic-related ground failure, including liquefaction would be less than significant and no mitigation is required.

- a-iv. **No Impact.** The Project is located on an area of the City that has been developed and is relatively flat and not located immediately adjacent to any sloped hillsides. In addition, according to the Figure 6-2, *Land Susceptibility* of the City's General Plan, the project site is not located within an area that is considered to be of high susceptibility for landslides, moderate susceptibility landslides, or in an areas of hillside ad mountainous areas. Furthermore, per the *Geotechnical Report*, the hazard of landslides is unlikely due to the regional planar topography, no ancient landslides are shown on geological maps of the region, and there were no indications of landslides observed on the project site. Therefore, the development of the Project would result in no impact relating to landslide hazards and no mitigation is required.

- b. **Less than Significant Impact.** The Project would be required to comply with the preparation of a Stormwater Pollution Prevention Plan (SWPPP) that would be submitted to and approved by the City prior to construction. The approval of a project SWPPP would ensure that onsite soil erosion would be kept to a minimum during development of the Project (see Section 2.10, Hydrology and Water Quality). Therefore, impacts related to substantial soil erosion or the loss of topsoil would be less than significant and no mitigation is required.

- c. **Less than Significant Impact.** As previously discussed in Section 2.7.3 (a)(i throughiv) the project is not located within an active or potentially active fault zone, or in an area not at risk of landslide or

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liquefaction; therefore, the project site has unlikely potential for liquefaction or landslides. Additionally, the near surface soils at the project site consist of silty sands and sands which are non-expansive. Furthermore, design and construction of the project would comply with all seismic safety development requirements, including the Title 24 standards of the current California Building Code. Therefore, the project would result in less than significant impacts associated with landslide, lateral spreading, subsidence, liquefaction, or collapse.

- d. **Less than Significant Impact.** As mentioned in Section 2.10 (c), the project site consists of silty sands. According to the *Geotechnical Report* and the laboratory test conducted, these near surface soils are non-expansive. The project site is not located in an area known for expansive soil (as defined in Table 18-1-B of the Uniform Building Code (1994)), and the potential for the project to create substantial risks to life or property, relating to expansive soils, is very low. Therefore, Project impacts would be less than significant, and no mitigation is required.
- e. **No Impact.** The Project would be an expansion of its existing campus in the City of Palm Springs. The Project would not involve the use of septic tanks or any other alternative wastewater disposal systems. The Project would be served through existing sewer lines that are maintained by Veolia Water North America and provide services to the existing development. Therefore, there would be no impacts associated with septic tanks or alternative wastewater systems, and no mitigation is required.
- f. **Less than Significant Impact.** Under existing conditions, the Project site is heavily disturbed due to previous ground disturbing activities. Additionally, no known paleontological resources occur on-site, as previous ground disturbing activities would have uncovered any such subsurface resources. Further, based on the County of Riverside General Plan, the project site is located in an area of low potential for encountering paleontological resources. Per the City's Recreation, Open Space, and Conservation Element of the General Plan the project site is not located in area likely of containing prehistoric resources. Accordingly, the project's construction activities would have no reasonable potential to unearth significant paleontological resources and would therefore have no potential to directly or indirectly destroy a unique paleontological resources or site or unique geologic feature. No impact would occur.

2.6.4 Mitigation

No mitigation is required.

2.6.5 Level of Significance after Mitigation

Not applicable.

2.7 Greenhouse Gas Emissions

2.7.1 Sources

- *CalEEMod Annual Output for GHG Analysis*, Ganddini Group, Inc., August 14, 2020 (Appendix C)

2.7.2 Environmental Setting

The Project is within the Salton Sea portion of the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

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SCAQMD Regulation XXVII, Climate Change

SCAQMD Regulation XXVII currently includes three rules:

- The purpose of Rule 2700 is to define terms and post global warming potentials.
- The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified GHG emission reductions in the SCAQMD.
- Rule 2702, Greenhouse Gas Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a Greenhouse Gas Reduction Program for GHG emission reductions in the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

A variety of agencies have developed GHG emission thresholds and/or have made recommendations for how to identify a threshold. However, the thresholds for projects in the jurisdiction of the SCAQMD remain in flux. The CAPCOA explored a variety of threshold approaches but did not recommend one approach (2008). The ARB recommended approaches for setting interim significance thresholds (California Air Resources Board 2008b), in which a draft industrial project threshold suggests that non-transportation related emissions under 7,000 Metric Tons of CO₂ Emitted (MTCO₂e) per year would be less than significant; however, the ARB has not approved those thresholds and has not published anything since then. The SCAQMD is in the process of developing thresholds, as discussed below.

SCAQMD Threshold Development

On December 5, 2008, the SCAQMD Governing Board adopted an interim greenhouse gas significance threshold for stationary sources, rules, and plans where the SCAQMD is lead agency (SCAQMD permit threshold). The SCAQMD permit threshold consists of five tiers. However, the SCAQMD is not the lead agency for this project. Therefore, the five permit threshold tiers do not apply to the proposed project.

The SCAQMD is in the process of preparing recommended significance thresholds for greenhouse gases for local lead agency consideration (“SCAQMD draft local agency threshold”); however, the SCAQMD Board has not approved the thresholds as of the date of the Notice of Preparation. The current draft thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption pursuant to the CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project’s construction emissions are averaged over 30 years and are added to a project’s operational emissions. If a project’s emissions are under one of the following screening thresholds, then the project is less than significant:
 - All land use types: 3,000 MTCO₂e per year
 - Based on land use type: residential: 3,500 MTCO₂e per year; commercial: 1,400 MTCO₂e per year; or mixed use: 3,000 MTCO₂e per year.
 - Based on land type: Industrial (where SCAQMD is the lead agency), 10,000 MTCO₂e per year.
- Tier 4 has the following options:

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- Option 1: Reduce emissions from business as usual (BAU) by a certain percentage; this percentage is currently undefined.
- Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
- Option 3, 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO₂e/SP/year for projects and 6.6 MTCO₂e/SP/year for plans;
- Option 3, 2035 target: 3.0 MTCO₂e/SP/year for projects and 4.1 MTCO₂e/SP/year for plans.
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD's draft threshold uses the Executive Order S-3-05 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap carbon dioxide concentrations at 450 ppm, thus stabilizing global climate. Specifically, the Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to a CEQA analysis, including a negative declaration, a mitigated negative declaration, or an environmental impact report, which includes analyzing feasible alternatives and imposing feasible mitigation measures. A GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term adverse impacts associated with global climate change because most projects will be required to implement GHG reduction measures. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that staff estimates that these GHG emissions would account for slightly less than one percent of future 2050 statewide GHG emissions target (85 MMTCO₂eq/year). In addition, these small projects may be subject to future applicable GHG control regulations that would further reduce their overall future contribution to the statewide GHG inventory. Finally, these small sources are already subject to BACT for criteria pollutants and are more likely to be single-permit facilities, so they are more likely to have few opportunities readily available to reduce GHG emissions from other parts of their facility.

SCAQMD Working Group

Since neither the CARB nor the Office of Planning and Research (OPR) has developed GHG emissions threshold, the SCAQMD formed a Working Group to develop significance thresholds related to GHG emissions. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual thresholds of 10,000 MTCO₂e for industrial uses.

City of Palm Springs

Climate Action Plan

The City adopted the City of Palm Springs Climate Action Plan (CAP) in May 2013. The City's CAP acts as a framework for the development and implementation of policies and programs to reduce the City's emissions. This plan sets forth goals to reduce emissions to achieve the targets of AB 32. The Climate Action Plan identifies that the community will have to implement emissions reductions of 4,263 tonnes to achieve the AB 32 target by 2020. This reduction equates to just one percent of the forecasted 2020 level. Further, in order to fulfill the Kyoto Protocol target of seven percent below 1990 levels, the City will have to reduce projected emissions by a total of 324,513 tonnes or a 7.9 percent emissions reduction. These CAP targets are based on a predicted population growth rate of 18% between 2010 and 2020.

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The City's CAP has identified 78 measures to be implemented over the course of an eight year period, beginning in 2013, in order to achieve their emission reduction goals. The measures represent 75,984 tons of annual CO₂e savings, which is larger than that needed for the City to be in compliance with both AB 32 levels and the Kyoto Protocol.

Methodology

The Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment. The following provides the methodology used to calculate the project-related GHG emissions and the project impacts.

CalEEMod Version 2016.3.2 was used to calculate the GHG emissions from the Project (see Appendix C, *CalEEMod Annual Output for GHG Analysis*). Each source of GHG emissions is described in greater detail below.

Area Sources

Area sources include emissions from consumer products, landscape equipment and architectural coatings. No changes were made to the default area source emissions.

Energy Usage

Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the default energy usage parameters.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the Project. The vehicle trips associated with the proposed project have been analyzed by inputting the project-generated vehicular trips from the Desert AIDs Project Traffic Analysis prepared by Urban Crossroads (December 12, 2019) into the CalEEMod Model. The program then applies the emission factors for each trip which is provided by the EMFAC2014 model to determine the vehicular traffic pollutant emissions.

Waste

Waste includes the GHG emissions generated from the processing of waste from the proposed project as well as the GHG emissions from the waste once it is interred into a landfill. AB 341 requires that 75 percent of waste be diverted from landfills by 2020, reductions for this are shown in the mitigated CalEEMod output values. No other changes were made to the default waste parameters.

Water

Water includes the water used for the interior of the building as well as for landscaping and is based on the GHG emissions associated with the energy used to transport and filter the water. No changes were made to the default water usage parameters.

Construction

The construction-related GHG emissions were also included in the analysis and were based on a 30 year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. The construction-related GHG emissions were calculated by CalEEMod.

Thresholds of Significance

The Project utilizes the SCAQMD draft local agency tier 3 threshold of 3,000 MTCO₂e per year for all land use types as a screening threshold.

2.7.3 Impacts

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

- a. **Less than Significant Impact.** The Project is the development of a proposed expansion including a new 18,500 square foot Pavilion addition that connects the existing DAP building and DAP Annex, site and landscape improvements, and the construction of sixty-one (61) apartment units. The Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment. The CalEEMod Version 2016.3.2 was utilized by Ganddini Group, Inc., to calculate the GHG emissions from the Project. As shown in Table 11, the Project would result in approximately 1,635.94 MTCO₂e per year and would not exceed the SCAQMD screening threshold of 3,000 MTCO₂e per year. Therefore, although the Project would generate GHG emissions either directly or indirectly, project GHG emissions impacts would be less than significant, and no mitigation is required.

Table 11 Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO ₂	NonBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ¹	0.00	43.98	43.98	0.00	0.00	44.26
Energy Usage ²	0.00	320.13	320.13	0.01	0.00	321.56
Mobile Sources ³	0.00	1,067.04	1,067.04	0.05	0.00	1,068.28
Solid Waste ⁴	51.86	0.00	51.86	3.06	0.00	128.47
Water ⁵	2.00	36.55	36.55	0.21	0.01	45.25
Construction ⁶	0.00	27.98	27.98	0.01	0.00	28.11
Total Emissions	53.85	1,495.68	1,547.54	3.34	0.01	1,635.94
SCAQMD Draft Screening Threshold						3,000.00
Exceeds Threshold?						No

Notes:

Source: CalEEMod Version 2016.3.2 for Opening Year 2023.

¹ Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.

² Energy usage consist of GHG emissions from electricity and natural gas usage.

³ Mobile sources consist of GHG emissions from vehicles.

⁴ Solid waste includes the CO₂ and CH₄ emissions created from the solid waste placed in landfills.

⁵ Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

⁶ Construction GHG emissions CO₂e based on a 30 year amortization rate.

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- b. **Less than Significant Impact.** The Project would have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The applicable plan for the Project is the City of Palm Springs CAP; however, as the CAP only provides emissions targets up to the year 2020 and the Project will not be operational until 2023, the Project has also been compared to the applicable measures of the CARB Scoping Plan.

Consistency with City of Palm Springs CAP

The City’s CAP was set in place to guide the City in decisions that lead to the largest and most cost-effective emissions reductions. This plan sets forth goals to reduce emissions to achieve the targets of AB 32. In order to achieve these targets, the CAP presents a number of GHG emissions-reducing programs and policies that are to be implemented by the City. As specified in the CAP, these measures are to be implemented over a course of eight years beginning in 2013. The Project would be expected to comply with all applicable emissions-reducing measures identified within the CAP. Project compliance with the CAP measures is detailed in Table 12.

Table 12 City of Palm Springs CAP Applicable Measures Project Comparison

Sector	CAP Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
Sphere - "Where We Live"		
Solid Waste	Solid Waste Diversion: Increase solid waste diversion rate by 5% to 80.1% by 2015 potentially through awareness programs, recognition and other financial instruments.	Consistent. The project will be required to comply with AB 341, which includes recycling programs that reduces waste to landfills by a minimum 75% by 2020.
Solid Waste	Solid Waste Diversion: Increase solid waste diversion rate by an additional 10% to 90.1% by 2020 potentially through awareness programs, recognition and other financial instruments.	Consistent. The project will be required to comply with AB 341, which includes recycling programs that reduces waste to landfills by a minimum of 75% by 2020.
Water	Gray-Water Ready Ordinance: Require all new residential development to be constructed for easy implementation of gray water systems that redirect water from wash basins, showers, and tubs.	Consistent. The residential portion of the project will be required to be constructed for easy implementation of gray water systems that redirect water from wash basins, showers, and tubs.
Sphere- "Where We Work"		
Commercial Buildings	Peak Demand Reduction: Collaborate with SCE and encourage 100 businesses to enroll in Energy Efficiency and Demand Response programs such as the Summer Discount Program.	Consistent. This is a city-based measure. If the project is mandated by the City to be one of the 100 businesses that are to enroll in an Energy Efficiency and Demand Response program then the project will comply as needed.
Commercial Buildings	Energy-Efficient, Commercial-Sector Lighting: Promote and leverage existing incentives for efficient lighting and educate and locally incent building owners to eliminate any remaining T-12 lamps in commercial buildings.	Consistent: The project will comply with current Title 24 requirements for installation of energy-efficient lighting.
Commercial Buildings	"The Temperature Club": Promote community partnership through policies to adjust indoor temperatures to save/degree by way of the "Green Business Partnership."	Consistent. This is a city-based measure. If the project is mandated by the City to be one of the 100 businesses in the "Temperature Club," the project will comply as needed.

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Sector	CAP Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
Commercial Buildings	Integrated Lighting Systems: Promote SCE's Energy Management Solutions' energy- efficient lighting linked to building controls and occupancy sensors in minimum of 1 million square feet of commercial space.	Consistent. This is a city-based measure. If the project is mandated by the City to be part of the 1 million square feet of commercial space that is to have energy-efficient lighting linked to building controls and occupancy sensors, then the project will comply as needed.
Sphere- " How We Build"		
Commercial Buildings	Sustainable Parking Lots: Program to reduce the heat island effect through the promotion of parking lot coverings and coatings and semi permeable surfaces for new construction to achieve 20% of existing parking lots, and 80% of new parking lots.	Consistent. The project includes the planting of trees in the parking lot that would provide shade and reduce the heat island effect and semi-permeable paving will be used as required by the City.
Commercial Buildings	"Cool Roofs": Promote the installation of reflective roofing on commercial properties in the community with recognition for first ten early adopters.	Consistent. The Project is to use light-colored roofing materials to reflect heat and reduce cooling requirements of buildings.
Residential Buildings	Green Building Program: Promote the voluntary Green Building Program to prepare for enhanced Title 24 requirements and green building standards.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that will become mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
Residential Buildings	Shade Trees: Promote properly sited and selected shade trees in 100% of new construction to reduce heat island and provide shade to offset air conditioning.	Consistent. The residential portion of the project includes the planting of trees that would provide shade and reduce the heat island effect.
Water	Storm water Capture: Promote storm water capture and retention for exterior landscape use (cisterns, rain barrels) to demonstrate 10 new systems by 2020.	Consistent. The project includes a retention basin. This basin will reduce the runoff from the project site and meet water quality requirements.

Notes:

Source: City of Palm Springs Climate Action Plan (2013).

Consistency with CARB Scoping Plan

The CARB Board approved a Climate Change Scoping Plan in December 2008. The Scoping Plan outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (California Air Resources Board 2008). The measures in the Scoping Plan have been in place since 2012.

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This Scoping Plan calls for an “ambitious but achievable” reduction in California’s GHG emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today’s levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman and child in California down to about 10 tons per person by 2020.

In November 2017, CARB released the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State’s climate goals, and includes a description of a suite of specific actions to meet the State’s 2030 GHG limit. In addition, Chapter 4 of the Scoping Plan provides a broader description of the many actions and proposals being explored across the sectors, including the natural resources sector, to achieve the State’s mid and long-term climate goals.

As the latest, 2017 Scoping Plan builds upon previous versions, project consistency with applicable strategies of both the 2008 and 2017 Plan are assessed in Table 13. As shown in Table 13, the Project is consistent with the applicable strategies and would result in a less than significant impact.

Table 13 GHG Project Consistency with CARB Scoping Plan Policies and Measures¹

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Consistent. These are CARB enforced standards; vehicles that access the project (that are required to comply with these standards) will comply with the strategy.
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	Consistent. The project will be compliant with the current Title 24 standards. Furthermore, the parking lot is to include carports for solar.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	Consistent. These are CARB enforced standards; vehicles that access the project (that are required to comply with these standards) will comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the project (that are required to comply with these standards) will comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the project (that are required to comply with these standards) will comply with the strategy.
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California’s new and existing inventory of buildings.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards. Furthermore, the parking lot is to include carports for solar.

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2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	Consistent. CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the project (that are required to comply with these measures) will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The project will be required to comply with City programs, such as City’s recycling and waste reduction program, which comply with the 75 percent reduction required by 2020 per AB 341.
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The project will comply with all applicable City ordinances and CAL Green requirements.
2017 Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	Project Compliance with Recommended Action
Implement Mobile Source Strategy: Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Car regulations.	Consistent. These are CARB enforced standards; vehicles that access the project (that are required to comply with these standards) will comply with the strategy.
Implement Mobile Source Strategy: At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025 and at least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	Consistent. These are CARB enforced standards; vehicles that access the project (that are required to comply with these standards) will comply with the strategy.
Implement Mobile Source Strategy: Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NOX standard.	Consistent. These are CARB enforced standards; vehicles that access the project (that are required to comply with these standards) will comply with the strategy.
Implement Mobile Source Strategy: Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.	Consistent. These are CARB enforced standards; vehicles that access the project (that are required to comply with these standards) will comply with the strategy.
Implement SB 350 by 2030: Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.	Consistent. The project will be compliant with the current Title 24 standards. Furthermore, the parking lot is to include carports for solar.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	Consistent. The project will be required to comply with City programs, such as City’s recycling and waste reduction program, which comply with the 75 percent reduction required by 2020 per AB 341.

Notes:

(1) Source: CARB Scoping Plan (2008 and 2017)

Consistency with AB-32 and SB-32

As stated previously, the SCAQMD’s tier 3 thresholds used Executive Order S-3-05 goal as the basis for deriving the screening level. The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following reduction targets:

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- 2010: Reduce greenhouse gas emissions to 2000 levels
- 2020: Reduce greenhouse gas emissions to 1990 levels
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which was phased in starting in 2012.

Therefore as the Project's emissions meet the threshold for compliance with Executive Order S-3-05, the project's emissions also comply with the goals of AB 32 and the City's CAP. Additionally, as the Project meets the current interim emissions targets/thresholds established by SCAQMD, the Project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. Furthermore, the majority of the post 2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the Project will be required to comply with these regulations as they come into effect.

At a level of 1,635.94 MTCO₂e per year, the Project's GHG emissions do not exceed the SCAQMD draft threshold of 3,000 MTCO₂e per year and is in compliance with the reduction goals of the City's CAP, the CARB Scoping Plan, AB-32, and SB-32. Furthermore, the Project will comply with applicable Green Building Standards and City policies regarding sustainability (as dictated by the City's General Plan and CAP). Project impacts would be less than significant, and no mitigation is required.

2.7.4 Mitigation

No mitigation is required.

2.7.5 Level of Significance

Not applicable.

2.8 Hazards and Hazardous Materials

2.8.1 Sources

- City of Palm Springs, *General Plan, Safety Element*, 2007.
- Department of Toxic Control Substances. Accessed August 19, 2020, < <https://dtsc.ca.gov/> >.
- State Water Resources Control Board, *GeoTracker*. Accessed August 19, 2020, < <https://www.waterboards.ca.gov/> >.
- Center for Disease Control. Accessed September 1, 2020, < <https://www.cdc.gov/infectioncontrol/guidelines/environmental/background/medical-waste.html> >.
- Occupational Safety and Health Administration. Accessed August 1, 2020. <<https://www.osha.gov/SLTC/healthcarefacilities/index.html>>.
- California Department of Public Health. Accessed August 1, 2020. <<https://www.cdph.ca.gov/Programs/CEH/DRSEM/Pages/EMB/MedicalWaste/MedicalWaste.aspx#>>.

2.8.2 Environmental Setting

The project site is nearly entirely developed and consist of multiple buildings that include, the DAP Buildings, DAP Annex, DAP Business Center, Vista Sunrise I Apartments, and an existing parking lot. The site contains an existing vacant lot located to the south (where the Vista Sunrise Apartments II are proposed) and a retention basin located to the west (as part of the current shared parking parcel). In addition, the developed site contains general landscaping that includes ornamental trees and palm trees that are located within the western portion of the project site and around the existing buildings. The vacant lot contains above ground utility lines and non-native vegetation and grasses. During the site visit there were no observations made of any signs of hazardous materials onsite or signs of any underground storage tanks. It was observed that the. Surrounding uses include multi-family residential to the south and west, commercial uses to the east, and mixed-uses to the north of the project site.

Local Schools

The nearest schools to the project site are Raymond Cree Middle school, which is approximately 0.5 miles to the west and Katherine Finch Elementary School, which is approximately 1 mile to the southwest of the project site.

Regulatory Setting

Federal

Center for Disease Control (CDC)

The CDC is a national public health institute whose main goal is to protect public health and safety through control and prevention of disease, injury, and disability. The CDC especially focuses its attention on infectious disease, food borne pathogens, environmental health, occupational safety and health, health promotion, injury prevention, and educational activities that are designed to improve the health of citizens. Currently, the CDC regulates medical waste at the Federal level with their *Guidelines for Environmental Infection Control in Health-Care Facilities* (2003). These guidelines are a compilation of recommendations for the prevention and control of infectious diseases that are associated with healthcare environments.

Resource Conservation and Recovery Act

The 1976 Federal Resource Conservation and Recovery Act (RCRA) and the 1984 RCRA amendments regulate the treatment, storage, and disposal of hazardous and non-hazardous wastes. The legislation mandated that hazardous wastes be tracked from the point of generation to their ultimate fate in the environment. This includes detailed tracking of hazardous materials during transport and permitting of hazardous material handling facilities. The 1984 RCRA amendments provide the framework for a regulatory program designed to prevent releases from underground storage tanks (UST).

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 introduced active federal involvement with emergency response, site remediation, and spill prevention, most notably through the Superfund program. The act was intended to be comprehensive in encompassing both the prevention of, and response to, uncontrolled hazardous substances release. The act includes environmental response, providing mechanisms for reacting to emergencies and to chronic hazardous material releases. In addition to establishing procedures to prevent and remedy problems, it is also designed to plan for and respond to failure in other regulatory programs and to remedy problems resulting from action taken before the era of comprehensive regulatory protection.

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National Pollution Discharge Elimination System (NPDES) Permit

The NPDES program regulates municipal, industrial, and construction stormwater discharges. The necessary NPDES permits required for project construction and operation are a Stormwater Pollution Prevention Plan (SWPPP) and a Water Quality Management Plan (WQMP). The developer will be responsible for preparing a SWPPP that includes a list of Best Management Practices (BMP) that would be implemented in order to prevent soil erosion and discharge of construction-related pollutants that could contaminate nearby water sources. The SWPPP would be implemented during construction at the site and a copy of the SWPPP must be maintained onsite during construction. A WQMP is also required to be prepared for the Project, which includes BMPs to be implemented during post-construction operations for all phases of development within the project site.

State

Occupational Safety and Health Administration (OSHA)

This agency regulates any aspect of healthcare waste management that involves worker safety. This includes sharps management (including approved sharps container storage) and how medical waste bags or containers are labeled, the requirements for storage of any medical waste, as well as standards in place that protect workers from exposure to blood-borne pathogens.

California Department of Public Health

To protect the public and the environment from potentially infectious disease causing agents, the Medical Waste Management Program (Program), in the Environmental Management Branch, regulates the generation, handling, storage, treatment, and disposal of medical waste by providing oversight for the implementation of the Medical Waste Management Act (MWMA). The MWMP permits and inspects all medical waste offsite treatment facilities and medical waste transfer stations. In addition to the treatment methods specifically allowed in the MWMA, there are alternative medical waste treatment technologies approved for use in California.

Additionally, the MWMP acts as the local enforcement agency in a number of local jurisdictions that elected to have the State implement the large quantity generator inspection program for medical waste management.

California Health and Safety Code

The California Environmental Protection Agency (CalEPA) has established rules governing the use of hazardous materials and the management of hazardous wastes. California Health and Safety Code (HSC) Sections 25531, et. seq. incorporate the requirements of Superfund Amendments and Reauthorization Act and the Clean Air Act as they pertain to hazardous materials.

State Water Resources Control Board (SWRCB)

The State Water Resources Control Board provides technical assistance and evaluation for the underground storage tank program in addition to handling the oversight and enforcement for the aboveground storage tank program.

California Environmental Protection Agency Unified Program

The California Environmental Protection Agency (CalEPA) oversees California's Unified Program. This program protects Californians from hazardous waste and hazardous materials by ensuring that local regulatory agencies consistently apply statewide standards. This program also consolidates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities six environmental and emergency response programs.

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Department of Toxic Substances Control

The Department of Toxic Substances Control (DTSC) provides technical assistance and evaluation for the hazardous waste generator program including onsite treatment (tiered permitting).

County of Riverside Department of Environmental Health

The Department of Environmental health is designated as the CUPA by CalEPA. The role of the CUPA is to assure consolidation, consistency and coordination of the hazardous materials programs within the County. The Branch is responsible for inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program. In addition, the Branch maintains an emergency response team that responds to hazardous materials and other environmental health emergencies.

Hazardous Materials Business Plan

This business plan program regulates the storage and handling of hazardous materials through education, facility inspections and enforcement of State law. A Hazardous Materials Disclosure program requires the creation and maintenance of a Hazardous Materials Business Plan (HMBP). It requires all handlers to disclose their inventory of hazardous materials and it is made available to first responders in the county for emergency response activities. A hazardous material handler is identified as any facility storing hazardous materials and/or waste in quantities greater than or equal to:

- 55 gallons of a liquid substance
- 500 pounds of a solid substance
- 200 cubic feet of compressed gas

2.8.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a/b. Less than Significant Impact. Proposed construction activities for the development of the Project may involve the use and transport of hazardous materials, which include but not limited to fuels, gasoline, hydraulic fluid, lubricants, and other liquids associated with the operation of heavy equipment utilized for construction. Additionally, materials that are consistent with building construction would also be present on site and these materials may include paints, solvents, concrete, adhesives, roofing materials, and others. Additionally, transportation, storage, use and disposal of hazardous materials during construction activities would be required to comply with all applicable federal, State, and local statutes and regulations. This includes the preparation of a SWPPP that would outline specific BMPs that would be administered during the construction of the Project in order to prevent the discharge of construction-related pollutants that could contaminate nearby water sources. The Resource Conservation and Recovery Act (RCRA; 42 USC 6901 et seq.) would require businesses with substantial quantities of hazardous materials to adhere to strict requirements in regards to handlings, transportation, and storing of supplies. Furthermore, the Hazardous Materials Transportation Act, 49 U.S.C. § 5101 et seq., protects against the risk to life, property, and the environment that are associated in the transportation of hazardous materials in intrastate, interstate, and foreign commerce. Upon completion of the proposed construction, all hazardous materials would be removed from the project site. Therefore, with all applicable regulations in place, impacts associated with accidental release of hazardous substances during construction activities would be less than significant and no mitigation is required.

The Project would consist of an 18,500 square foot Pavilion addition that connects the existing DAP building and DAP Annex, and 14,060 SF of new apartment building. As a results, the storage of hazardous materials of various quantities, and type (i.e., solvents, acids, paints, refrigerant, cleaning supplies, gases, etc.) would occupy the buildings. The Project would be required to disclose all hazardous materials that would be handled onsite, and if the project exceeds the quantities mentioned above, a HMBP would be required. The preparation of the HMBP for the Project would ensure that the necessary procedures and protocols are in place and exercise for the safe containment and handling of hazardous materials.

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Furthermore, the Project would comply with all applicable federal and State such as those imposed by California Department of Public Health that regulates the generation, handling, storage, treatment, and disposal of medical waste. This also includes regulations set by OSHA regarding worker safety and waste management. The CDC also provides guidance and recommendations for the prevention and control of infectious diseases that are associated with healthcare environments. Through implementation of all applicable plans and regulations the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, the impacts would be less than significant and no mitigation is required.

- c. **No Impact.** The nearest school to the project site is Raymond Cree Middle School, which is approximately 0.5 mile to the west of the project site. As discussed above, the other school within the vicinity of the project site is approximately 1 mile to the southwest. The Project would not impact schools within 0.25-miles by emitting hazardous or handling hazardous or acutely hazardous materials, substances, or waste. All disposal of medical waste and or bio-hazardous materials will be handled according to both federal and State regulations as those previously mentioned in Section 2.8.3 (a)(b). Therefore, the Project would have no impact and no mitigation is required.

- d. **Less than Significant Impact.** According to the Department of Toxic Control Substances (DTCS), there are no Federal Superfund sites within the vicinity of the project site. All environmental cleanups and any permitted hazardous material facilities are listed in the Envirostor database, including Comprehensive Environmental Response, Compensation, and Liability Act (CERLA) sites as well. Additionally, according to the California State Water Resources Control Board's GeoTracker, the project site is not located within any cleanup sites. The nearest cleanup site is located approximately 250 feet to the northeast, which is Texaco Marks and had a potential contaminant of concern (gasoline). However, the clean-up status on this site has been completed and the case has been closed as of January 27, 1997. The Project is not be located on a site that is listed as a hazardous materials site pursuant to Government Code Section 65962.5. Thus, the Project would not create a significant hazard to the public or the environment. Therefore, the Project would have a less than significant impact and no mitigation is required.

- e. **Less than Significant Impact.** The project site is located approximately 3 miles from the Palm Springs International Airport. According to the General Plan's Safety Element Figure 6-8, Airport Compatibility Plan, the project site is located in a Zone C and the Extended Approach/Departure Zone. The Riverside County Airport Land Use Compatibility Plan provides Basic Compatibility Criteria, which includes such considerations such as the prohibition of tall structures, hazardous materials storage, siting of high-occupancy buildings and facilities, and criteria infrastructure within compatibility zones, as well as limits on dwelling units per acre. The City coordinated with the Riverside County Airport Land Use Commission (ALUC) regarding the Project's compatibility with the ALUC Compatibility Plan. On September 17, 2020, the Riverside County ALUC issued their ALUC Development Review findings for the proposed project and determined the proposed project to be consistent with the 2005 Palm Springs International Airport Land Use Compatibility Plan (Appendix G).

Also, the Federal Aviation Administration (FAA), conducted an aeronautical study under the provisions of 49 U.S.C Section 44178, Title 14 of the Code of Federal Regulations, Part 77, determining that neither the new pavilion nor the proposed apartments exceed the obstruction standards and would not be a hazard to air aviation (Appendix H). Furthermore, the project site has already been developed and the additional proposed development would adhere to all policies enforced by the City. Therefore, the Project would have a less than significant impact and no mitigation is required.

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- f. **No Impact.** As previously mentioned in Section 3.20.3(a), the City has developed the Emergency Operations Plan (EOP), a multi-hazard document that addresses the City’s planned response and short-term recovery to extraordinary emergency situation that are associated with natural disasters, technological incidents, and national security emergencies. The Project would adhere to any applicable mitigation strategies listed within the EOP to assure that the Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the Project would have no impact and no mitigation is required.
- g. **No Impact.** The Project is located in an urban area of the City, which is developed by residential and commercial uses. The Project consists of an addition to already existing buildings and a new apartment building to an already developed site. The nearest wildland to the project site is the San Jacinto Mountains, which are approximately 2 miles to the west of the project site. The development of the Project would not expose people or structures to wildland fires. Therefore, there would be no impact and no mitigation is required.

2.8.4 Mitigation

No mitigation is required.

2.8.5 Level of Significance after Mitigation

Not applicable.

2.9 Hydrology and Water Quality

2.9.1 Sources

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

- *DAP Preliminary Drainage Study*, Michael Baker International, April 27, 2020 (Appendix D)
- *DAP Project Specific Water Quality Management Plan*, Michael Baker International, April 2020 (Appendix I)
- *General Plan*, City of Palm Springs, 2007.
- *2018 Coachella Valley Integrated Regional Water Management & Stormwater Resource Plan*, Coachella Valley Regional Water Management Group, December 2018.
- City of Palm Springs, *General Plan, Recreation, Open Space, and Conservation Element*, 2007
- Coachella Valley water District, *2015 Urban Water Management Plan*, 2015

2.9.2 Environmental Setting

The project site is located within the north-central portion of the City of Palm Springs, and at the southwest side of the intersection of Sunrise Way and Vista Chino. The project site consists of approximately 13.22 acres, and the area is relatively flat and almost entirely developed except for one vacant parcel (APN 507-100-041). The existing and surrounding land uses at the project site are provided in Table 3 and Table 4 in Section 1.1.2. Per the *DAP Preliminary Drainage Study* prepared for the Project, the project site consists of more than 90% impervious surfaces and no offsite drainage areas drain towards the project site.

2.9.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.i.) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.ii.) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.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				
c.iv) Impede or redirect flood flows?				
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. **Less than Significant Impact.** Construction of the Project would be subject to National Pollutant Discharge Elimination System (NPDES) stormwater regulations for construction which are required when there is a soil disturbance of more than one acre. The Applicant will be required to comply with all rules, regulations and procedures of the NPDES permit for municipal, construction, and industrial activities as outlined by the California State Water Resources Control Board or any of its Regional Water Quality Control Boards (Colorado River Basin – Region 7). A project specific Water Quality Management Plan (WQMP) must also be prepared to determine and describe the Best Management Practices (BMPs) that will be implemented on the project site. The Project would be required to meet all applicable water quality standards or waste discharge requirements, thus avoiding any violation of such standards or requirements.

There are three groundwater subbasins: Whitewater River, Missions Creek, and Indio that serve the Palm Springs area. According to the General Plan, since the 1900’s and leading through today,

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depletion of groundwater basins has been accelerating since the expansion of agricultural activities. Consequently, groundwater demand exceeds available recharge and in turn causing an “overdraft”. To ensure water availability, Coachella Valley water agencies contract with Metropolitan Water District of Southern California (MWD) to exchange their water entitlement from the State Water Project for like amounts from the Colorado River. Water is diverted and percolates into the Whitewater Subbasin via MWD’s aqueduct that crosses the Whitewater River. The mentioned agreement is intended to assure adequate water supplies through the year 2035. Furthermore, the aforementioned water agencies are required to prepare an Urban Water Management Plan (UWMP) every five years. This plan helps set forth a program to meet water demands during normal, dry, and multiple dry years. According to the most recent UWMP (2015), CVWD determined that the Coachella Valley Groundwater Basin is no longer in “overdraft” due to active management of the Basin through Coachella Valley Water Management Plan programs. The UWMP helps to ensure that water supplies are being planned for and meet future growth. The 2015 UWMP, determined that adequate water supplies would be available to serve existing service areas through the year 2040. As such, since the project site is within the City’s existing service area and has been accounted for within these water projections, the proposed project would be consistent with the 2015 UWMP and would not substantially decrease groundwater supplies. Therefore, impacts to groundwater supplies would be less than significant and no mitigation is required.

The Project will connect to existing sewer lines located in the immediate project vicinity. Wastewater will be transported to and processed at the City’s Wastewater Treatment Plant. The City contracts with Veolia North America (Veolia) for operation of the wastewater treatment plant, and Veolia implements all requirements of the Regional Water Quality Control Board which pertain to water quality and wastewater discharge. Adherence to all NPDES regulations will minimize any pollutants associated with urban runoff to a less than significant level. Therefore, with implementation of all applicable NPDES regulations, impacts to water quality standards or waste discharge requirements would be less than significant. No mitigation is required.

- b. Less than Significant Impact.** The primary source of water in the Coachella Valley is groundwater extracted by deep wells and replenished with Colorado River Water. The Desert Water Agency (DWA) will provide domestic water service to the Project and is a participant in the Coachella Valley Regional Water Management Group that prepared an Integrated Regional Water Management Plan (WMP) in 2018. The 2018 Integrated Regional WMP determined that long-term regional demand for potable water is expected to increase; however, with continued conservation measures and replenishment of groundwater, sufficient supplies will be available to meet the projected demand. As such, Project water demands have already been accounted for within the 2018 Integrated Regional WMP and sufficient water supplies exist to serve the Project.

At Project buildout, water will be required to serve the needs of the new 18,500 SF DAP Pavilion and new sixty-one (61)-unit Vista Sunrise II Apartments. The Project will connect to existing water lines on Vista Chino or Sunrise Way. No new wells or additional water infrastructure are proposed. The Project will be required to comply with DWA’s and the City’s water-efficiency requirements, such as including the use of drought-tolerant planting materials and limited landscaping irrigation. The Project will also be required to comply with DWA’s drought restrictions and water reduction measures as applicable. Therefore, compliance and implementation of DWA and City requirements would ensure that the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Impacts would be less than significant, and no mitigation is required.

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- c. i-iv. Less than Significant Impact.** Per the *DAP Preliminary Drainage Study*, the project site consists of more than 90% of impervious surfaces. The project site has an existing retention basin near the southwest corner of the site (See Exhibit 8, *DAP Campus: Site Plan*). The proposed site grading and drainage areas of the Project would drain towards the existing retention basin. Due to the increase in impervious area of the project site from the development of the new 14,060 SF Vista Sunrise II Apartments, the existing retention basin will be increased in size to accept additional flows from the project site. New inlets and storm drains are proposed to safely discharge the runoff into the expanded retention basin. As such, the Project will be in compliance with the City's Municipal Code, which requires the Project to retain the runoff volume from a 100-year, 24-hour storm event for the entire project site.

A project specific WQMP (Appendix I) has been prepared which includes BMPs, both of which are requirements for the City's NPDES implementation. The implementation of BMPs will allow for the reduction in pollutants of concern and help reduce the impacts both short and long term of water quality during the construction and operation of the Project. The proposed drainage design and area size discussed in the *DAP Preliminary Drainage Study* (Appendix D) has been designed to decrease peak flow rates that will extend the feasibility for the developed site conditions. A final hydrologic analysis will be conducted to assure the Project meets City standards and demonstrate any impacts associated with storm water retention remain less than significant. The implementation of BMPs consistent with the project specific WQMP as well as compliance with City requirements will ensure the design of the Project will not result in erosion or siltation on- or off-site. Because all project site runoff will be retained onsite preventing flow to the public right-of-way, the Project would result in a less than significant impact to downstream water bodies. Therefore, impacts would be less than significant, and no mitigation is required.

- d. No Impact.** According to the *DAP Preliminary Drainage Study*, the project is not located within the 100-year nor 500-year flood plain and is located within the U.S Federal Emergency Management Agency (FEMA) Flood Zone X (Areas of Minimal Flood Hazard). Furthermore, the project site is not located within the vicinity of a water body. Due to the project site location being far away from the ocean and also far away from any lakes or dams, there is no possibility of dam failure, tsunami or seiche. Therefore, no impacts are anticipated and no mitigation is required.
- e. Less than Significant.** As described in Section 2.10.3 (b), Project water demand has already been accounted for in the 2013 Integrated Regional WMP and sufficient water supplies exist to serve the Project. The Project will adhere to all applicable water quality standards and will implement a project specific WQMP approved by the City and the Regional Water Quality Control Board for both construction and operational activities. Therefore, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, the project would result in a less than significant impact and no mitigation is required.

2.9.4 Mitigation Measures

No mitigation is required.

2.9.5 Level of Significance

Not applicable.

2.10 Land Use and Planning

2.10.1 Sources

- City of Palm Springs, *General Plan, Land Use Element*, 2007.

2.10.2 Environmental Setting

The project site is located along the southwest corner of East Vista Chino and North Sunrise Way within the City boundaries. As shown in Exhibit 2, the project site is surrounded by residential uses to the west and south and commercial uses to the north and east. The project site is designated as “Medium Density Residential and Public/Quasi Public” under the City’s 2014 General Plan map and it is located within the Professional Zone (P), per the City’s Official Zoning Map. Land use designations surrounding the project site include Mixed Use/Multi Use to the north, Medium Density Residential to the west and south, and Neighborhood/Community Commercial to the east. In addition, the project site is surrounded by Designed Neighborhood Shopping Center Zone (CDN) and Indian Land (I.L.) to the north, Guest Ranch Zone (GR-5) and Limited Multifamily Residential Zone (R-2) to the west, Limited Multiple-Family Residential (R-2) to the south, and Community Shopping Center Zone (CSC) to the east.

2.10.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. **No Impact.** The project site is located within an urbanized area in the City and the project site is currently occupied by existing development that includes the Desert AIDS Project (DAP) Building, the Desert AIDS Annex Building, the Sunrise Village II Apartments, and an existing parking lot. The project site is surrounded by both residential uses and commercial used and is bounded by East Vista Chino to the north and North Sunrise Way to the east. As seen in Exhibit 2, *Project Vicinity Map*, the development of the Project would occur on an already developed site within the City of Palm Springs. The Project is located in the center of the City surrounded by adjacent residential development and would not physically divide any of the established surrounding communities. Therefore, no impacts would occur and no mitigation is required.
- b. **Less than Significant Impact.** As previously mentioned, the Applicant has applied for a GPA and a Planned Development District (PDD) Amendment in lieu of a Change of Zone. The GPA application requests that the Land Use designation for the entire project site and PDD boundary be changed to Mixed Use/Multi-Use from its original designation of Medium Density Residential and Public/Quasi Public. In addition to this, the Applicant is also proposing a PDD Amendment to the project site that would expand the boundary of the PDD to allow for all five (5) parcels of the Project to be included

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and which will allow the implementation of the Mixed-Use Designation (see Exhibit 7, *Land Use Proposal*).

The project would develop the project site in accordance with the proposed General Plan land use designation (Mixed Use/Multi-Use) and would comply with all applicable policies contained in the General Plan as well as all applicable development regulations/development standards contained in the Zoning Ordinance. During the City’s review of the project application materials, the Palm Springs Planning Division reviewed the proposed development for consistency with all applicable policies of the General Plan and found that there would be no conflict with any applicable General Plan policies resulting from implementation of the proposed project. Accordingly, implementation of the project would not conflict with the City’s General Plan or Zoning Ordinance. Therefore, implementation of the project would not cause significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigation an environmental effect. Therefore, the Project would result in a less than significant impact and no mitigation is required.

2.10.4 Mitigation

No mitigation is required.

2.10.5 Level of Significance after Mitigation

Not applicable.

2.11 Mineral Resources

2.11.1 Sources

- City of Palm Springs, *General Plan, Recreation, Open Space and Conservation Element, 2007*

2.11.2 Environmental Setting

The City’s primary mineral resource is sand and gravel, collectively referred to as aggregate, which is used for asphalt, concrete, road base, stucco, plaster, and other similar construction materials. The northern portion of the City has been classified an MRZ-2 zone. Per the City’s General Plan (Figure 5-3, page 39) the project site is located in Mineral Zone MRZ-2, which indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.

2.11.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-b. Less Than Significant Impact. Per the City’s General Plan (Figure 5-3, page 39) the project site is located in Mineral Zone MRZ-2, which indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. The project site is currently designated as “Medium Density Residential and Public/Quasi Public” under the City’s 2014 General Plan map and is located within the Professional (P) zoning district, per the City’s Official Zoning Map. The proposed designation is Mixed-Use/Multi-Use. Neither the existing nor proposed land use designations allows for mineral production. The project site is developed with three existing buildings and developments (Desert Aids Project building, DAP Annex, Vista Sunrise I Apartments) with associated shared parking lot areas. There is one vacant parcel where the Vista Sunrise II Apartments will be constructed. Neither the developed portions nor vacant lot are designated for mineral land uses. Furthermore, if a potential mineral extraction operation were to be located within the vacant parcel portions of the project site, it would be incompatible both with the land use designation and surrounding land uses. Therefore, development of the Project would result in a less than significant impact relating to mineral resources and no mitigation is required.

2.11.4 Mitigation

No mitigation is required.

2.11.5 Level of Significance after Mitigation

Not applicable.

2.12 Noise

2.12.1 Sources

- *Desert AIDS Project (DAP) Noise Impact Analysis*, Urban Crossroads 2020 (Appendix E).

2.12.2 Environmental Setting

Noise

According to the *Noise Impact Analysis*, noise has been defined as an unwanted sound. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted

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to reflect only those frequencies which are audible to the human ear. As shown in Table 2-A of the *Noise Impact Analysis*, the typical noise levels and their subjective loudness and effects is summarized below.

Vibration

According to the Federal Transit Administration (FTA) *Transit Noise Impact and Vibration Assessment (10)*, vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural or human made causes. In addition, vibration sources may be continuous such as, factory machinery, or transient, such as explosions.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. Human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. More detailed information regarding vibration can be found in the Noise Impact Analysis (Appendix E) of this document.

2.12.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
NOISE – Would the project result in:				
a) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. **Less than Significant Impact with Mitigation Incorporated.** Project construction noise would occur due to the use of equipment that includes a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction

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equipment is expected to occur in stages such as site preparation, grading, building construction, paving, and architectural coating.

To describe the Project construction noise levels, measurements were collected for similar activities at several construction sites. Table 10-1 of the *Noise Impact Analysis* provides a summary of the construction reference noise level measurements. Since the reference noise levels were collected at varying distances, all construction noise level measurements presented in Table 10-1 of the *Noise Impact Analysis*, have been adjusted to describe a uniform reference distance of 50 feet.

Construction Noise Analysis

Per the *Noise Impact Analysis*, the stages of construction, the noise impacts associated with the Project are expected to create temporarily high noise levels at the nearby receiver locations. In order to assess the worst-case construction noise levels, this analysis shows the highest noise impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity to each receiver location. Tables 10-2 to 10-6 of *Noise Impact Analysis*, present the short-term construction noise levels for each stage of construction. Table 10-7 provides a summary of the construction noise levels by stage at the nearby noise-sensitive receiver locations.

Construction Noise Level Compliance

As seen in the referenced tables above, the highest construction noise levels will occur when construction activities take place at the closest point from primary project construction activity to each of the nearby receiver locations. As seen in Table 10-7 of the *Noise Impact Analysis*, the construction noise levels are expected to range from 49.0 to 66.6 dBA Leq at the nearby receiver locations. In addition, according to the *Noise Impact Analysis*, the NIOSH noise level threshold of 85 dBA Leq is used as acceptable thresholds for construction noise at the nearby sensitive receiver locations. Table 14, below, shows the highest construction noise levels at the potentially impacted receiver locations are estimated at 66.6 dBA Leq and will satisfy the NIOSH 85 dBA Leq significance threshold during Project construction activities. Therefore, the noise impact due to unmitigated Project construction noise level is less than significant at all nearby sensitive receiver locations.

Table 14 Construction Equipment Noise Level Compliance

Receiver Location	Highest Construction Noise Levels	Threshold	Threshold Exceeded?
R1	62.4	85	No
R2	58.3	85	No
R3	66.5	85	No
R4	66.6	85	No

1 Noise receiver locations are shown on Exhibit 10-A of the Noise Impact Analysis.

2 Estimated construction noise levels during peak operating conditions, as shown on Table 10-7 of the Noise Impact Analysis.

3 Construction noise thresholds as shown on Table 4-2 of the Noise Impact Analysis.

4 Do the estimated Project construction noise levels satisfy the construction noise level threshold?

Operational Noise Levels

Per the *Noise Impact Analysis*, the Project is not expected to include any specific type of operational noise (stationary source) levels beyond the typical noise sources associated with typical residential and clinic land use in the Project area, such as people moving around the site, parking lot vehicle movements, roof-top air conditioning units, trash collection, and other similar existing uses. Therefore, no potential operational noise impacts for the residential land use are analyzed in the *Noise Impact Analysis*. Furthermore, the existing ambient noise levels within the neighboring residential community range from 56.9 to 73.5 dBA Leq during the daytime and 51.0 to 68.3 dBA Leq during the nighttime hours and are expected to largely overshadow the typical low noise-generating activities associated with the Project uses.

Off-Site Traffic Noise Analysis

Traffic generated by the operation of the Project will influence traffic noise levels in surrounding off-site areas. In order to quantify the off-site traffic noise levels on seven roadway segments were calculated based on the change in the average daily traffic volumes (ADT). To assess the off-site transportation CNEL noise level impacts associated with development of the Project, noise contours were developed based on the *Desert AIDS Project (DAP) Traffic Impact Analysis*. Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway.

Traffic Noise Contours

Noise contours were used to assess the Project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area. To assess the off-site noise level impacts associated with the Project noise level contours were developed for Existing 2019, Existing plus Ambient (EA), Existing plus Ambient plus Cumulative (EAC), and General Plan (GP) 2040 traffic conditions. Tables 7-1 and 7-8 of the *Noise Impact Analysis* (Appendix E) present a summary of the exterior traffic noise levels for each traffic condition. The analysis showed that the Project-related traffic noise level increases at receiving land uses under all traffic scenarios will be less than significant. No mitigation is required.

On-Site Traffic Noise Analysis

It is expected that the primary source of noise impacts to the residential units will be traffic noise from Sunrise Way. The Project will also experience some background aircraft noise impacts associated with PSP. However, since the Project site is located outside the 60 dBA CNEL aircraft noise level contour boundaries of PSP, the aircraft noise level impacts would be less than significant, and no mitigation is required.

The expected future exterior noise levels were calculated at the planned assisted living multi-family residential outdoor common areas and at the residential building façades. Consistent with the City of Palm Springs Noise Element, the exterior noise level standards are limited to outdoor common areas, private patios or balconies accessed from within the dwelling (balconies 6 feet deep or less are

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exempt). The on-site transportation analysis indicates that the exterior noise levels for the planned outdoor common areas are estimated at 54.8 dBA CNEL and will satisfy the City of Palm Springs 65 dBA CNEL exterior noise level standards for residential land use. As such, the future on-site traffic noise impacts at the multi-family residential outdoor common areas would be less than significant impacts. No mitigation is required.

As shown in the Noise Impact Analysis, future exterior noise levels at the building façades are expected to range from 68.0 to 68.1 dBA CNEL; therefore, in order to comply with the City of Palm Springs 45 dBA CNEL residential interior noise level standards, the planned assisted living multi-family residential will require a Noise Reduction of up to 23.1 dBA. In order to reduce the noise levels to an acceptable level, Mitigation Measure NOI-1, identified below, will be implemented. Mitigation Measure NOI-1 establishes performance criteria for doors, walls, windows, roofs, and ventilation in order to reduce interior noise levels to an acceptable level. As shown on Table 8-2 of the Noise Impact Analysis, the project would achieve acceptable interior noise levels (43.1 dBA CNEL) with implementation of Mitigation Measure NOI-1. Therefore, with incorporation of Mitigation Measure NOI-1, impacts would be less than significant.

- b. Less than Significant with Mitigation Incorporated.** It is expected that ground-borne vibration from the project construction activities would cause only intermittent, localized intrusion. These ground-borne vibrations activities are most likely to be due to heavy construction equipment and truck that would be hauling materials to the construction site. According to the *Noise Impact Analysis*, construction activities that would have the potential to generate low level of ground-borne vibration within the project site include grading. Using the vibration source level of construction equipment provided on Table 6-6 of the *Noise Impact Analysis* and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration impacts. Table 10-9 presents the expected Project related vibration levels at the nearby receiver locations.

According to the *Noise Impact Analysis*, at distances from 60 to 161 feet from primary construction activities, construction vibration velocity levels are estimated at 0.016 in/sec RMS and will exceed City of Palm Springs RMS vibration threshold of 0.01 in/sec at receiver locations R3 and R4. Thus, a 90-foot buffer zone (30 feet on-site) vibration mitigation measure is required which would restrict the use of large loaded trucks and dozers (greater than 80,000 pounds) within 90-feet of occupied sensitive receiver locations represented by R3 and R4. With the mitigation measures identified in the Noise Impact Analysis and provided as Mitigation Measure NOI-2 below, and shown on Exhibit ES-A of the noise study, the mitigated vibration levels with the 90-foot buffer zone (30 feet on-site) will be reduced to 0.0093 in/sec RMS, and will satisfy the City of Palm Springs perceptible vibration threshold of 0.01 in/sec RMS. With implementation of Mitigation Measure NOI-2, the potential vibration impacts would be reduced to a less than significant level.

- c. Less than Significant Impact.** The Palm Springs Airport is located approximately 1,500 feet to the east of the project site. In the Riverside County Airport Land Use Compatibility Plan Policy Document, there are policies that determine the land use compatibility to the Project since it is located within 1 mile of the airport runway. In this policy document, Policy 4.1.4 *Noise Exposure in Residential Areas*, indicates that the maximum CNEL considered normally acceptable for new residential land uses in the vicinity of the airports is 60 dBA. The noise contour boundaries used to determine the potential aircraft-related noise impacts at the project site are shown on in the Exhibit 3-C of the *Noise Impact Analysis*. Based on this information, the Project is entirely located outside the 60 dBA CNEL noise level contour

boundaries and is considered normally acceptable. Therefore, there would be no noise impacts associated with proximity to an airport or private air strip, and no mitigation is required.

2.12.4 Mitigation

The following measures are recommended to reduce construction noise and vibrations emanating from the Project:

NOI-1 The Project will adhere to all mitigation measures outlined in the *Noise Impact Analysis* regarding the reduction of noise and vibrations emanating from the Project:

1. **Windows:** All residential lots require first and second-floor windows and sliding glass doors that have well-fitted, well-weather-stripped assemblies, with minimum sound transmission class (STC) ratings of 27.
2. **Doors (Non-Glass):** All exterior doors shall be well weather-stripped and have minimum STC ratings of 25. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating. (3)
3. **Walls:** At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.
4. **Roof:** Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.
5. **Ventilation:** Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use and still receive circulated air. A forced air circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.

NOI-2

1. Large loaded trucks and dozers (greater than 80,000 pounds) shall not be used within 90 feet (30 feet on-site) of occupied noise-sensitive residential homes, as shown on Exhibit ES-A of the *Noise Impact Analysis*, represented by receiver locations R3 and R4, during Project construction activities. Instead, small rubber-tired or alternative equipment shall be used within this area during Project construction to reduce vibration effects.

2.12.5 Level of Significance after Mitigation

With implementation of Mitigation Measure NOI-1 and NOI-2, impacts regarding noise would remain less than significant.

2.13 Population and Housing

2.13.1 Sources

- City of Palm Springs, *General Plan, Housing Element, Palm Springs, 2007 (update 2014)*.
- Profile of the City of Palm Springs, Southern California Association of Governments Regional Council, 2019. Accessed on August 20, 2020, <<https://www.scag.ca.gov/Documents/PalmSprings.pdf>>.

2.13.2 Environmental Setting

Based upon the 2000 Decennial Census, the City of Palm Springs had a population of 42,805 in 2000, and the population increased to an estimated 47,706 people in 2018. The number of households in 2000 was 20,515 and 23,390 by 2018. The average household size in 2018 was 2.0 persons per household, whereas 61.4% were single family homes and 32.6% were multi-family homes out of a total of 35,737 housing units.

2.13.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. **Less than Significant Impact.** One component of the Project consists of a sixty-one (61)-unit apartment complex to be built on an undeveloped lot. With an average of 2.0 persons per household, this would mean Vista Sunrise Apartments II would increase the local population by 122 persons, at build out. This constitutes approximately 1 percent of the City’s population, which is a negligible increase, and is consistent with current population growth projections. Furthermore, the Project is located within urbanized surroundings including existing urban development located in all directions of the project site and will be accessible via existing roads and infrastructure. No roads or infrastructure would need to be extended to serve the Project. Because the anticipated increase in population based on the proposed apartments would be negligible (and within current population growth projections), and induced population growth is also expected to be negligible, impacts would be less than significant and no mitigation is required.
- b. **No Impact.** The construction of the Vista Sunrise II Apartments will take place on a vacant lot. No structures or housing will be eliminated as a result of the Project and no persons will be displaced. Instead, the Project will be providing 61 new apartment units, which will accommodate housing that

is needed by the growing population. Therefore, there would be no impacts, relating to the displacement of people or housing, and no mitigation is required.

2.13.4 Mitigation

No mitigation is required.

2.13.5 Level of Significance after Mitigation

Not applicable.

2.14 Public Services

2.14.1 Sources

- City of Palm Springs, *General Plan, Safety Element, 2007*
- City of Palm Springs, *General Plan, Recreation, Open Space and Conservation Element, 2007*
- 2019 CBEDS Report, Palm Springs Unified School District, 2019. Accessed on August 21, 2020 at <https://www.psusd.us/site/handlers/filedownload.ashx?moduleinstanceid=6972&dataid=13860&FileName=2019%20CBEDS%20REPORT.pdf>

2.14.2 Environmental Setting

Fire Protection Services

The Palm Springs Fire Department provides for fire, paramedic, and emergency services within the corporate boundaries of the City and through mutual agreements in the SOI, protecting 96 square miles of the Palm Springs area. Firefighting resources include five (5) fire stations located throughout the City with a goal that the response time to any resident is under five minutes. There are a total of 18 on-duty firefighter personnel during a 24-hour period.

Police Protection Services

The Palm Springs Police Department offers response service, criminal investigation, traffic enforcement, and preventive patrol for the City. The departments consist of two divisions, Operations and Services, employing 88 sworn and 59 nonsworn personnel. Operations include patrol, jail, and airport operations. Services include investigation, records, animal control, and communications. Additionally, the Citizens on Patrol (COP) Program extensively trains volunteers in areas such as traffic control, safe patrol techniques, CPR, and first aid. The Department's Community Policing Program also operates the Citizen's Police Academy and the volunteer-based horseback Mounted Enforcement Unit.

Schools

The Palm Springs Unified School District (PSUSD) provides educational services for grades K-12 in the City of Palm Springs. Currently, there are 16 elementary schools, five middle schools and four high schools, and two continuation schools in the City. PSUSD receives funding from school facilities fees, state funding, and local funding. PSUSD is authorized to collect school facilities fees as provided for in Government Code Section 53080 et. seq. and 65995 et seq. in the amount of \$2.35 per square foot of residential development.

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Parks

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 categorizes parks as the following: local parks, specialty parks, community parks, and neighborhood parks. Additionally, the City contains a total of 1,517 acres of dedicated open space.

2.14.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-i. Less than Significant Impact. The Project occurs within an existing development, in which fire protection services are accounted for; however, a slight increase would occur due to construction of the Vista Sunrise II Apartments and the expanded DAP campus. Therefore, additional services are not expected to be beyond those that are currently available. The nearest station is located at 590 E. Racquet Club Road, which is located northwest of the project site. Project plans will require the review and approval of the Palm Springs Fire Department, and all new structures will require fire sprinklers. Emergency access is provided via Vista Chino (located north of the project site) and Sunrise Way (located east of the project). Therefore, impacts would be less than significant, and no mitigation is required.

a-ii. Less than Significant Impact. The Project occurs within an existing development, in which police protection services are accounted for; however, a slight increase would occur due to construction of the Vista Sunrise II Apartments and the expanded DAP campus. Therefore, additional services are not expected to go beyond those that are currently available. The nearest station is located at 200 S. Civic Drive, which is located 2.6 miles southeast of the project site. Project plans will require the review and approval of the Palm Springs Police Department in order to assure that defensible space is provided

within the Project boundaries. Therefore, impacts would be less than significant, and no mitigation is required.

- a-iii. **Less than Significant Impact.** The nearest school is the Raymond Cree Middle School, which is located approximately 0.5 mile west of the project site at 1011 E Vista Chino. The addition of the proposed 61-unit apartment complex would not significantly increase the number of students within nearby schools. The Project is required to pay the State mandated school impact fees, which would assist in mitigating impacts to school. Therefore, this fee would assure that impacts would be less than significant levels and no mitigation is required.
- a-iv. **Less than Significant Impact.** The City of Palm Springs requires new developments to dedicate land for recreational purposes or pay in-lieu fees. The Project will be required to pay park fees in place at the time building permits are issued. Therefore, this fee will assure that the impacts to City parks would be less than significant levels and no mitigation is required.
- a-v. **Less than Significant Impact.** The Project would result in less than significant impacts to other public facilities. It is not expected that the Project would result in an increase in population that would require the provision of additional public facilities within the City of Palm Springs. Access to the Project is provided by existing roads and will connect to existing utility infrastructure. New public roads or public transportation facilities, or other public facilities, are not required. Therefore, impacts would be less than significant, and no mitigation is required.

2.14.4 Mitigation

No mitigation is required.

2.14.5 Level of Significance after Mitigation

Not applicable.

2.15 Recreation

2.15.1 Sources

- City of Palm Springs Recreation, *Open Space and Conservation Element, Palm Springs General Plan, 2007*

2.15.2 Environmental Setting

The City owns and maintains 156 acres of developed parkland, 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 privately owned golf courses, many of which are also open to the public. These parks and recreational areas contain an array of amenities. The Whitewater Wilderness Study Area and the Murray, Andreas, and Palm Canyon recreation areas, which are operated by the Agua Caliente Band of Cahuilla Indians, are also located within City limits.

2.15.3 Impacts

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-b. **Less than Significant Impact.** The Project includes a reconfiguration of the retention basin located at the southwest corner of the site (see Exhibit 12, *Vista Sunrise II Apartments Site Plan*), which will serve as a park amenity to the residents of Vista Sunrise II Apartments and the project as a whole. The park may also be accessed by the employees of the Desert Aids Project and the public. The park will benefit the local community, provide an additional recreational resource, and will function as the Project’s required open space. Based on the population generation factor of 2.0 persons per household from the 2007 General Plan, the 61 units would result in a less than significant impact to the City’s existing recreational facilities. Therefore, the Project would have a less than significant impact on recreational facilities within the City and no mitigation is required.

2.15.4 Mitigation

No mitigation is required.

2.15.5 Level of Significance after Mitigation

Not applicable.

2.16 Transportation and Traffic

2.16.1 Sources

- *DAP Traffic Analysis, Urban Crossroads, July 23, 2020 (Appendix F).*

2.16.2 Environmental Setting

The Project proposes sixty-one (61) apartment units in combination with an additional 18,500 SF expansion to connect the existing DAP building and DAP Annex as shown in Exhibit 8, *DAP Campus: Site Plan*. The DAP Traffic Analysis prepared for the Project analyzes the following study area and intersection analysis locations:

Study Area

1. Northwesterly Driveway at Vista Chino
2. Sunrise Way at Vista Chino
3. Sunrise Way Northeasterly Driveway
4. Sunrise Way at Central Driveway
5. Sunrise Way at Southerly Driveway

Analysis Scenarios

Based on the approved traffic scoping agreement with the City detailed in the *DAP Traffic Analysis*, the following timeframe scenarios were utilized for analysis of the study area intersection operation conditions:

- Existing (2019) Conditions
- Existing plus Project (E+P)
- Existing plus Ambient Growth plus Project (E+A+P) (2021)
- Interim Year/Existing plus Ambient Growth plus Project plus Cumulative (E+A+P+C) (2021)
- General Plan Buildout (2040) Without Project
- General Plan Buildout (2040) With Project

For with Project conditions, the following two alternative lane configurations at Sunrise Way and Central Driveway are evaluated:

- Access Alternative 1 includes a traffic signal with the full range of turning movements to/from the east and west legs of intersection #4, serving both the Project and the existing Palm Springs Marketplace.
- Access Alternative 2 adds a northbound left turn in-only median lane at intersection #4 and retains the existing cross-street stop controls at this location. Access to the Palm Springs Marketplace remains unchanged (right-in/right-out access).

All study area intersections are evaluated using the Highway Capacity Manual (HCM) 6 analysis methodology.

City of Palm Springs General Plan Circulation Element

Per the City's General Plan Circulation Element, a "Major Thoroughfare" serves mostly through traffic with some local access, connecting the City to regional highways and tying together different areas within the City. The two study area roadways are classified as Major Thoroughfares (Vista Chino – 6 lanes and Sunrise Way – 4 lanes).

Transit Service

The study area is currently served by the Sunline Transit Agency with bus services along Sunrise Way via Route 24. SunLine transit route 24 provides service along Sunrise Way at approximately 40-minute headways (time between buses) on weekdays during peak travel times. Route 14 is located approximately 0.5 miles from the Project and provides service at 20-minute headways. Although these existing transit lines have longer headways than provided in a defined "high quality transit" area (which would have 15 minute headways), the provision of two transit routes within about ½ mile of the Project is anticipated to adequately serve residents and visitors. In addition, SunDial provides paratransit services for individuals who are unable to use regular SunLine service.

Active Transportation Network

Sunrise Way and Vista Chino are designated as existing bike routes within the Project study area. Pedestrian facilities are provided within the Project study area including sidewalks and pedestrian crosswalks at signalized intersections. See Exhibit 3-4 of the *DAP Traffic Analysis*.

Threshold of Significance

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow. Per the City of Palm Springs General Plan, LOS D or better is acceptable at intersections and roadway segments. To determine whether the addition of project traffic at a study intersection would result in a deficiency, the following will be utilized:

- A deficiency occurs at study area intersections if the pre-Project condition is at or better than LOS D (i.e., acceptable LOS), and the addition of project trips causes the peak hour LOS of the study area intersection to operate at unacceptable LOS (i.e., LOS E or F).
- Per the County of Riverside traffic study guidelines, for intersections currently operating at unacceptable LOS (LOS E or F), a deficiency would occur if the Project contributes 50 or more peak hour trips to pre-project traffic conditions.

2.16.3 Impacts

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

a. Less than Significant Impact.

Trip Generation

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Per the *DAP Traffic Analysis*, the trip generation rates are based upon data collected by

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the Institute of Transportation Engineers (ITE) for the proposed land uses (ITE Land Use Codes: 254 – Assisted Living and 630 – Clinic) in their published Trip Generation Manual, 10th Edition, 2017. As shown in Table 15, the Project is anticipated to generate a net total of 865 trip-ends per day with 79 AM peak hour trips (7:00AM to 9:00AM) and 77 PM peak hour trips (4:00PM and 6:00PM).

Table 15 Project Trip Generation Summary

Land Use	Trip Generation Rates ¹								
	ITE LU Code	Quantity ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Assisted Living	254	61 Beds	0.12	0.07	0.19	0.10	0.16	0.26	2.60
Clinic	630	18.5 TSF	2.88	0.81	3.69	0.95	2.33	3.28	38.16

Land Use	Trip Generation Results								
	ITE LU Code	Quantity ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Assisted Living	254	61 Beds	7	4	11	6	10	16	159
Clinic	630	18.5 TSF	53	15	68	18	43	61	706
Project Total			60	19	79	24	53	77	865

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017).

² TSF = Thousand Square Feet

Existing Conditions (2019)

Existing peak hour traffic operations have been evaluated for the study area intersections and are summarized in Table 16 below. The intersection operations analysis results indicate that the existing study area intersections are currently operating at an acceptable LOS during the peak hours.

Table 16 Intersection Analysis for Existing (2019) Conditions (with seasonal factor adjustment)

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (Secs)		Level of Service ²	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Northwesterly Dwy. / Vista Chino	CSS	0	0	1	0	0	0	0	2	d	0	2	0	11.0	12.3	B	B
2	Sunrise Wy. / Vista Chino	TS	2	2	0	1	2	0	1	3	0	1	2	0	41.0	40.1	D	D
3	Sunrise Wy. / Northeasterly Dwy.	CSS	1	2	0	0	2	0	0	0	1	0	0	1	11.5	12.3	B	B
4	Sunrise Wy. / Central Dwy.	CSS	0	2	0	0	2	0	0	0	1	0	0	1	11.5	12.4	B	B
5	Sunrise Wy. / Southerly Dwy.		Intersection Does Not Exist															

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane

² Per the Highway Capacity Manual 6th Edition (HCM6), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

Delay and level of service is calculated using Synchro 10.1 analysis software.

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

³ TS = Traffic Signal; CSS = Cross-Street Stop

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Existing plus Project (E+P)

For Access Alternatives 1 and 2, the study area intersections are anticipated to continue to operate at an acceptable LOS (i.e., LOS D or better) during both of the peak hours with the addition of Project traffic, consistent with existing traffic conditions. Table 17 summarizes the results of the analysis of E+P traffic conditions for Access Alternative 1, and Table 18 summarizes the results of E+P analysis for Access Alternative 2.

Table 17 Intersection Analysis for Existing Plus Project, Access Alternative 1 Conditions

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (Secs)		Level of Service ²	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Northwesterly Dwy. / Vista Chino	CSS	0	0	1	0	0	0	0	2	d	0	2	0	11.0	12.1	B	B
2	Sunrise Wy. / Vista Chino	TS	2	2	0	1	2	0	1	3	0	1	2	0	39.3	35.0	D	D
3	Sunrise Wy. / Northeasterly Dwy.	CSS	0	2	0	0	2	0	0	0	1	0	0	1	11.5	12.7	B	B
4	Sunrise Wy. / Central Dwy.	TS	1	2	0	1	2	0	1	1	0	0	1!	0	11.4	11.0	B	B
5	Sunrise Wy. / Southerly Dwy.	CSS	0	2	0	0	2	0	0	0	1	0	0	0	11.4	10.5	B	B

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 1! = Shared Left/Through/Right; **1** = Improvement

² Per the Highway Capacity Manual 6th Edition (HCM6), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service is calculated using Synchro 10.1 analysis software.

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

³ TS = Traffic Signal; CSS = Cross-Street Stop

Table 18 Intersection Analysis for Existing Plus Project, Access Alternative 2 Condition

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (Secs)		Level of Service ²	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Northwesterly Dwy. / Vista Chino	CSS	0	0	1	0	0	0	0	2	d	0	2	0	11.1	12.8	B	B
2	Sunrise Wy. / Vista Chino	TS	2	2	0	1	2	0	1	3	0	1	2	0	41.6	41.1	D	D
3	Sunrise Wy. / Northeasterly Dwy.	CSS	0	2	0	0	2	0	0	0	1	0	0	1	11.6	12.4	B	B
4	Sunrise Wy. / Central Dwy.	CSS	1	2	0	0	2	0	0	0	1	0	0	1	12.1	12.0	B	B
5	Sunrise Wy. / Southerly Dwy.	CSS	0	2	0	0	2	0	0	0	1	0	0	0	11.3	10.5	B	B

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 1! = Shared Left/Through/Right; **1** = Improvement

² Per the Highway Capacity Manual 6th Edition (HCM6), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service is calculated using Synchro 10.1 analysis software.

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

³ TS = Traffic Signal; CSS = Cross-Street Stop

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Existing plus Ambient Growth plus Project (E+A+P) (2021)

For Access Alternatives 1 and 2, the study area intersections are anticipated to continue to operate at an acceptable LOS during both of the peak hours with ambient growth and the Project traffic, consistent with existing traffic conditions. Table 19 summarizes the results of the E+A+P analysis for Access Alternative 1, and Table 20 summarizes the results of the E+A+P analysis for Access Alternative 2.

Table 19 Intersection Analysis for Existing Plus Ambient Plus Project (2021), Access Alternative 1 Condition

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (Secs)		Level of Service ²	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Northwesterly Dwy. / Vista Chino	CSS	0	0	1	0	0	0	0	2	d	0	2	0	11.2	12.4	B	B
2	Sunrise Wy. / Vista Chino	TS	2	2	0	1	2	0	1	3	0	1	2	0	40.2	35.9	D	D
3	Sunrise Wy. / Northeasterly Dwy.	CSS	0	2	0	0	2	0	0	0	1	0	0	1	11.6	12.9	B	B
4	Sunrise Wy. / Central Dwy.	TS	<u>1</u>	2	0	<u>1</u>	2	0	<u>1</u>	<u>1</u>	0	0	1!	0	11.4	11.0	B	B
5	Sunrise Wy. / Southerly Dwy.	CSS	0	2	0	0	2	0	0	0	<u>1</u>	0	0	0	11.5	10.6	B	B

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 1! = Shared Left/Through/Right; 1 = Improvement

² Per the Highway Capacity Manual 6th Edition (HCM6), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service is calculated using Synchro 10.1 analysis software.

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

³ TS = Traffic Signal; CSS = Cross-Street Stop

Table 20 Intersection Analysis for Existing Plus Ambient Plus Project (2021), Access Alternative 2 Condition

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (Secs)		Level of Service ²	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Northwesterly Dwy. / Vista Chino	CSS	0	0	1	0	0	0	0	2	d	0	2	0	11.2	13.1	B	B
2	Sunrise Wy. / Vista Chino	TS	2	2	0	1	2	0	1	3	0	1	2	0	42.5	41.9	D	D
3	Sunrise Wy. / Northeasterly Dwy.	CSS	0	2	0	0	2	0	0	0	1	0	0	1	11.8	12.6	B	B
4	Sunrise Wy. / Central Dwy.	CSS	<u>1</u>	2	0	0	2	0	0	0	1	0	0	1	12.3	12.3	B	B
5	Sunrise Wy. / Southerly Dwy.	CSS	0	2	0	0	2	0	0	0	<u>1</u>	0	0	0	11.5	10.6	B	B

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 1! = Shared Left/Through/Right; 1 = Improvement

² Per the Highway Capacity Manual 6th Edition (HCM6), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service is calculated using Synchro 10.1 analysis software.

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

³ TS = Traffic Signal; CSS = Cross-Street Stop

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Interim Year/Existing plus Ambient Growth plus Project plus Cumulative(E+A+P+C) (2021)

For Access Alternatives 1 and 2 traffic conditions, the study area intersections are anticipated to continue to operate at an acceptable LOS during both of the peak hours with ambient growth, cumulative projects, and the Project traffic, consistent with existing traffic conditions. Table 21 summarizes the results of the E+A+P+C analysis for Access Alternative 1. Table 22 summarizes the results of the E+A+P+C analysis for Access Alternative 2.

Table 21 Intersection Analysis for Existing Plus Ambient Plus Project Plus Cumulative (2021), Access Alternative 1 Condition

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (Secs)		Level of Service ²	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Northwesterly Dwy. / Vista Chino	CSS	0	0	1	0	0	0	0	2	d	0	2	0	11.4	12.8	B	B
2	Sunrise Wy. / Vista Chino	TS	2	2	0	1	2	0	1	3	0	1	2	0	43.2	39.5	D	D
3	Sunrise Wy. / Northeasterly Dwy.	CSS	0	2	0	0	2	0	0	0	1	0	0	1	12.0	13.8	B	B
4	Sunrise Wy. / Central Dwy.	TS	<u>1</u>	2	0	<u>1</u>	2	0	<u>1</u>	<u>1</u>	0	0	1!	0	11.4	11.0	B	B
5	Sunrise Wy. / Southerly Dwy.	CSS	0	2	0	0	2	0	0	0	<u>1</u>	0	0	0	11.9	10.8	B	B

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 1! = Shared Left/Through/Right; 1 = Improvement

² Per the Highway Capacity Manual 6th Edition (HCM6), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service is calculated using Synchro 10.1 analysis software.

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

³ TS = Traffic Signal; CSS = Cross-Street Stop

Table 22 Intersection Analysis for Existing Plus Ambient Plus Project Plus Cumulative (2021), Access Alternative 2 Condition

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (Secs)		Level of Service ²	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Northwesterly Dwy. / Vista Chino	CSS	0	0	1	0	0	0	0	2	d	0	2	0	11.5	13.6	B	B
2	Sunrise Wy. / Vista Chino	TS	2	2	0	1	2	0	1	3	0	1	2	0	45.8	45.6	D	D
3	Sunrise Wy. / Northeasterly Dwy.	CSS	0	2	0	0	2	0	0	0	1	0	0	1	12.2	13.4	B	B
4	Sunrise Wy. / Central Dwy.	CSS	<u>1</u>	2	0	0	2	0	0	0	1	0	0	1	12.8	13.0	B	B
5	Sunrise Wy. / Southerly Dwy.	CSS	0	2	0	0	2	0	0	0	<u>1</u>	0	0	0	11.9	10.8	B	B

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 1! = Shared Left/Through/Right; 1 = Improvement

² Per the Highway Capacity Manual 6th Edition (HCM6), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service is calculated using Synchro 10.1 analysis software.

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

³ TS = Traffic Signal; CSS = Cross-Street Stop

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General Plan Buildout (2040) Without Project

Table 23 summarizes the results of the General Plan buildout without Project analysis. For General Plan buildout without Project traffic conditions, the intersection of Sunrise Way at Vista Chino experiences unacceptable LOS with existing lanes. The City’s General Plan identifies the improvements (adding a second southbound left turn lane and a second westbound left turn lane) at this intersection in order to achieve an acceptable LOS for the intersection. With the planned Sunrise Way / Vista Chino improvements, study area intersections are anticipated to operate at an acceptable LOS during morning and evening peak hours for General Plan Buildout conditions.

Table 23 Intersection Analysis for General Plan Buildout without Project Conditions

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (Secs)		Level of Service ²	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Northwesterly Dwy. / Vista Chino	CSS	0	0	1	0	0	0	0	2	d	0	2	0	12.3	15.6	B	C
2	Sunrise Wy. / Vista Chino																	
	- Without Improvements	TS	2	2	0	1	2	0	1	3	0	1	2	0	66.4	72.4	E	E
	- With Improvements	TS	2	2	0	2	2	0	1	3	0	2	2	0	49.7	50.2	D	D
3	Sunrise Wy. / Northeasterly Dwy.	CSS	1	2	0	0	2	0	0	0	1	0	0	1	14.0	17.6	B	C
4	Sunrise Wy. / Central Dwy.	CSS	0	2	0	0	2	0	0	0	1	0	0	1	14.1	17.4	B	C
5	Sunrise Wy. / Southerly Dwy.		Intersection Does Not Exist															

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; ! = Shared Left/Through/Right; 1 = Improvement; 1 = General Plan Improvement

² Per the Highway Capacity Manual 6th Edition (HCM6), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service is calculated using Synchro 10.1 analysis software.

³ TS = Traffic Signal; CSS = Cross-Street Stop

General Plan Buildout (2040) With Project

For Access Alternative 1, Table 24 summarizes the results of the General Plan buildout with Project traffic analysis. The study area intersections are anticipated to continue to operate at an acceptable LOS during morning and evening peak hours for General Plan buildout with the planned improvements at Sunrise Way / Vista Chino. Previously approved improvements to achieve the required LOS for long range future conditions at the Sunrise Way/Vista Chino include the addition of a second southbound turn lane and the addition of a second westbound left turn lane at the Sunrise Way/Vista Chino intersection. Project fair share calculations for this General Plan improvement are presented in Section 8 of the *DAP Traffic Analysis*. For Access Alternative 2, Table 25 summarizes the results of the General Plan buildout with Project traffic analysis. The study area intersections are anticipated to continue to operate at an acceptable LOS during morning and evening peak hours for General Plan buildout with the planned improvements at Sunrise Way / Vista Chino.

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Table 24 Intersection Analysis for General Plan Buildout With Project, Access Alternative 1 Conditions

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (Secs)		Level of Service ²		
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM	
			L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
1	Northwesterly Dwy. / Vista Chino	CSS	0	0	1	0	0	0	0	2	d	0	2	0	12.4	15.2	B	C	
2	Sunrise Wy. / Vista Chino																		
	- Without Improvements	TS	2	2	0	1	2	0	1	3	0	1	2	0	66.8	64.6	E	E	
	- With Improvements	TS	2	2	0	<u>2</u>	2	0	1	3	0	<u>2</u>	2	0	48.0	43.8	D	D	
3	Sunrise Wy. / Northeasterly Dwy.	CSS	0	2	0	0	2	0	0	0	1	0	0	1	13.9	18.2	B	C	
4	Sunrise Wy. / Central Dwy.	<u>TS</u>	<u>1</u>	2	0	<u>1</u>	2	0	<u>1</u>	<u>1</u>	0	0	1!	0	12.4	12.0	B	B	
5	Sunrise Wy. / Southerly Dwy.	<u>CSS</u>	0	2	0	0	2	0	0	0	<u>1</u>	0	0	0	13.7	11.6	B	B	

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 1! = Shared Left/Through/Right; 1 = Improvement; 1 = General Plan Improvement

² Per the Highway Capacity Manual 6th Edition (HCM6), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service is calculated using Synchro 10.1 analysis software.

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

³ TS = Traffic Signal; CSS = Cross-Street Stop

Table 25 Intersection Analysis for General Plan Buildout With Project, Access Alternative 2 Conditions

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (Secs)		Level of Service ²		
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM	
			L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
1	Northwesterly Dwy. / Vista Chino	CSS	0	0	1	0	0	0	0	2	d	0	2	0	12.6	16.6	B	C	
2	Sunrise Wy. / Vista Chino																		
	- Without Improvements	TS	2	2	0	1	2	0	1	3	0	1	2	0	68.8	74.3	E	E	
	- With Improvements	TS	2	2	0	<u>2</u>	2	0	1	3	0	<u>2</u>	2	0	50.6	51.3	D	D	
3	Sunrise Wy. / Northeasterly Dwy.	CSS	0	2	0	0	2	0	0	0	1	0	0	1	14.1	17.7	B	C	
4	Sunrise Wy. / Central Dwy.	CSS	<u>1</u>	2	0	0	2	0	0	0	1	0	0	1	15.1	16.8	C	C	
5	Sunrise Wy. / Southerly Dwy.	<u>CSS</u>	0	2	0	0	2	0	0	0	<u>1</u>	0	0	0	13.7	11.6	B	B	

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; 1! = Shared Left/Through/Right; 1 = Improvement; 1 = General Plan Improvement

² Per the Highway Capacity Manual 6th Edition (HCM6), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. Delay and level of service is calculated using Synchro 10.1 analysis software.

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

³ TS = Traffic Signal; CSS = Cross-Street Stop

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As discussed in Section 2.16.2 above, the Project is currently served by the Sunline Transit Agency with bus services along Sunrise Way via Route 24. The provision of two transit routes (Route 14 and 24) within approximately 0.5 miles of the Project is anticipated to well serve residents and visitors. In addition, Sunrise Way and Vista Chino are designated as existing bike routes within the Project study area. Pedestrian facilities are provided within the Project study area including sidewalks and pedestrian crosswalks at signalized intersections. Therefore, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts would be less than significant, and no mitigation is required.

- b. Less than Significant.** CEQA Guidelines section 15064.3 sets forth guidelines for implementing Senate Bill 743 (SB 743) for reduction of GHG emissions and development of multimodal transportation networks. SB 743 requires amendments to the CEQA Guidelines to provide for an alternative criteria to the LOS methodology for evaluating transportation impacts. Generally, “vehicle miles travelled” or VMT is considered as the most appropriate measurement of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project.

Per the *DAP Traffic Analysis*, the mix of land uses (medical and residential uses) of the Project is anticipated to encourage trip capture on-site which would result in a lower than usual VMT per service population (SP). Nearby commercial and service uses accessible by walking is also anticipated to reduce typical VMT. The Project is expected to have approximately 61 residents and 139 employees. According to the *DAP Traffic Analysis*, the Project location, mix of uses, and effectiveness of the design features support a conservative estimate of 26.8 VMT/SP, which is less than the City average of 28.7 per SP. Table 26 provides a summary of the VMT for existing land uses without and with the Project. As shown in Table 26, existing land uses with Project conditions would decrease the average daily VMT compared to existing land uses without Project conditions due to the mix of land uses providing trip capture on-site, along with project site design features that encourage pedestrian and bike travel. Therefore, the Project would not conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Therefore, impacts would be less than significant, and no mitigation is required.

Table 26 VMT for the Desert AIDS Project

Project Scenario	Daily VMT	VMT / Service Population	VMT / Trip
Land Uses without Planned Integration	5,640	28.2	7.74
Proposed Project	5,354	26.8	6.58

- c-d. Less than Significant.** As shown in Exhibit 8, *DAP Campus: Site Plan*, primary access to the Project will be provided to Vista Chino via the northwesterly driveway (right turn in/out only) and to Sunrise Way via the Northeasterly Driveway (service access only, right turn in/out only), Central Driveway (Access Alternative 1 and 2), and southerly driveway (right turn out only).

Per the *DAP Traffic Analysis*, the following on-site roadway and site access improvements are recommended:

- At the existing intersection of Sunrise Way and Vista Chino, long range future traffic conditions require lengthening of the northbound dual left turn lanes to accommodate peak hour queues. The existing length of 245 feet is proposed to be extended to 300 feet.

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- At the existing intersection of Sunrise Way and Northeasterly Driveway, the Project internal circulation is changing the activity at this location to limit its function to deliveries only. The existing northbound left turn pocket at this location is proposed to be eliminated.
- A new exit from the project site is proposed at the intersection of Sunrise Way and Southerly Driveway. At this location, median improvements are recommended to restrict movements to right turns out only with cross-street stop control.
- As analyzed in Section 2.16.3 (a) above, Access Alternative 1 and 2 are both feasible, and are described in greater detail in Section 1.4 of the *DAP Traffic Analysis*.

The Riverside County Fire Department, City Fire Services, and the City Police Department will review the proposed site plan to ensure that all safety design features and measures related to emergency access and geometric design are compliant with existing standards prior to final project approval; therefore, with implementation of the on-site roadway and site access improvements listed above, the Project would not substantially increase hazards due to a geometric design and would not result in inadequate emergency access. Therefore, Project impacts would be less than significant impact, and not mitigation is required.

2.16.4 Mitigation

No mitigation is required.

2.16.5 Level of Significance after Mitigation

Not applicable.

2.17 Tribal Cultural Resources

2.17.1 Sources

AB 52 Tribal Consultation Notification Letters, City of Palm Springs, 2020 (Appendix J)

2.17.2 Environmental Setting

During a field visit conducted on July 28th it was observed that the project site is almost entirely developed and consist of multiple buildings that include, the DAP Buildings, DAP Annex, DAP Business Center, Vista Sunrise I Apartments, and an existing parking lot. The site contains an existing vacant lot located to the south and a retention basin located to the west. In addition, the developed site contains general landscaping that includes ornamental trees and palm trees that are located within the western portion of the project site and around the existing buildings. The vacant lot contains above ground utility lines and non-native vegetation and grasses.

Human history within the Coachella Valley, including areas of present day Palm Springs, dates back to the earliest civilization of the Cahuilla people, whose culture is present today. It was approximately 2000 years ago when the Cahuilla Indians first occupied the land that is now the Palm Springs area. Complex communities were developed in Palm, Murray, Andreas, Tahquitz, and Chino Canyons where the Cahuilla Indians managed hundreds of plant resources. Today the Agua Caliente Band of Cahuilla Indians Reservation encompasses a checkerboard of land within the City of Palm Springs.

2.17.3 Impacts

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

- a. **No Impact.** The project site is located in an urban area of Palm Springs that is developed with both residential and commercial uses. The project site is almost entirely developed and consist of multiple buildings, a parking lot, and general landscaping. The project site does contain one vacant parcel and a retention basin, which consists of non-native vegetation and above ground utility lines. As previously discussed in Section 2.5.3 (a), the City currently does not have any sites listed within the City’s incorporated boundaries on the NRHP and the site is not listed in the CRHR. The mitigation measures established in 2.5 *Cultural Resources*, will be applied *Tribal Resources*, to ensure the protection of historical resources. Therefore, no impacts would occur and no mitigation is required.

- b. **Less than Significant Impact with Mitigation Incorporated.** The project site is located within an area that was traditionally occupied by the Cahuilla people. The project site is not located on reservation land of the Agua Caliente Band of Cahuilla Indians but according to Figure 1-3, *Tribal Lands* of the General Plan, the project site is adjacent to “FEE” land to the east and “Alotted” land to the north. In addition, the project site is not located within an area of known for historic archaeological sites. However, due to the site being located within an area traditionally used by the Cahuilla people, incorporation of mitigation measure TBL-1 as conditioned by the City would reduce impacts to less than significant. Furthermore, on June 4, 2020, the City has sent Assembly Bill (AB 52) Tribal Consultation notification letters to the Soboba Band of Luiseno Indians, the Torres Martinez Desert

Cahuilla Indians, the Twenty-Nine Palms Band of Missions Indians, the Agua Caliente Band of Cahuilla Indians, the Cabazon Band of Mission Indians, and the Morongo Band of Mission Indians. The City received one response from the Agua Caliente Band of Cahuilla Indians requesting consultation. Implementation of TBL-1 would ensure consultation with the Agua Caliente Band of Cahuilla Indians in complete and written approval is obtained from the Agua Caliente Band of Cahuilla Indians prior to any ground disturbing activities. Therefore, this impact is considered less than significant with mitigation incorporated.

2.17.4 Mitigation

TBL-1 The following mitigation measure has been conditioned by the City of Palm Springs regarding Tribal Cultural Resources:

- Prior to issuance of a Grading Permit, the applicant shall obtain written approval to proceed with construction from the Agua Caliente Band of Cahuilla Indians, Tribal Historic Preservation Officer or Tribal Archaeologist. The applicant shall contact the Tribal Historic Preservation Officer or the Tribal Archaeologist at (760) 699-6800, to determine their requirements, if any, associated with grading or other construction. The applicant is advised to contact the Tribal Historic Preservation Officer or Tribal Archaeologist as early as possible. If required, it is the responsibility of the applicant to coordination scheduling of Tribal monitors during grading or other construction, and to arrange payment of any required fees associated with Tribal monitoring.

2.17.5 Level of Significance after Mitigation

With implementation of Mitigation Measure TBL-1, impacts regarding Tribal Cultural Resources would remain less than significant.

2.18 Utilities and Services

2.18.1 Sources

- County of Riverside General Plan Environmental Impact Report No. 521, *Water Resources*, 2015
- City of Palm Springs, *General Plan, Safety Element*, 2007
- City of Palm Springs, *General Plan, Recreation, Open Space and Conservation Element*, 2007
- Desert Water Agency, *Urban Water Management Plan*, 2016
- CalRecycle, *SWIS Facility Detail*, 2020
- Waste Water Treatment Plant, City of Palm Springs website. Accessed at <https://www.palmspringsca.gov/government/departments/public-works-engineering/waste-water-treatment-plant>. Accessed on August 24, 2020.

2.18.2 Environmental Setting

Domestic Water

The Coachella Valley Water District (CVWD), Desert Water Agency (DWA), and Mission Springs Water District (MSWD) provide water to the City of Palm Springs. There are three (3) groundwater subbasins: 1) Whitewater River, 2) Mission Creek, and 3) Indio, which are located within the City and planning area. In recent years, groundwater demand exceeds available recharge and this has caused an “overdraft”. Additionally, Coachella

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Valley water agencies contract with Metropolitan Water District of Southern California (MWD) to exchange their water entitlement from the State Water Project for like amounts from the Colorado River.

Waste Water

Veolia Water North America is the waste water treatment plant currently operating in the City of Palm Springs. The Waste Water Treatment Plant is responsible for removing contaminants from sewage waste water. The plant is located at 4375 E. Mesquite Avenue.

Solid Waste

The Palm Springs Disposal Services provides solid waste services to the City. Solid waste generated by the City is sent to Edom Hill Transfer Station located in the City of Cathedral City. The transfer station is an 8-acre facility operated by Waste Management Inc. and is permitted to receive 2,600 tons per day. Solid waste from the transfer station is disposed of at three landfills: Lamb Canyon Landfill, Badlands Landfill, and El Sobrante Landfill.

Flood Management

The City is susceptible to flash flooding due to the steepness of local mountains and the presence of rock types that are fairly impervious. Portions of the City are susceptible to storm-induced flooding of the Whitewater River and other drainages that extend across the City. The project site is not found within a flood hazard zone.

2.18.3 Impacts

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

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-e. Less than Significant Impact.

Domestic Water

DWA provides domestic water services to the project site. Implementation of the project would require water at a rate of 1.01 acre-feet per year per dwelling unit for residential uses and 3.5 acre-feet per year per acre of mixed-uses. As the project includes the development of 61 dwelling units and 0.42 acres of mixed-use, the project would require approximately 63.08 acre feet of water per year. The project water demands amount to an increase of approximately 0.001 percent of the total water demand within the Desert Water Agency in the year 2021. Implementation of the project would result in a marginal increase in water demand within the Desert Water Agency service area; however, as displayed in the Desert Water Agency Urban Water Management Plan, the district has sufficient water supplies serve to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

Additionally, the Project will be required to implement all water conservation measures imposed by DWA under normal as well as drought conditions over the life of the project. These include requirements of Executive Order B-29-15, mandating reductions in water use by 36% in the Coachella Valley. DWA has, in response to the Executive Order, adopted restrictions on water use that include limiting days on which landscaping can be irrigated; a prohibition on the use of fountains or water features; a prohibition on irrigation by any means other than drip or micro-spray systems; and a requirement that hotels offer their guests the option of not having towels and linens laundered daily. Should additional restrictions or regulations be implemented, the Project shall be required to comply with them also. The Project will tie into existing domestic water lines on Vista Chino or Sunrise Way. No new wells or additional water infrastructure or entitlements will be required. Therefore, the Project would have a less than significant impact and no mitigation is required.

Waste Water

Wastewater generated from the project site would be treated at the Palm Springs Wastewater Treatment Plant. Implementation of the project would generate wastewater at a rate of 230 gallons per day per dwelling unit and 1,200 gallons per day per acre of mixed-use. As the project includes the development of 61 dwelling units and 0.42 acres of mixed-use, the project would generate approximately 6,904 gallons per day of wastewater. As the Palm Springs Wastewater Treatment Plant has a treatment capacity of 10 million gallons of wastewater per day, implementation of the project would result in an approximately .0007 percent of the total capacity of wastewater treated at the plant. This increase is considered minimal as the plant currently treats approximately 6 million gallons of wastewater per day and would not result in a significant impact.

The Project will tie into existing sanitary sewer lines located on Vista Chino or Sunrise Way, and wastewater will be transported to Palm Springs Wastewater Treatment Plant. Palm Springs

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Wastewater Treatment Plant implements all applicable requirement of the Colorado River Basin Regional Water Quality Control Board, and no violations of wastewater treatment requirements are anticipated. Therefore, the Project would have a less than significant impact and no mitigation is required.

Stormwater

The City requires on-site detention and/or retention basins for all new developments to manage surface water flows and reduce runoff from sources such as stormwater and landscape irrigation. The Project complies with this requirement by incorporating the reconfiguration of the existing retention basin located at the southwest corner of the project site. Additional measures to address onsite stormwater management are described in Section 3.10, Hydrology and Water Quality. Project-related impacts to stormwater management systems are expected to be less than significant once these measures are implemented. Therefore, the Project would have a less than significant impact and no mitigation is required.

Solid Waste

Facility operators include PSDS, Burrtec, and Riverside County Waste Management, which are required to meet all local, regional, state, and federal standards for solid waste disposal. Implementation of the project would generate solid waste at a rate of .41 tons per dwelling unit per year and 2.4 tons per acre per year for mixed-uses. As the project includes the development of 61 dwelling units and 0.42 acres of mixed-use, the project would generate approximately 26.01 tons of solid waste per year.

Solid waste generated at the project site would be transported to the Edom Hill Transfer Station in northern Cathedral City and disposed at one of three regional landfills: 1) Lamb Canyon Landfill in Beaumont, which has a remaining capacity of 19.2 million cubic yards (2015), 2) Badlands Landfill in Moreno Valley, with a remaining capacity of 15.7 million cubic yards (2015), and 3) El Sobrante Landfill in Corona, with a remaining capacity of 143.9 million cubic yards (2018). Each landfill has available capacity to serve additional development. Facility operators, including PSDS, Burrtec, and Riverside County Waste Management, are required to meet all local, regional, state, and federal standards for solid waste disposal. Based on the foregoing analysis, the landfills that serve the project site have sufficient capacity to serve the project and the impact would be less than significant and no mitigation is required.

2.18.4 Mitigation

No mitigation is required.

2.18.5 Level of Significance after Mitigation

Not applicable.

2.19 Wildfire

2.19.1 Sources

- County of Riverside, *Western Coachella Valley Area Plan*, 2019. Accessed August 19, 2020

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https://planning.rctlma.org/Portals/0/genplan/general_plan_2013/3%20Area%20Plan%20Volume%202/Western%20Coachella%20Valley%20AP.pdf

- City of Palm Springs, *General Plan, Safety Element*, 2007

2.19.2 Environmental Setting

The project site is situated on the central area of Palm Springs. The project site is located within an urbanized area of the City that is mostly developed. According to Figure 12, *Wildfire Susceptibility* (County of Riverside 2019), in the Western Coachella Valley Area Plan, the project site is not located within a wildfire severity zone. In addition, according to the City of Palm Springs General Plan, the western and southwestern portions of the city, specifically the neighborhoods located along the foothills and canyon mouths, are generally the most susceptible to wildland fires. Furthermore, in the developed areas of the City, the landscape vegetation is carefully maintained and watered regularly, conditions that limit the possibility for vegetation fires to ignite and spread.

2.19.3 Impacts

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

- a. **Less than Significant Impact.** The City has developed the *Palm Springs Emergency Operation Plan* (EOP), which is a flexible, multi-hazard document that addresses the City of Palm Springs’ planned response and short-term recovery to extraordinary emergency situations that are associated with natural disasters, technological incidents, and national security emergencies. Within the EOP, specific strategies are included that would assist in the protection of the City and its residents. The proposed construction and operation of the Project would adhere to any specific hazard mitigation goal,

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objectives, and any other applicable related actions that are outlined in the EOP. The Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be less than significant, and no mitigation is required.

- b. **No Impact.** The project site is located within the central portion of the City, which is mostly developed by commercial and residential uses. As previously mentioned, the project site is not located within an area of wildfire severity zone as shown on the Western Coachella Valley Area Plan, Figure 12, *Wildfire Susceptibility* (County of Riverside 2019). The site is surrounded by existing residential development to the west and the south, and commercial to the north and east. Areas within the City that are more susceptible to be exposed to wildfires include the western and southwestern portions of the City. The Project would be required to abide by all applicable rules and regulations that involve the Fire Code and the CBC. The Project would not exacerbate wildfire risk and would not expose occupants to pollutant concentrations from wildfires. Therefore, there would be no impact and no mitigation is required.
- c. **Less than Significant Impact.** As previously mentioned, the project site is located in an urban area of the City that is mostly developed. The area surrounding the site has established roads, powerlines and utilities that serve the surrounding area including the existing buildings and housing of the project site. Additionally, there are two main roads that are adjacent to the property, Vista Chino to the north and Sunrise Way to the east, both already established and all other roads would be internal. Therefore, the Project would not require the installation or maintenance of associated infrastructure that would exacerbate fire risk or result in temporary or ongoing impacts to the environment. Therefore, potential impacts associated with the exacerbation of fire risk or a result in temporary or ongoing impacts to the environment would be less than significant and no mitigation is required.
- d. **No Impact.** According to the City's General Plan, the project site is not located within any identified hazard zones. The General Plan maps designate areas that are associated with hazards such as landslide susceptibility, flood hazards, and direct fire protection areas. The site is graded with existing buildings and parking lots and does not have any significant slopes or natural water features on the project site. Additionally, per the General Plans Figure 6-2, *Landslide Susceptibility Map*, and Figure 6-5, *Flood Hazard Map*, the project site is not located within any of these hazard areas. The Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides that would be as a result of runoff, post-fire, or drainage changes. Therefore, there would be no impact and no mitigation is required.

2.19.4 Mitigation

No mitigation is required.

2.19.5 Level of Significance

Not Applicable.

2.20 Mandatory Findings of Significance

2.20.1 Sources

All sources previously listed were used to support the conclusions made in this section.

2.20.2 Environmental Setting

The environmental setting for the project site is summarized within Sections 2.1 through 2.20 of the Initial Study for each environmental issue.

2.20.3 Impacts

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

a. **Less than Significant with Mitigation Incorporated.**

Biological Resources

Existing development covers most of the project site, and consists of the DAP Building, DAP Annex Building, DAP Business Center, existing parking lot, retention basin, vacant lot, and the Vista Sunrise I Apartments. The current vacant lot and retention basin are covered by dirt, scattered non-native vegetation, weeds, and ruderal vegetation. However, the project site and adjacent parcels contain ornamental trees, palms, and other landscaping that are suitable nesting bird habitat. The project construction could adversely affect nesting birds if construction was to occur while they are present on site or adjacent to the project site, through direct mortality or abandonment of the nest. As such, implementation of Mitigation Measure BIO-1 will require a preconstruction nesting bird survey 14 days prior to any ground disturbing or removal of vegetation to mitigate any potential impacts to protect nesting bird species. In the event that a raptor nest is observed personnel will be notified and no ground disturbing activities will occur until the avian biologist has confirmed the breeding/nesting is

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completed and the young have fledged. Therefore, with implementation of Mitigation Measure BIO-1, impacts would be reduced to less than significant.

Cultural Resources

The site visit conducted on July 28th indicated that the project site is almost entirely developed with the exception of a vacant lot and retention basin. The site is located in an urban area of the City and is surrounded by both commercial and residential development. Although the site visit concluded that the site is almost completely developed, the project site lies in close proximity to Tribal land and there is always a possibility of buried cultural resources to be discovered. As, such implementation of Mitigation Measure CUL-1 will required that if buried cultural materials are discovered during ground disturbing activities, all work in that area will be halted or diverted until a qualified archaeologist can evaluated the nature and significance of the findings.

As previously discussed in Section 2.5.3 (b), the City of Palm Springs has two prehistoric archaeological districts listed on the NRHP, both of which are not located within the vicinity of the project site. According to Figure 5-5, *Cultural Resources: Prehistoric* and Figure 5-6, *Cultural Resources: Historic Archaeology* of the City's General Plan, the project site is not located in a general area known for historic archaeological sites or prehistoric significance. As previously mentioned, the site is currently developed with existing buildings and an existing parking lot. There is no evidence that the project site is located within an area that would be likely to contain human remains. However, the project site lies in close proximity to the Tribal land, there is always a possibility of human remains could be uncovered during ground disturbing activities. Through implementation of Mitigation Measures CUL-2 will ensure that, in the event of human remains are recovered during ground disturbing activities, that the aforementioned protocol is exercised.

Tribal Cultural Resources

As previously discussed in Section 2.17.3 (b), the project site is located within an area that was traditionally occupied by the Cahuilla people. The project site is not located on reservation land of the Agua Caliente Band of Cahuilla Indians but according to Figure 1-3, *Tribal Lands* of the General Plan, the project site is adjacent to "FEE" land to the east and "Alotted" land to the north. In addition, the project site is not located within an area that is known for historic archaeological sites. However, due to the site being located within an area traditionally used by the Cahuilla people, incorporation of mitigation measure TBL-1 as conditioned by the City would reduce impacts to less than significant. Furthermore, on June 4, 2020, the City has sent Assembly Bill (AB 52) Tribal Consultation notification letters to the Soboba Band of Luiseno Indians, the Torres Martinez Desert Cahuilla Indians, the Twenty-Nine Palms Band of Missions Indians, the Agua Caliente Band of Cahuilla Indians, the Cabazon Band of Mission Indians, and the Morongo Band of Mission Indians. The City received one response from the Agua Caliente Band of Cahuilla Indians requesting consultation. Implementation of TBL-1 would ensure consultation with the Agua Caliente Band of Cahuilla Indians in complete and written approval is obtained from the Agua Caliente Band of Cahuilla Indians prior to any ground disturbing activities. Therefore, this impact is considered less than significant with mitigation incorporated.

- b. Less than Significant with Mitigation Incorporated.** The environmental evaluation of this Initial Study concluded that, with adherence to all mitigation measures the Project's cumulatively considerable impacts would be mitigated to less than significant levels.
- c. Less than Significant with Mitigation Incorporated.** The Project could result in environmental impacts to humans directly or indirectly. Project impacts would be reduced to less than significant levels with

implementation of Mitigation Measures NOI-1 and NOI-2. Additionally, through implementation of all applicable requirements related to air quality, water quality, hazardous materials, noise, and GHG emissions, environmental effects as a result of development of the Project would be reduced to a less than significant level.

2.20.4 Mitigation

- BIO-1** If unavoidable project construction activities must begin during the nesting bird season (February 1st through August 31st), a pre-construction nesting bird survey shall be conducted no more than 14 days prior to initiation of ground disturbance and vegetation removal activities. The nesting pre-construction bird survey shall be conducted by a biologist familiar with identification of avian species known to occur in Riverside County. The nesting bird survey shall be conducted on foot inside the project boundary, including a 300-foot buffer for passerines (song birds) and 500-foot buffer for raptors in areas of suitable habitat. Inaccessible areas will be surveyed using binoculars to the extent practical. If nests are found, an avoidance buffer (dependent upon species, the proposed work activity, the existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. If a raptor nest is observed in a tree proposed for removal, the applicant must consult with CDFW. All construction personnel be notified of the existence of the buffer zone and to avoid entering the buffer zone during nesting season. No ground disturbing activities shall occur within this buffer area until the avian biologist has confirmed the breeding/nesting is completed and the young have fledged. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.
- CUL-1** If buried cultural materials are discovered during the earth-moving operations, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds and, if necessary, develop a treatment plan in consultation with the City of Palm Springs and the appropriate Native American tribes.
- CUL-2** In the unexpected event human remains are uncovered during construction activities, all construction work taking place within the vicinity of the discovered remains must cease and the necessary steps to ensure the integrity of the immediate area must be taken. The County Coroner must be notified within 24 hours of the discovery of human remains. If the remains discovered are determined by the coroner to be of Native American descent, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would in turn contact the Most Likely Descendant (MLD) would determine further action to be taken. The MLD would have 48 hours to access the site and make a recommendation regarding disposition of the remains.
- NOI-1** The Project will adhere to all mitigation measures outlined in the *Noise Impact Analysis* regarding the reduction of noise and vibrations emanating from the Project:
- Windows: All residential lots require first and second-floor windows and sliding glass doors that have well-fitted, well-weather-stripped assemblies, with minimum sound transmission class (STC) ratings of 27.
 - Doors (Non-Glass): All exterior doors shall be well weather-stripped and have minimum STC ratings of 25. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating.
- (3)

2 ENVIRONMENTAL EVALUATION

- Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.
- Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.
- Ventilation: Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use and still receive circulated air. A forced air circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.

NOI-2 Large loaded trucks and dozers (greater than 80,000 pounds) shall not be used within 90 feet (30 feet on-site) of occupied noise-sensitive residential homes, as shown on Exhibit ES-A of the *Noise Impact Analysis*, represented by receiver locations R3 and R4, during Project construction activities. Instead, small rubber-tired or alternative equipment shall be used within this area during Project construction to reduce vibration effects.

TBL-1 The following mitigation measure has been conditioned by the City of Palm Springs regarding Tribal Cultural Resources:

- Prior to issuance of a Grading Permit, the applicant shall obtain written approval to proceed with construction from the Agua Caliente Band of Cahuilla Indians, Tribal Historic Preservation Officer or Tribal Archaeologist. The applicant shall contact the Tribal Historic Preservation Officer or the Tribal Archaeologist at (760) 699-6800, to determine their requirements, if any, associated with grading or other construction. The applicant is advised to contact the Tribal Historic Preservation Officer or Tribal Archaeologist as early as possible. If required, it is the responsibility of the applicant to coordinate scheduling of Tribal monitors during grading or other construction, and to arrange payment of any required fees associated with Tribal monitoring.

2.20.5 Level of Significance after Mitigation

With incorporation of the above mentioned mitigation measures, all project-related impacts in regard to Mandatory Findings of Significance would be reduced to less than significant.

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