

CITY OF INDIO
Community Development Department
100 Civic Center Mall
Indio CA 92202
(760) 391-4120
(760) 391-4027

ENVIRONMENTAL INITIAL STUDY

Project Title: Oasis at Indio Specific Plan, formerly known as BH Properties

Case No: Environmental Assessment
General Plan Amendment
Specific Plan
Tentative Tract Map
Development Agreement

**Lead Agency
Name and Address:** City of Indio
Community Development Department
100 Civic Center Mall
P.O. Drawer 1788
Indio, CA 92202

**Property Owner/
Developer:** BH Properties, Inc.
c/o David Um
1650 Spruce Street, Suite 106
Riverside, CA 92507

Applicant: BH Properties, Inc.
c/o David Um
1650 Spruce Street, Suite 106
Riverside, CA 92507

Engineer: MSA Consulting, Inc.
34200 Bob Hope Drive, Rancho Mirage, CA 92270 (760) 320-9811

**Contact Person
and Phone Number:** Kevin Snyder, AICP, Community Development Director
Community Development Department
(760) 391-4016

Project Location: Southwest Corner of Avenue 42 and Monroe Street, Indio
APN: 610-020-001, 610-020-010, 610-020-012, 610-020-013, 610-020-021, 610-020-034, and 610-020-036

Zoning Designation: Existing – Specific Plan (MU-SP), Mixed-Use Neighborhood (MUN), Regional Commercial (RC)
Proposed – Specific Plan (MU-SP)

**General Plan
Designations:** Existing – Mixed-Use Neighborhood (MUN), Regional Commercial (RC)
Proposed – Specific Plan

PROJECT DESCRIPTION

Project Location

The Oasis at Indio Specific Plan (hereafter “project”) is proposed in the City of Indio. The City of Indio (hereafter “City”) is within the Coachella Valley area of Riverside County. The project Vicinity Map is included as Exhibit 1. The approximately 186-acre project site is located at the southwest corner of Avenue 42 and Monroe Street. The project’s northern boundary is delineated by Avenue 42 and transmission electric power lines. The eastern and southern boundaries are delineated by Monroe Street and Interstate 10 freeway (I-10), respectively. The Thousand Palms Canyon Wash delineates the project’s western boundary. The property is made up of seven parcels identified as Assessor’s Parcel Numbers (APN) 610-020-001, 610-020-010, 610-020-012, 610-020-013, 610-020-021, 610-020-034, and 610-020-036. The project site is within a portion of the north ½ of Section 15, Township 5 South, Range 7 East, San Bernardino Base and Meridian. The USGS Topographic Map is included as Exhibit 2.

Surrounding Properties

Areas surrounding the project site include a mix of agricultural, vacant, and developed lands. Agricultural lots and vacant land are located north of the project, separated by Avenue 42. A commercial area and a vacant lot are located east of the project, separated by Monroe Street. The commercial area consists of a gas station, convenience store, and drive-through coffee shop. The Coachella Valley Stormwater Channel is located approximately 340 feet south of the project site, south of the I-10. The Thousand Palms Canyon Wash is located adjacent to the western project site boundary, west of a row of tamarisk trees. A Site Location Map is included as Exhibit 3.

Existing Project Conditions

The approximately 186-acre project site is characterized by vacant land with scattered vegetation. The western portion of the project site has been disturbed with previous agricultural and commercial uses. Foundations from previous residential and commercial buildings remain, however, the structures have been removed. Existing tamarisk and date palm trees were planted near the previous structures. The center of the site is transected by electric transmission lines and an unpaved utility easement. The eastern portion of the project site also historically contained agricultural activities and associated structures, which have been completely removed. This portion of the property is currently characterized by scattered low-lying vegetation. Apart from vehicle tire tracks and the disturbance along Monroe Street, the eastern portion of the site is largely undisturbed.

Project History

Several Master Plan entitlements were approved on the subject site. In 1995, the Gateway Conceptual Specific Plan was approved, covering over 2,700 acres and proposing a planned mixture of commercial, business, office, and residential uses. The western portion of the project site was located within the Gateway Conceptual Specific Plan, designated for Mixed Use (MU7). In 2007, the City of Indio approved “Thymes Square” Project Master Plan on 63.2 acres (APN: 610-020-010) located on the southeast corner of Avenue 42 and the Flood Control Channel right-of-way. The approval authorized the development of Mixed Use on the existing Gateway Conceptual Specific Plan. The Thymes Square entitlements allowed 217 Residential units (32.6 acres) on the western half of the master plan, Open Space/Recreation (5-acre public park), and future Commercial/Business Park development (10 acres) on the northeastern portion and Light Industrial/Business Park development (11.1 acres) on the southeastern portion of the master plan site.

In 2008, the City of Indio approved the Clinton Freeway Business Park Project Master Plan - A 22.6-acre project (APN: 610-020-012 and 610-020-013) immediately south of the “Thymes Square” mixed-use project. The approval authorized the development of a Mixed-Use business park with three basic components: showroom retail businesses (6.3 acres) taking advantage of the site’s direct freeway visibility, light industrial businesses (11 acres) requiring large indoor spaces for light manufacturing, assembly, and storage as well as “industrial incubator” units (4.3 acres) adjacent to Clinton Street with more modest square footages to serve small businesses.

Neither master plans nor the specific plan have been implemented and the site currently remains vacant.

Proposed Project

The proposed project includes development of a mixed-use property with industrial, commercial, and residential uses. The mixed-use project would establish a community where multi-family residential housing can support the proposed businesses that are located within walking distance.

The proposed project would include a mixed-use district and industrial district, separated into four Planning Areas (1 through 4). Planning Area (PA) 1 is situated on approximately 66 gross acres (61.20 net acres) along the northern boundary of the site and proposes Mixed Use. Planning Area 2 is located on approximately 5 gross acres (4.24 net acres) east of Planning Area 1, at the southwest corner of Avenue 42 and Monroe Street; while Planning Area 3 occupies 10 gross acres (9.35 net acres) south of PA 2. Similar to PA 1, Planning Areas 2 and 3 propose Mixed Use developments, consisting of up to 50 dwelling units per acre (du/ac) for a total of 3,240 dwelling units, and a combined total of 20,000 square feet (sf) of non-residential uses. Planning Area 4, located south of PA 1 and west of PA 2 and 3, occupies approximately 100 gross acres (95.31 net acres) of the project. PA 4 proposes the development of 1,806,290 sf of industrial development.

Public rights-of-way would occupy 5 gross acres, while the east-west trending roadway that goes through the site (“A” Street) would cover 10.19 acres of the project area. The project’s land use plan summary is provided in the table below.

Table 1-1 Land Use Plan Statistical Summary

Land Use District	PA	Acreage (Approximately)		Allowed Uses ¹	
		Gross	Net	Multi-Family Residential	Non-Residential Square Footage
Mixed-Use	1	66	61.20	20-50 DU/AC	0.50 FAR
Mixed-Use	2	5	4.24		
Mixed-Use	3	10	9.35		
Industrial	4	100	95.31	N/A	0.60 FAR
Public ROW Dedication		5		N/A	
“A” Street			10.19	N/A	
TOTALS		186	180.29	-	-

1. The “Allowed Uses” and associated intensities are reflective of the Development Standards applicable to each Planning Area district. It does not reflect maximum buildout, however, as development within the Specific Plan is also limited to the intensity identified in Table 2-2, subject to the land use equivalency ratios identified in Specific Plan Section 5.2.8. There is no equivalency ratio for industrial uses and residential or commercial square footage capacity cannot be converted to additional industrial square footage.

Notwithstanding the proposed project’s permitted densities/intensities and development standards, maximum development (buildout) within the specific plan is also controlled by the development capacity limitations indicated in the table below. It is important to note that while the equivalency tables allow variation in intensity between uses, the maximums identified below are reflective of the most intensive development that could occur with buildout of the specific plan. Any of the development variants that could occur using equivalency would be consistent with and within the scope of the maximum land use intensities permitted.

Table 1-2 Land Use Plan (Maximum Buildout Scenario)

Land Use District	PA	Acreage (Approximately)		Maximum Potential	
		Gross	Net	Multi-Family Residential	Non-Residential Square Footage
Mixed-Use	1	66	61.20	50 DU/AC	20,000 sf
Mixed-Use	2	5	4.24		
Mixed-Use	3	10	9.35		
Industrial	4	100	95.31	N/A	1,806,290 sf
Public ROW Dedication		5		N/A	
“A” Street			10.19	N/A	
TOTALS		186	180.29	3,240 DU	1,877,890 sf

For purposes of analyzing potential environmental impacts associated with the project, the Draft Environmental Impact Report (DEIR) would analyze two buildout scenarios:

1. *Maximum Buildout Scenario (MBS)*: The MBS assumes buildout of the project consistent with the maximums identified in Table 1-2, which would result in 3,240 dwelling units, 20,000 sf of retail commercial uses, and 1,806,290 sf of industrial development.
2. *Scenario #2*: Scenario #2 assumes lesser buildout than the MBS but within the maximum intensities permitted. It would result in 1,320 dwelling units, 71,600 sf of retail commercial uses, a 128 key hotel/motel, and 1,806,290 sf of industrial uses. This is indicated in Table 1-3.

Table 1-3 Land Use Plan Summary (Land Use Scenario 2)

Land Use District	PA	Acreage (Approximately)		Land Uses		
		Gross	Net	Multi-Family Residential	Commercial Non-Residential Square Footage	
Mixed-Use	1	66	61.20	20 DU/AC	71,600 sf	128 Key Hotel/Motel
Mixed-Use	2	5	4.24			
Mixed-Use	3	10	9.35			
Industrial	4	100	95.31	N/A	1,806,290 sf	
Public ROW Dedication		5		N/A		
Interior ROW			10.19	N/A		
TOTALS		186	180.29	1,320 DU	1,877,890 sf 128 Key Hotel/Motel	

This Initial Study and the DEIR will focus analysis on the maximum development with the most environmental impacts, which has been determined to be the Maximum Buildout Scenario option with 3,240 dwelling units, 20,000-square-foot non-residential use, and 1,806,290-square-foot industrial use. Land Use Scenario 2 will also be analyzed where applicable utilizing the proposed 1,320 Dwelling Units, 71,60 commercial uses/128 Hotel Keys (or 1,877,890 sf total) and 1,806,290 sf Industrial Uses.

Exhibits 4 and 5 below illustrate the proposed planning areas and the conceptual land use plan, respectively.

Project Objectives

The following objectives form the physical, economic, and environmental framework upon which the proposed project is built:

- Accommodate a diverse range of land uses (commercial, residential, and industrial) and maintain a level of variety and flexibility that will allow the plan to adjust to market conditions and meet the economic, housing, and service needs of the community.
- Develop a diverse set of land uses including employment-generating land uses that create new jobs and ensure long-term economic benefits and stability for the City of Indio.
- Ensure that development has a positive effect on the City of Indio and a high quality of life for all residents by implementing a connected community that is walkable between the residential and commercial uses. Enhanced by wide sidewalks, shade from trees, pedestrian benches, safe pedestrian crossings, and landscaping along streets, and providing buffers between surrounding uses.
- Ensure the circulation network provides a safe and efficient level of connectivity for vehicles, bicyclists, and pedestrians by developing sidewalks where existing gaps occur, establishing a multi-modal transportation network to allow healthy modes of transportation, and encouraging mixed-uses near existing or planned transit services.
- Provide adequate infrastructure, services, and utilities to meet the needs of the community by requiring new developments to pay their fair share for required improvements.
- Establish appropriate land uses and development standards within the Airport Influence Area consistent with the densities, intensities, prohibited uses, and other development conditions defined in the Bermuda Dunes Airport Land Use Compatibility Plan.
- Encourage industrial land uses adjacent to I-10 that utilize existing designated truck routes and develop safe and efficient system for delivering goods and services, and accommodate buildings with loading bays that have a short direct access route to I-10 on- and off-ramps.

Project Phasing

For conservative analysis purposes, it is assumed that project construction would occur in one phase. Development would be accompanied by the orderly extension of circulation and parking facilities, public utilities, and infrastructure in accordance with the final conditions of approval for the project.

Project Circulation

The project area is served directly by Monroe Street to the east and Avenue 42 to the north. Concurrent with the development of the project, improvements to Monroe Street and Avenue 42 would result in completed street sections consistent with the City's General Plan and the Complete Street and Drainage Master Plan. All street improvements shall be constructed in accordance with applicable City of Indio design standards and specifications.

Project development would result in improvements to existing public streets as well as the development of an internal public street and private drive aisles. The internal street and drive aisles are designed to coordinate the movement of vehicles and pedestrians to minimize potential conflicts and encourage a safe and enjoyable pedestrian experience in compliance with the General Plan.

Street Improvements

Avenue 42: This roadway forms the northern boundary of the property. It is in an existing condition and has a proposed ultimate Right-of-way of 86 feet with a landscaped parkway on the south side. The project would construct its appropriate half section per Public Typical Street Sections. A traffic signal is proposed by the SP at the main project entry.

Monroe Street: This roadway forms the eastern boundary of the property. It is in an existing condition and has a proposed ultimate right-of-way of 134 feet. The project would construct adjacent landscaped pedestrian access as is appropriate per Public Typical Street Sections.

Street A: This proposed public roadway bisects the project site in an east/west condition, serving to separate the proposed industrial uses from most residential uses. It has a proposed ROW of 100 feet with a landscaped pedestrian parkway on the north side. The project would construct the entire street section and connect to the existing intersection on Monroe Street that includes an existing traffic signal.

Interstate 10 is located immediately south of the project site and forms the southern boundary of Planning Areas 3 and 4. I-10 is under the authority of CalTrans. Because the freeway falls completely outside of the project boundaries, development of the project does not affect CalTrans' plans for the Monroe Street on/off ramp improvements, operation, and maintenance of I-10. Drivers traveling between the project area and the freeway system would have convenient access via the on- and off-ramps at Monroe Street, Jackson Street (one mile east), and Jefferson Street (two miles east).

Alternative Transportation

Non-vehicular circulation includes pedestrian and bikeway facilities. The purpose for the non-vehicular circulation plan is to provide a Complete Street that incorporates a pedestrian- and bicycle-friendly environment and enhance connectivity across all travel modes to encourage the use of non-vehicular modes of travel.

The project would feature pedestrian access throughout the development via an integrated system of pedestrian trails that connect to on-street sidewalks. The project provides multiple pedestrian access points to connect the interior pedestrian system that allows residents and employees easy access to public sidewalks on Avenue 42, interior pedestrian access along Street A and access to the Monroe Street commercial area.

Roadway improvements along Avenue 42 and Monroe Street would include a Class IV Separated Bikeway or Cycle Track – currently, no bike path or lane exists. The Class IV Separated Bikeway or Cycle Track provides a delineated right-of-way with a physical separation or barrier between bicyclists and motor vehicle traffic. This separation can include vehicle parking, bollards, curbs, or any other physical device that provides this separation.

The City's General Plan identifies a Class I – Bike Path along the Thousand Palms Canyon Wash abutting the project site's westerly boundary in the Planned Bicycle Network. If developed, the Class I – Bike Path would serve as a community connector to the Coachella Valley alternative transportation corridor (CV Link) – a 50-mile pathway for bicycles, pedestrians, and low-speed (up to 25-mph) electric vehicles along the Coachella Valley Stormwater Channel, Whitewater River Stormwater Channel and Tahquitz Creek that will ultimately stretch from Palm Springs to Coachella. A Class I Bike Path provides a separated bicycle/pedestrian corridor that is not served by streets and highways and is away from the influence of parallel streets.

Exhibits 6 and 7 below illustrate the project's proposed vehicular circulation and non-vehicular circulation plans, respectively.

Infrastructure and Utilities

Water

The project is served by Indio Water Authority (IWA), whose water supply is entirely groundwater pumped from deep aquifers in the Coachella Valley Subbasin. The project would connect to existing 24-inch water lines along Avenue 42 and an existing 14-inch water line at the intersection Monroe Street and Street A. The project proposes a public 18-inch water line along Street A and Clinton Street alignment. Private 12-inch lines would connect to the public 18-inch water main and provide water to the private developments. Exhibit 8 below illustrates the conceptual water plan.

Wastewater

Two wastewater treatment plants (WWTP) serve Indio. One is owned by Valley Sanitation District (VSD), which treats approximately 98 percent of Indio’s wastewater. The other is owned by the Coachella Valley Water District (CVWD), which treats the remainder. The project site is located within the VSD service area for sewer. The project would connect to an existing 27-inch sewer main at the intersection of Monroe Street and Avenue 42 and an existing 15-inch sewer main at the intersection of Monroe Street and Street A. This construction would include a new sewer line along Street A, which is an east-west orientation near the middle of the project site. Exhibit 9 below illustrates the conceptual sewer plan.

Stormwater Drainage

Local drainage facilities are maintained by the City and generally convey runoff from local streets to the regional facilities, which are constructed, operated, and maintained by CVWD. The main regional flood control facility in the City of Indio is the Coachella Valley Stormwater Channel. This channel is the main drainage course for the entire Coachella Valley region from north of Palm Springs to the Salton Sea. This channel traverses through the City in a west to east direction, partially along the I-10 freeway.

The site currently drains naturally from the northwest to southeast. The local storm drain system consists of gutters, engineered storm drains, and channels. An existing 36-inch storm drain line is located along Monroe Street and a 36-inch storm drain line is proposed along Avenue 42. Onsite drainage would be managed by onsite retention basins and underground storage facilities. Exhibits 10 and 11 below illustrates the conceptual drainage and hydrology plans, respectively.

Irrigation

CVWD operates and maintains irrigation water and infrastructure associated with the All-American Canal. The Bureau of Reclamation owns the system.

The property currently contains an existing system of underground irrigation pipelines that would be abandoned. Pipelines would be crushed in place under proposed parking lot areas and completely removed under proposed buildings.

Electrical Power

Infrastructure for electricity is provided to the area by the Imperial Irrigation District (IID). The project would construct an onsite power sub-station that would provide power to the project and excess power to the community grid to enhance electric system resilience in the area. Existing overhead electricity lines would be undergrounded where appropriate based on size/capacity.

Natural Gas

The project is not currently served by natural gas facilities. Southern California Gas Company (SoCalGas) provides natural gas to the City and surrounding areas. The project would be required to connect to existing natural gas infrastructure located along the public rights-of-way.

Conceptual Landscape Plan

The Specific Plan includes guidelines for the treatment of streets, parkways, the edges of the project, entries and open space areas. The landscape architectural design would reflect a “desertscape” theme with supplemental ornamental accent landscaping while providing a commitment to water conservation and low maintenance. Integrated design would include the use of large specimen shade trees in response to the hot environment. The Landscape Design Guidelines for the project will include pedestrian-oriented streetscapes with sidewalk dimensions, a decomposed granite trail that is separate from the proposed street adjacent sidewalks, desert canopy trees, and screen walls to separate pedestrians for the industrial land uses where applicable.

General Plan Land Use and Zoning

Land Use

The General Plan designates the Project site as Mixed-Use Neighborhood (MUN) northwesterly and Regional Commercial (RC) north easterly and southerly as shown in Exhibit 2-1, General Plan Place Type Designation, in

the City of Indio General Plan. MUN designations support moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and commercial uses along major streets. Allowed land uses include a range of single-family and multi-family residential uses, parks and recreation, mixed use (retail/office, retail/residential, office/residential, and neighborhood-serving retail, general commercial, services, entertainment, live/work, and office. RC designations support large-format retail development along with associated restaurant and commercial service activity. Allowed land uses include large-format retail, commercial services, lodging, entertainment, restaurant, parks and recreation.

Table 1-1 General Plan Place Type Designation

Land Use	Max. Gross Density/FAR	Zoning Correlation ¹
Mixed Use Neighborhood (MUN)	DU/AC: Up to 40 FAR: up to 0.5	MUN
Regional Commercial (RC)	FAR: 0.35 to 1.0	RC

1. Unified Development Code, City of Indio, 2022.

Indio Subarea

The project site is located within the Avenue 42 Corridor subarea. This subarea is comprised of large areas of undeveloped lands on both sides, with freeway access and close to many of Indio’s newest neighborhoods. While the Avenue 42 Corridor encourages a pattern of connected neighborhoods, centers, and employment districts along both sides of Avenue 42 to leverage the economic and fiscal value of that area for future generations, the ultimate composition of the area may vary in response to market conditions.

GP Amendment

The adoption of the proposed project would reclassify the GP Land Use type from MUN and RC to SP to establish an appropriate land use and zoning district designation that optimizes the project area potential and facilitates achievement of project objectives.

Zoning

The existing zoning designation for the site is Specific Plan (MU-SP), Mixed Use Neighborhood (MUN) and Regional Commercial (RC). With the adoption of the proposed project, the site would be reclassified and zoned SP to permit the implementation of the proposed project subject to management and implementation tools to ensure that the goals and policies are fully satisfied in compliance with the City’s General Plan.

Entitlements

Initial entitlements required for the development of the Specific Plan area include the following actions:

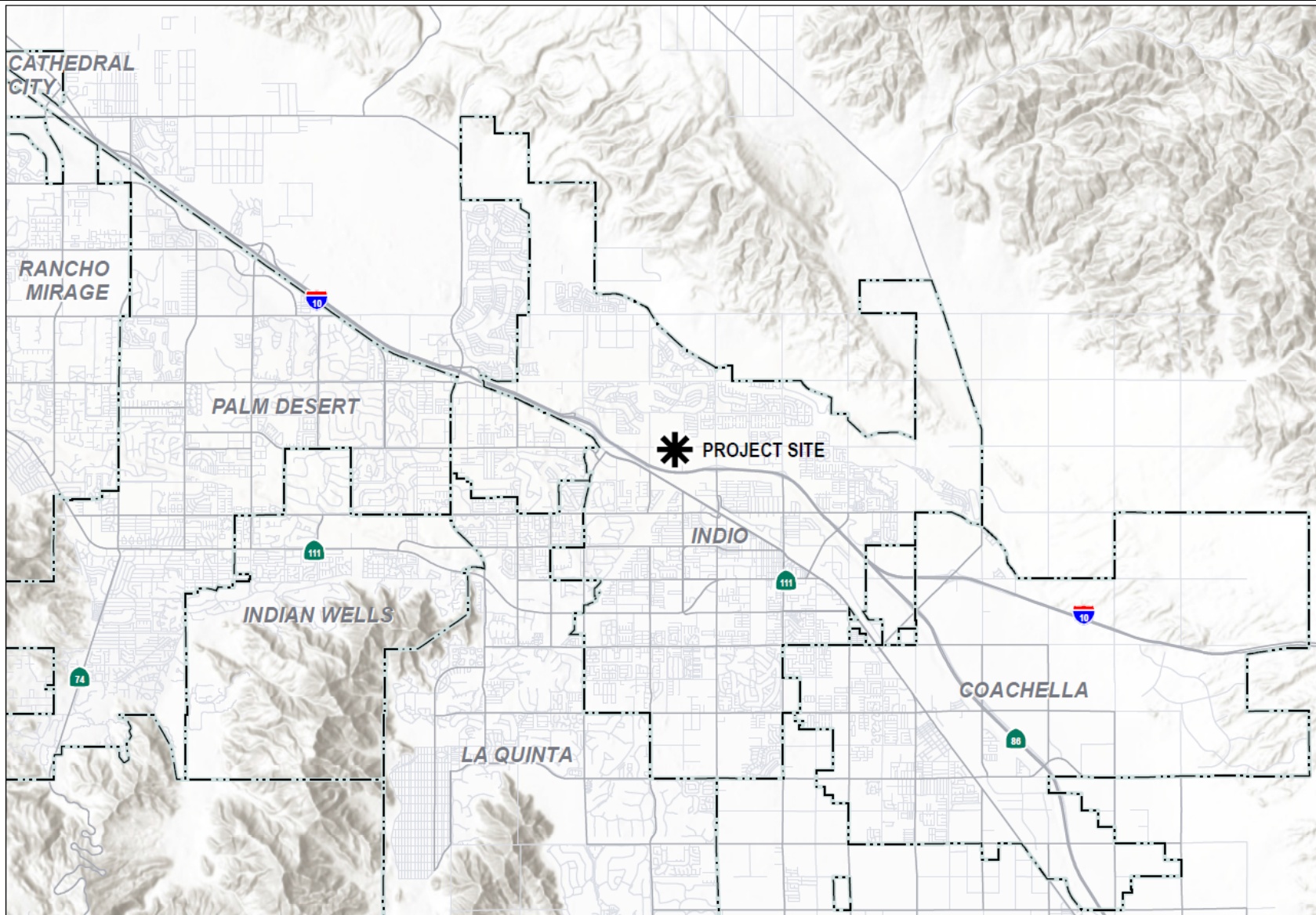
- General Plan Map Amendment – The General Plan Map Amendment would revise the GP Map from Mixed-Use Neighborhood (MUN) and Regional Commercial (RC) to Specific Plan (SP).
- Removal of western portion of project site from Gateway Specific Plan – The western portion of the project site is within the Gateway Specific Plan area, designated MU-SP. The applicant proposes removal of this area from the Gateway Specific Plan in order to apply the proposed SP to the entire project site.
- Specific Plan – The Specific Plan is a regulatory document that establishes the zoning, land use designations, development standards, and design guidelines for the entire Specific Plan area. The Specific Plan would implement the goals and policies of the City’s General Plan. The Specific Plan would be considered by the Planning Commission and City Council and would be adopted by Ordinance. Subsequent tract/parcel maps or site development plans must be in substantial compliance with the adopted Specific Plan.
- Zoning Map Amendment - A zone map change from SP/PMP, MUN, and RC to Specific Plan SP is required as part of the Specific Plan adoption.
- Tentative/Parcel Map - A tentative map or parcel map is a basic tool for implementation of a specific plan. The tentative map or parcel map will create the individual lots and associated planning areas. A Tentative

Map has been prepared and will be considered by the City concurrently with the review of this Specific Plan. The Tentative Map creates the backbone road easements, 4 development parcels, and a parcel for an IID substation.

- Development Agreement – The applicant would enter into a development agreement with the City to specify various elements of the Specific Plan development process.
- Development Plans – Development plans illustrate a proposed development's site and building design in conformance to all applicable development and use standards. A Discretionary Planning Review is required to ensure that the new development and its overall function and design supports the goals and objectives of the Specific Plan and is consistent with the adopted development standards and guidelines. The applicant plans to submit development plans for a portion of the project site to be considered by the City concurrently with the review of this Specific Plan.

Other public agencies whose approval is required

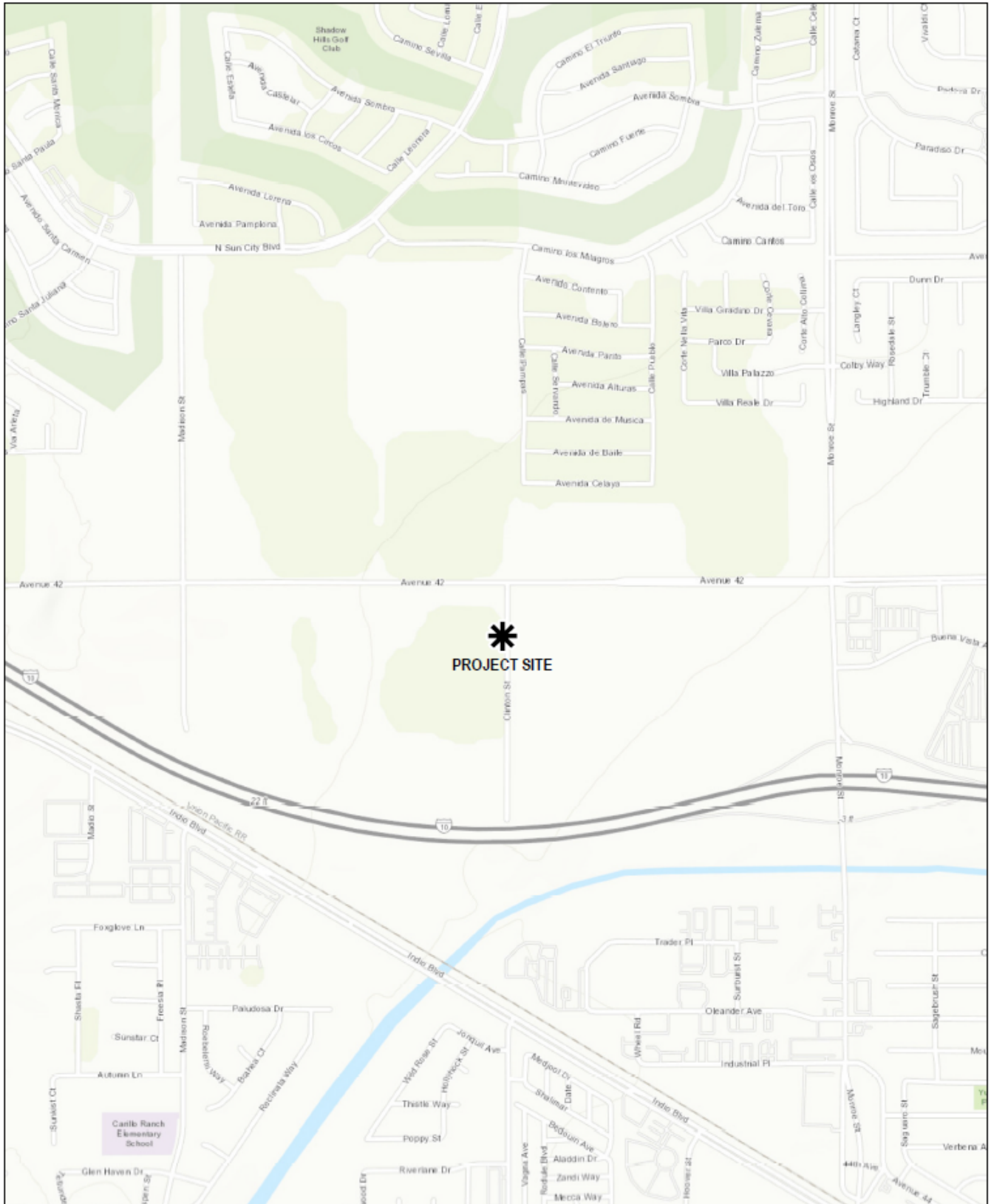
- Regional Water Quality Control Board (RWQCB)
- Indio Water Authority
- State Water Resources Control Board (SWRCB)
- Riverside County Airport Land Use Commission (ALUC)

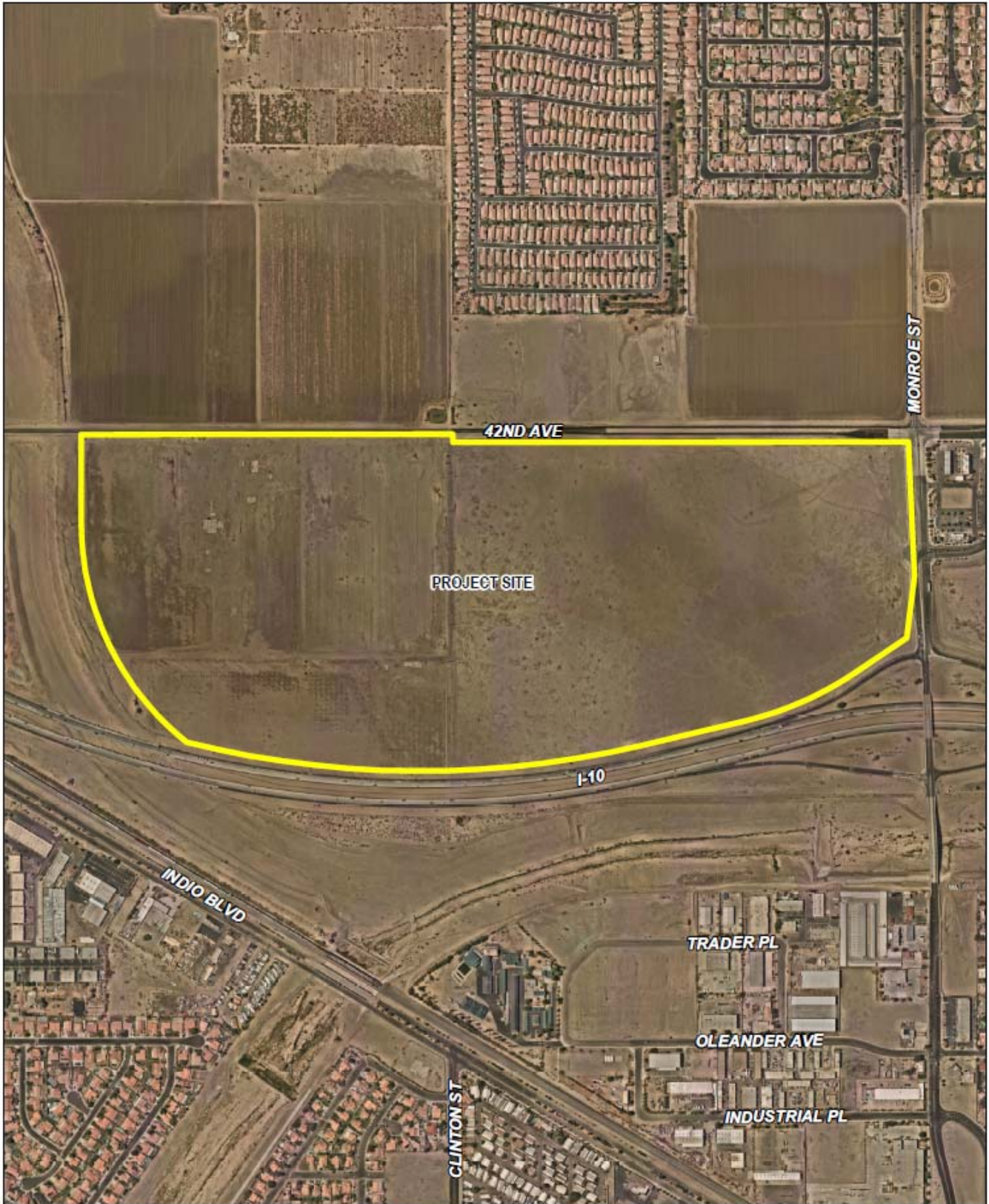


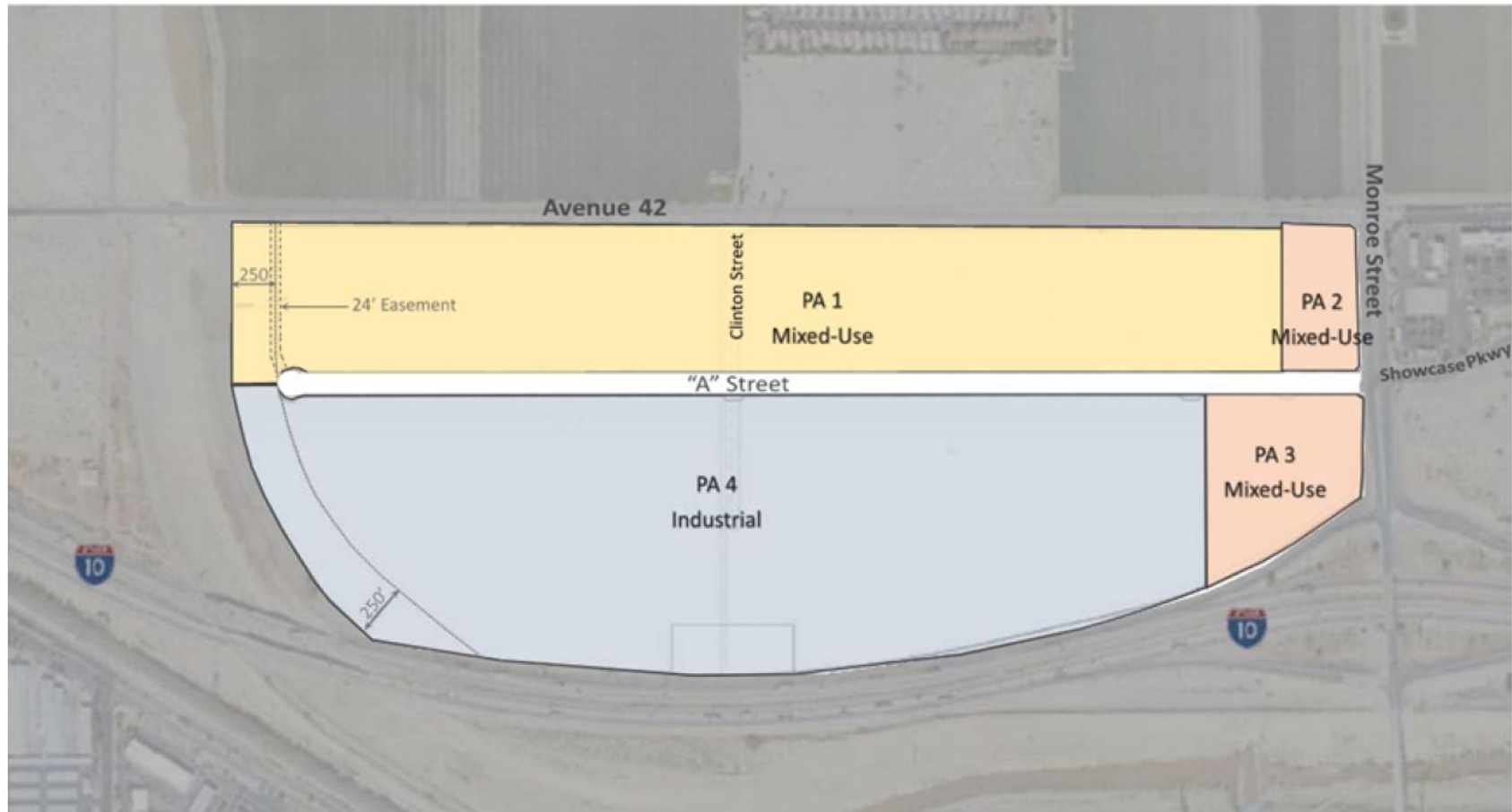
MSA CONSULTING, INC.
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING



VICINITY MAP
THE OASIS AT INDIR
EXHIBIT 1



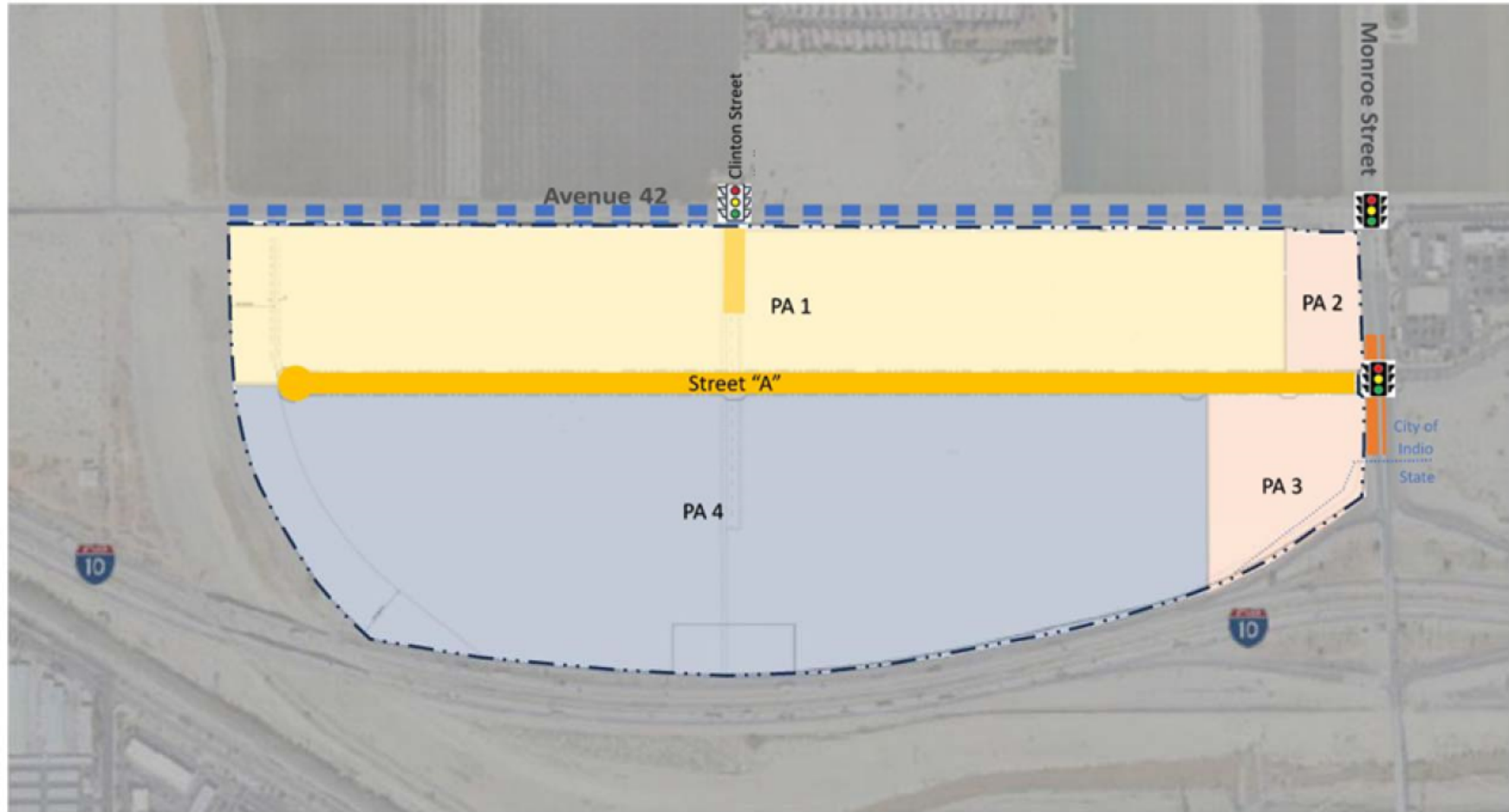




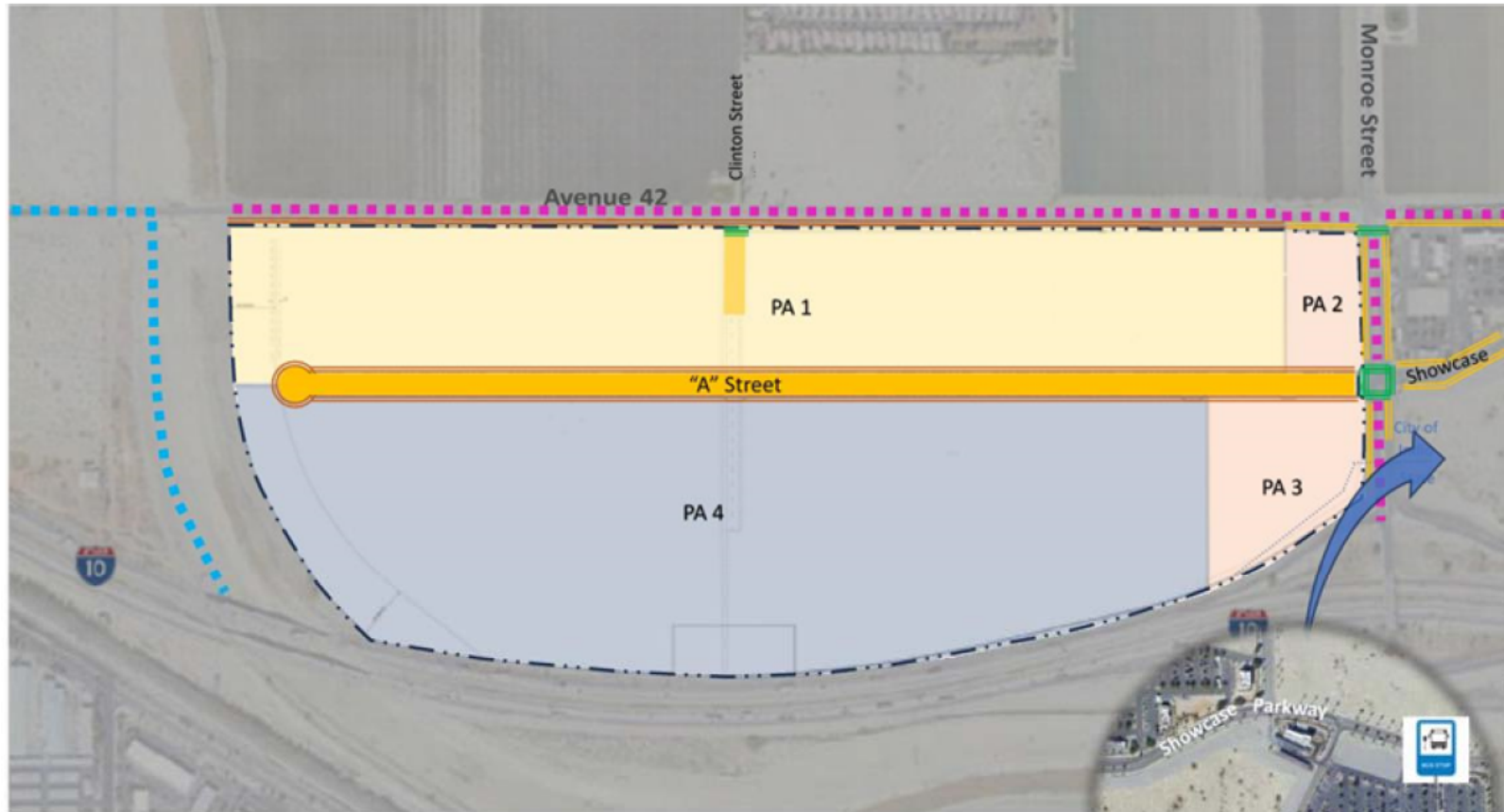
Source: The Oasis at Indio Specific Plan, MIG, 2023









Source: The Oasis at Indio Specific Plan, MIG, 2023



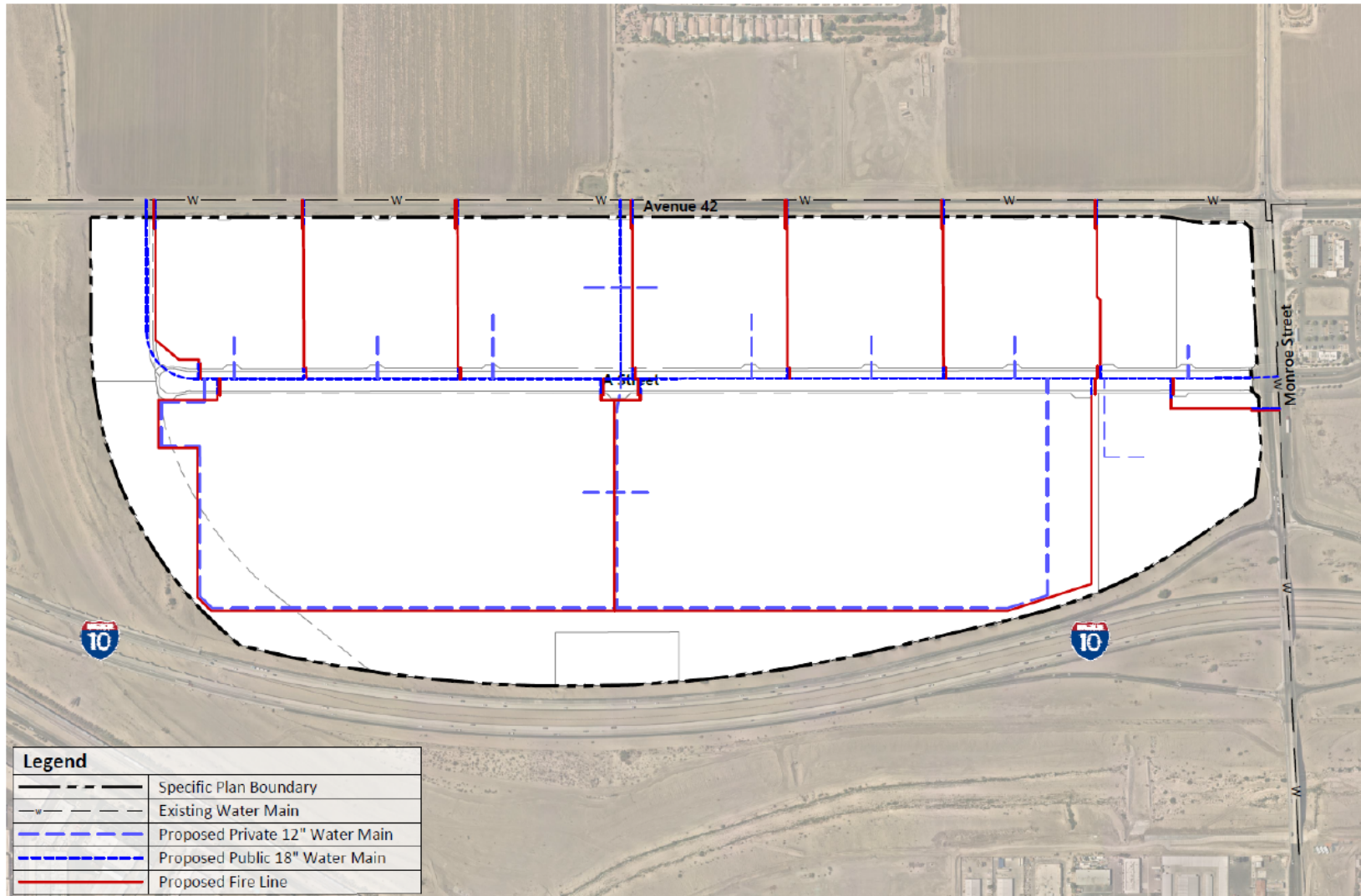
Source: The Oasis at Indio Specific Plan, MIG, 2023



Non-Vehicular Circulation

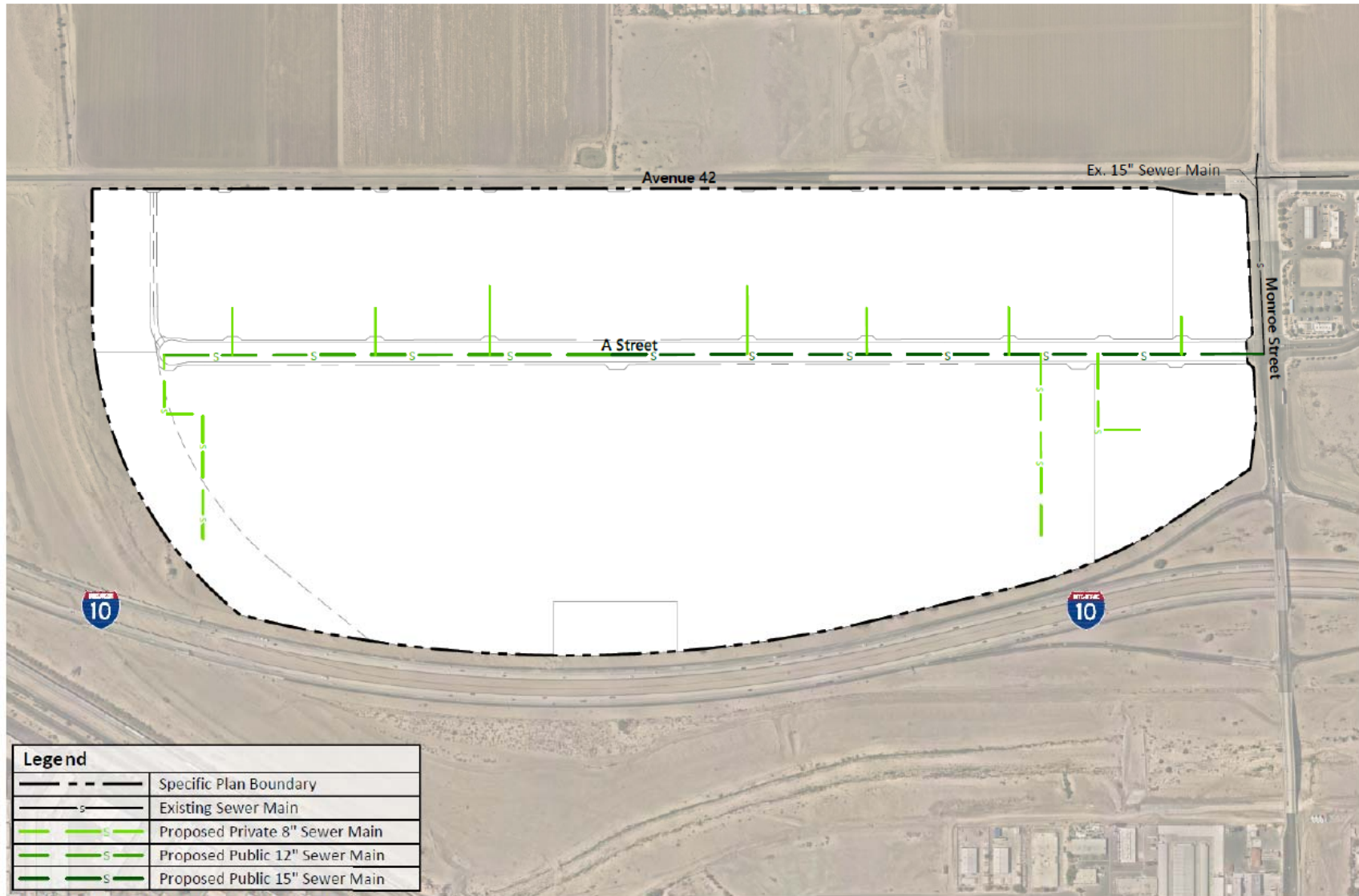
-  Existing Sidewalks
-  Proposed Sidewalks
-  Signalized Crosswalk
-  Class IV-Cycle Track (Future)
-  Class I-Bike Path (Future)
-  Sunline Transit Agency Bus Stop (Existing)

Source: The Oasis at Indio Specific Plan, MIG, 2023



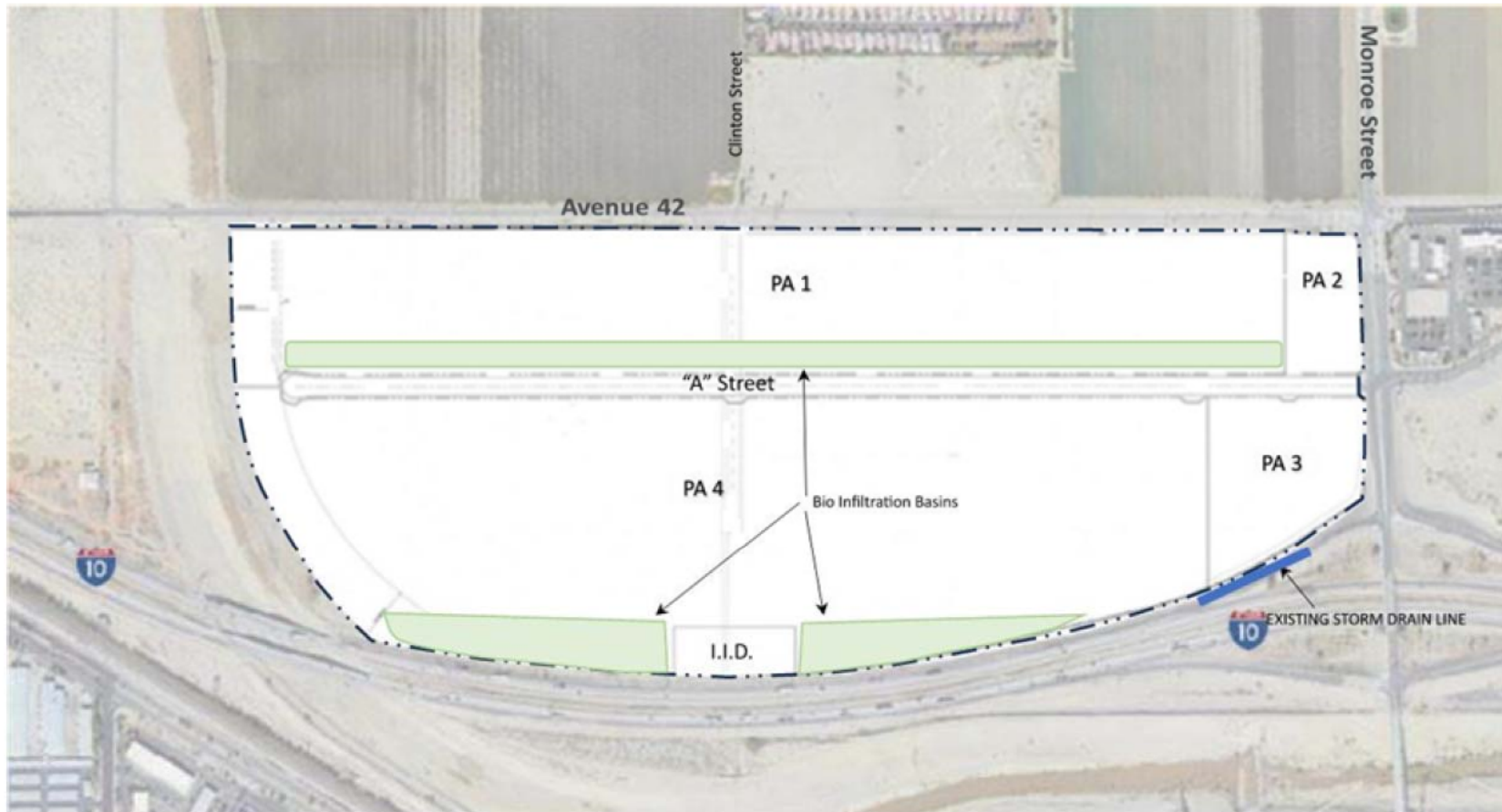
Legend	
	Specific Plan Boundary
	Existing Water Main
	Proposed Private 12" Water Main
	Proposed Public 18" Water Main
	Proposed Fire Line

Source: The Oasis at Indio Specific Plan, MIG, 2023



Legend	
	Specific Plan Boundary
	Existing Sewer Main
	Proposed Private 8" Sewer Main
	Proposed Public 12" Sewer Main
	Proposed Public 15" Sewer Main

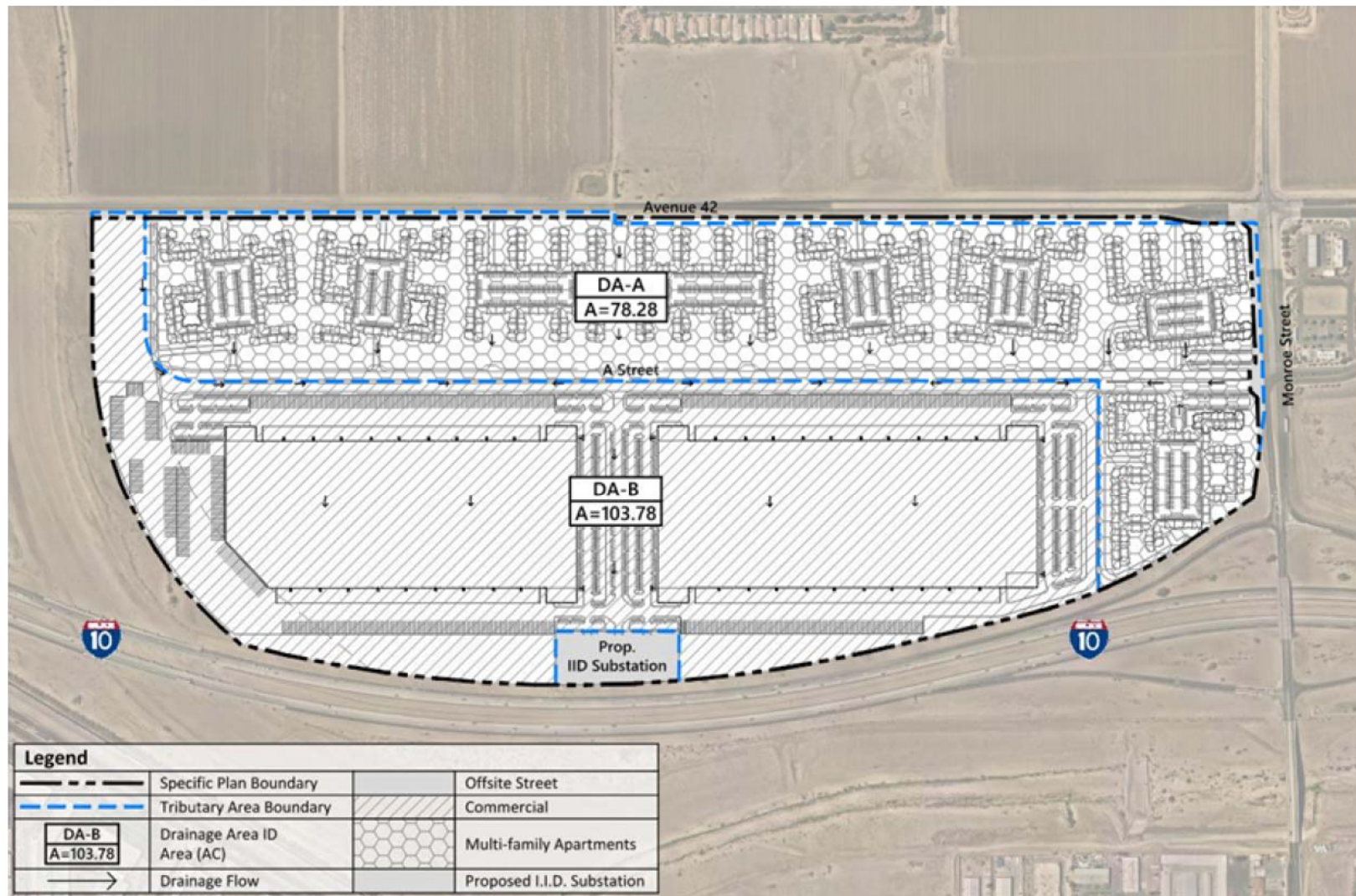
Source: The Oasis at Indio Specific Plan, MIG, 2023



LEGEND

-  Proposed Bio Infiltration Basins
-  Existing Storm Drain
-  Specific Plan Boundary

Source: The Oasis at Indio Specific Plan, MIG, 2023



Source: The Oasis at Indio Specific Plan, MIG, 2023

EVALUATION OF ENVIRONMENTAL IMPACTS:

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	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.
<input checked="" type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	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: _____ City of Indio	Date: _____
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Environmental Checklist and Discussion:

The following checklist evaluates the proposed project’s potential adverse impacts. For those environmental topics for which a potential adverse impact may exist, a discussion of the existing site environment related to the topic is presented followed by an analysis of the project’s potential adverse impacts. When the project does not have any potential for adverse impacts for an environmental topic, the reasons why there are no potential adverse impacts are described.

1. AESTHETICS -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: California State Scenic Highway System, CalTrans, 2022.

- a) **Potentially Significant Impact.** The project site is located on the southwest corner of Avenue 42 and Monroe Street in the City of Indio’s Mixed-Use Neighborhood (MUN) and Regional Commercial (RC) General Plan land use designations. Scenic vistas in the City of Indio include views of the surrounding and distant mountain ranges. Views of these mountain ranges can be observed along the public roads such Avenue 42, Monroe Street, and I-10 freeway.

The project site is currently vacant and disturbed. Scenic vistas viewed from the project site include the San Jacinto Mountains to the west, San Bernardino Mountains to the northwest, Little San Bernardino Mountains to the north and northeast, the Indio Hills to the north, and the Santa Rosa Mountains to the south. Peak and mid-range views of these mountain ranges are relatively unobstructed at the project site due to their distance from the site and their large scale. Existing residential homes, block walls, landscaping, and manmade infrastructure (i.e., utility power poles) obstruct base views of the mountain ranges.

The proposed project includes the development of a mixed-use community consisting of residential, commercial and industrial uses on approximately 185.75 acres. Associated improvements include paved drive aisles, parking spaces, landscaping, and project entry points. The Specific Plan would include Design Guidelines to ensure development of a cohesive mixed-use project while allowing for variation and flexibility.

Further Study: Development of the project could result in the temporary obstruction of scenic vistas to motorists and pedestrians traveling along Avenue 42, Monroe Street, and I-10. The DEIR will analyze the project's impact on scenic vistas.

- b) **No Impact.** The proposed project occurs south of the Avenue 42, west of Monroe Street, and north of the I-10. The project site previously operated as seasonal agricultural land and included residential properties onsite. However, the residential structures have been demolished and removed from the project site. The only evidence of the structures are the concrete foundation slabs that remain, indicating the buildings' footprint. As stated in discussion a) above, the project site is currently vacant and undeveloped. With the foregoing, the property does not contain any landmarks or scenic resources, such as trees, rock outcroppings, or historic buildings that may be altered or damaged by utilization of the site.

A review of the California State Scenic Highway Program determined that the project site is not located within or near a designated State Scenic Highway. The closest designated State Scenic Highway is State Route 74, which is located approximately 8.25 miles southwest of the project site. According to the Riverside County Western Coachella Valley Area Plan, the I-10 is a County Eligible Scenic Highway but is not officially designated. The I-10 is located directly south of the project site. Therefore, the project will likely impact views observed from the I-10.

Further Study: Although the project site is not located near a State designated Scenic Highway or a Riverside County Scenic Highway, the project is located north of the County eligible Scenic Highway, I-10. Therefore, the project's impact on views along Scenic Highways will be analyzed in the DEIR.

- c) **Potentially Significant Impact.** The project site is currently vacant and undeveloped. The visual character of the site is defined by low-lying, scattered desert vegetation. The project site is not physically screened from public view. The adjoining roads to the north, east and south, and barbed wire fencing to the south, delineates the project boundaries. Soil disturbance and vehicle tracks are indicative of recent activity onsite. The proposed project would introduce development of a mixed-use community with residential, commercial, and industrial land uses on approximately 185.75 acres of vacant land, altering the scenic quality of the project site.

Further Study: The project's compliance with the City's Zoning Code related to development standards and scenic quality will be analyzed further in the DEIR.

- d) **Potentially Significant Impact.** The proposed project occurs on vacant and disturbed land and does not currently contribute to light or glare in the area. Existing sources of light in the area are associated with the residential and commercial businesses north and east of the project site, respectively. Vehicular traffic traveling along Avenue 42, Monroe Street, and I-10 contribute to daytime and nighttime light sources.

Development and operation of the proposed mixed-use project would introduce new sources of light and glare to the area. Lighting from commercial and industrial buildings is expected to create a new source of nighttime lighting for both operational and security purposes. Additional lighting in commercial and industrial areas typically consists of overhead/downward-orienting lamp posts in parking areas, low-intensity, and wall-mounted lighting fixtures at building entrances. Residential lighting typically includes dim lighting in front and back yards, housing entrances, landscaping.

Further Study: The potential impacts associated with new sources of light and glare from the proposed project will be analyzed in greater detail in the DEIR.

2. AGRICULTURE 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. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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, timberland, or timberland zoned Timberland Production?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources: *California Farmland Mapping and Monitoring Program*, California Department of Conservation, 2016; Indio General Plan, 2019; Final Environmental Impact Report for the City of Indio General Plan Update, 2019.

- a) **Potentially Significant Impact.** According to the 2018 California Farmland Mapping and Monitoring Program data the property is designated as Farmland of Local Importance and Other Land; 12.3 acres are Other Land and the remaining acreage is Farmland of Local Importance. Farmland of Local Importance is identified as land important to the local agricultural economy as determined by each county’s board of supervisors and a local advisory committee. Other Land is land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is also mapped as Other Land.

According to aerial and historical imagery, the 12.3 acres mapped as Other Land once contained multiple small structures. Additionally, the imagery shows that seasonal agricultural uses existed on the site since at least 1985. However, by 2009, all agricultural operations had ceased, and the multiple structures had been demolished. Since 2009, the site has remained in a vacant state.

According to the City of Indio General Plan Figure 3-3, *Degree of Change*, the project site is in an area of planned major change. Areas mapped as “transformation, major change” are areas where the community wants to actively facilitate significant change in the short to middle term. It is stated that these are areas where the City of Indio may want to prioritize staff and financial resources or actively encourage new private development. Additionally, in the General Plan Figure 3-4, *General Plan Place Types*, the project site is designated as Regional Commercial and Mixed Use Neighborhood. Regional Commercial land use provides large-format retail development along with associated restaurant and commercial service activity.

Mixed Use Neighborhood land use provides moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and commercial uses along major streets. Furthermore, in the City's General Plan Update Environmental Impact Report, it states that the City is not designating any lands for agricultural use, and the City anticipates the loss of agricultural land throughout the City as development continues.

Further Study: The significance of the conversion of the site to nonagricultural use will be evaluated in the DEIR.

- b) **No Impact.** The project site is not located in an existing zone for agricultural use or classified as farmland by the City of Indio. According to the Williamson Act Land Conservation Act Map 2015-2016, no portion of land within a one-mile radius of the project site is recognized as being under a Williamson Act Contract. The closest Williamson Act Contract property is located approximately 4.8 miles southeast of the project site. The proposed project would not impact or remove land from the City or County's agricultural zoning or agricultural preserve.

Further Study: The project will not impact or remove land from the City or County's agricultural zoning or agricultural preserve. Therefore, further study is not required in the DEIR.

- c) **No Impact.** The proposed project would occur in an area with existing development north, east, and south of the project site. The existing General Plan land use designations include Mixed Use Neighborhood in the northwest portion, and Regional Commercial in the southeast portion. Surrounding properties are also designated within the City's Mixed Use Neighborhood and Regional Commercial land uses. No forest land, timberland or Timberland Production zoning occurs on the project site or in the surrounding area because forest vegetation is not characteristic of the Coachella Valley desert environment. No impacts would occur.

Further Study: As discussed above, the proposed project would not conflict with forest land, timberland, or timberland zoned Timberland Production, and further study is not required in the DEIR.

- d) **No Impact.** As stated in discussion c), above, no forest land occurs on the project site or in the surrounding area because forest vegetation is not characteristic of the Coachella Valley desert environment. No impacts would occur.

Further Study: As discussed above, the proposed project would not result in loss of forest land or conversion of forest land to non forest use, and further study is not required in the EIR.

- e) **Potentially Significant Impact.** As previously described, the project site and vicinity are designated by the City of Indio Zoning maps for commercial and mixed use. The project site previously served as agricultural land, and a portion of the site is designated as Farmland of Local Importance by the California FMMP.

Further Study: The proposed project would result in development of land designated as Farmland of Local Importance by the California FMMP. The significance of the conversion of the site to nonagricultural use will be evaluated in the DEIR.

3. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Final 2022 Air Quality Management Plan (AQMP), by SCAQMD, 2022; Final 2003 Coachella Valley PM10 State Implementation Plan (CVSIP), by SCAQMD, August 2003; Analysis of the Coachella Valley PM10 Redesignation Request and Maintenance Plan, by the California Air Resources Board, February 2010, California Emissions Estimator Model (CalEEMod), Version 2022.

- a) **Potentially Significant Impact.** The project site and its Coachella Valley regional context are situated within the Riverside County portion of the Salton Sea Air Basin (SSAB), under jurisdiction of the South Coast Air Quality Management District (SCAQMD). Existing air quality in relation to the applicable air quality standards for criteria air pollutants is measured at established air quality monitoring stations throughout the SCAQMD jurisdiction. The three permanent monitoring stations in the Coachella Valley are located in Palm Springs (AQS ID 060655001), Indio (AQS ID 060652002), and Mecca (Saul Martinez - AQS ID 060652005).

To comply with the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), SCAQMD has adopted an Air Quality Management Plan (AQMP), which is updated regularly with strategies to effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy. The most current version of the AQMP (2022 AQMP) was adopted in December 2022 to continue serving as a regional blueprint for achieving the federal air quality standards. The 2022 AQMP includes the most current strategies to meet the air quality standards and ensure that public health is protected to the maximum extent feasible. It also includes a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures is updated with the latest data and methods. Moreover, the 2022 AQMP provides guidance for the State Implementation Plans (SIP) for attainment of the applicable ambient air quality standards.

The Coachella Valley is currently designated as a serious nonattainment area for particulate matter with a diameter of 10 microns or less (PM10). The U.S. EPA-approved Coachella Valley PM10 SIP is in place with an attainment strategy for meeting the PM10 standard. Some of the existing measures include the requirement of detailed dust control plans from builders that specify the use of more aggressive and frequent watering, soil stabilization, wind screens, and phased development to minimize fugitive dust. Appropriate air quality measures to prevent fugitive dust are required by the City’s Fugitive Dust Control ordinance and plan implementation requirements, which are consistent with SCAQMD Rules 403 and 403.1 that apply to the Coachella Valley strategy for reducing fugitive dust emissions. The proposed project would be subject to the rules and guidelines under the 2022 AQMP and the applicable SIP for PM10.

The proposed development would include a mixed-use community with residential, commercial, and industrial land uses onsite via a Specific Plan, General Plan Amendment, and Zone Change. The proposed Project is anticipated to contribute to area emissions and potentially conflict with existing Air Quality Management Plans. Project-specific Air Quality Study quantitative findings would determine whether the Project's emission levels would exceed any of the applicable thresholds and whether those levels have the potential to obstruct the attainment efforts of the 2022 AQMP. The Draft Environmental Impact Report (DEIR) will analyze potential project-related air emissions quantitatively and further elaborate on the Project's compliance with the applicable air quality plan and level of significance.

Further Study: The DEIR will rely on technical Air Quality Study results to compare the project-related emissions against the established regional and localized thresholds to determine whether the project would result in potential impacts with applicable air quality plans. The findings of significance pertaining to compliance with the 2022 AQMP and other relevant air quality plans will be disclosed in the DEIR.

- b) **Potentially Significant Impact.** The Coachella Valley portion of the Salton Sea Air Basin (SSAB) is in nonattainment for the 1997 8-hour ozone standard and PM10 standard. The attainment status of each standard is summarized below.

Particulate Matter (PM10):

The Coachella Valley is currently designated as a serious nonattainment area for PM10. In the Coachella Valley, the man-made sources of PM10 are attributed to direct emissions, industrial facilities, and fugitive dust resulting from unpaved roads and construction operations. High-wind natural events are also known contributors of PM10. The project site is located within the designated Coachella Valley Blowsand Zone, which is a defined corridor of land extending two miles to either side of the centerline of the I-10 across a major portion of the Coachella Valley region. This area is known to be exposed to relatively higher seasonal winds and therefore is subject to additional Fugitive Dust Control Plan requirements that will be discussed in the EIR. The Air Quality Study for this project will quantify the potential construction and operational PM10 emission levels resulting from the project to determine compliance and feasible mitigation, as necessary.

Ozone and Ozone Precursors:

Furthermore, the Coachella Valley portion of the Salton Sea Air Basin (SSAB) is deemed to be in nonattainment for the 1997 8-hour ozone standard. Coachella Valley is unique in its geography due to its location downwind from the South Coast Air Basin (SCAB). As such, when high levels of nitrogen oxides (NOx), volatile organic compounds (VOCs) and ozone are produced in the South Coast Air Basin, they are transported to the Coachella Valley. The 2022 AQMP has found and established that the Coachella Valley does not have large sources of smog-forming emissions and therefore, local sources of air pollution have a limited impact on ozone levels compared to the transport of ozone precursors generated upwind in the SCAB. Based on the 2022 AQMP, the attainment date for the said ozone standard is August 2033. The Air Quality Study for this project will quantify the potential construction and operational ozone precursor emission levels resulting from the project to determine compliance and feasible mitigation, as necessary.

Further Study: The proposed project would introduce new sources of air emissions associated with construction and operations that could potentially exceed the thresholds of significance established by SCAQMD. A Air Quality Study is being prepared for the proposed project will quantify the potential construction and operational emission levels for criteria pollutants to determine compliance, potential impacts, and feasible mitigation, as necessary. The DEIR will include a summary of the findings in the Air Quality Study, including mitigation measures, if necessary.

- c) **Potentially Significant Impact.** A sensitive receptor is a person in the population who is particularly susceptible (i.e., more susceptible than the population at large) to health effects due to exposure to an air contaminant. Sensitive receptors and the facilities that house them are of particular concern if they are

located in close proximity to localized sources of carbon monoxide, toxic air contaminants, or odors. Land uses considered by the SCAQMD to be sensitive receptors include residences, long-term health care facilities, schools, rehabilitation centers, playgrounds, convalescent centers, childcare centers, retirement homes, and athletic facilities.

The project site consists of undeveloped land with surrounding uses that include farmland, commercial properties, public roads, and open space. In this context, the project site is not located immediately adjacent of existing residential uses or other potential sensitive receptors. Development of the proposed project would result in residential, commercial and industrial land uses in relatively close proximity to one another, which could expose sensitive receptors (residents) to air emissions associated with commercial/industrial uses. The DEIR will analyze in further detail the location of the nearest sensitive receptors and will provide a Localized Significance Threshold (LST) analysis, as applicable, per the SCAQMD methodology.

Further Study: The DEIR will study in further detail the locations of sensitive receptors in the local context. The project-specific quantitative analysis will then be compared to the Localized Significance Threshold (LST) Methodology established by AQMD to determine whether the proposed project would expose sensitive receptors to substantial pollutant concentrations.

- d) **Potentially Significant Impact.** As previously introduced, the project site is not in close proximity to residential uses and other land uses that may be considered sensitive receptors in substantial numbers. The proposed project has potential to result in other emissions, such as odor, that could adversely affect a substantial number of people.

Further Study: The DEIR will analyze the project's potential impacts involving emissions (such as those leading to odors) relevant to adverse impacts on a population.

4. BIOLOGICAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Potentially Significant Impact.** The project site is a vacant 185.75-acre lot located north of the I-10, south of Avenue 42, east of Madison Street, and west of Monroe Street. The project site is largely surrounded by a mix of land use types including agriculture and residential homes to the north; a gas station and retail shops to the east; vacant land with a dune berm and the Thousand Palms Canyon Wash to the west; and the I-10, Coachella Valley Stormwater Channel, and industrial land uses to the south. The I-10 separates the project area from the Coachella Valley Stormwater Channel. The project site has been historically used for agriculture; however, it is currently vacant with scattered vegetation representative of a disturbed site. The project site is covered in fine windblown dune sands mostly originating from the dune berm adjacent to the western side of the property. Sand dunes are created from the wind depositing sand on top of each other until a small mound starts to form. Due to the presence of the dune sands on the northwestern side of the property, a number of sensitive plant species have the potential to occur on the site. In addition, the native and ornamental trees on the site have the potential to provide nesting habitat for bird species.

Further Study: A biological resource study will be conducted by a qualified biologist to determine the site's existing biological resources and determine the presence of any sensitive species. The DEIR will further analyze potential impacts to sensitive plant or animal species and provide mitigation measures, if necessary.

- b) **No Impact.** As previously discussed, the site has been heavily disturbed from previous agricultural activities. However, onsite agricultural activities stopped by 2009 and the project site is currently vacant. The Thousand Palms Canyon Wash is located west of the project site and the Coachella Valley Stormwater Channel to the south of the project, but they do not intersect the project site and are separated from the project site by a dune berm and I-10 respectively. The proposed project would not affect any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.

Further Study: No impacts would occur, and no further analysis is needed.

- c) **No Impact.** The project does not contain federally protected wetlands, marshes, or other natural drainage features. The Thousand Palms Canyon Wash is located west of the project site and the Coachella Valley Stormwater Channel to the south of the project site, but they do not intersect the project site. The Thousand Palms Canyon Wash is managed by the Coachella Valley Conservation Commission in coordination with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). Management of this wash includes implementing all the Conservation Objectives and Required Measures delineated in the CVMSHCP and implementing permit conditions that pertain to the Valley Floor Reserve Management Unit, guiding the management of the wash. Additionally, no blue-line stream corridors (streams or dry washes) are shown on U.S. Geological Survey maps for the project site and there are no botanical indicators of such corridors. As a result, implementation of the proposed project would not result in the direct removal, filling, or other hydrological interruption to any of these resources due to that fact that the Thousand Palms Canyon Wash to the west of the project site and the Coachella Valley Stormwater Channel to the south are separated from the project site by a dune berm and Interstate-10 Freeway respectively.

Further Study: No impacts are expected, and no further analysis is needed.

- d) **Potentially Significant Impact.** The project site does not act as a wildlife movement corridor due to the current built environment as well as the presence of urban/suburban development surrounding the site. Due to the vacant character of the project site, it is expected that common, non-special-status wildlife species utilize the project site for foraging and possibly breeding. The site has the potential to support nesting birds which are all protected by California Fish and Game Code and by the Migratory Bird Treaty Act.

Further Study: A biological resource study will be conducted by a qualified biologist to determine the site's existing biological resources and determine the possible presence of any native resident or migratory wildlife species residing or nesting on the proposed project site. Findings and possible mitigation measures identified in the biological resource study will be discussed in the DEIR.

- e) **No Impact.** The project lies within the boundary of the CVMSHCP which outlines policies for conservation habitats and natural communities and is implemented by the City. The project is consistent with the goals and policies set forth in the City of Indio General Plan Conservation Element and will comply with the CVMSHCP. There are no other unique local policies or ordinances protecting biological resources that would cause a conflict.

Further Study: The proposed project shall comply with the CVMSHCP through the payment of mitigation fees required by new developments. No impacts would occur, and no further analysis is required.

- f) **No Impact.** As discussed above, the City is a participant of the CVMSHCP. This plan outlines policies for conservation habitats and natural communities and is implemented by the City. The project site is not located within a Conservation Area under the CVMSHCP. Additionally, the project shall comply with the CVMSHCP and Section 33.090 of the Indio Municipal Code that implements the plan within the City.

Further Study: No impacts would occur; therefore, no further analysis of this topic is necessary.

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

- a) **Potentially Significant Impact.** The approximately 185.75-acre project site is situated north of the I-10, south of Avenue 42, east of Madison Street, and west of Monroe Street. The project site is largely surrounded by a mix of land use types including agriculture and residential homes to the north; a gas station and shopping center to the east; vacant land with a dune berm and the Thousand Palms Canyon Wash to the west; and the I-10, Coachella Valley Stormwater Channel, and vacant lands to the south. The project site has been used for agriculture since the 1930s; however, agriculture use ceased in 2009, and the land is currently vacant with scattered vegetation representative of a disturbed site.

Further Study: Given that the project’s ground surface has been disturbed by previous agricultural activities, it is unlikely that the historical resources exist within the project area. However, a cultural resources study will be conducted for the project site to determine whether historical resources exist onsite. The DEIR will discuss the findings of the cultural resources study and provide mitigation measures, if necessary.

- b) **Potentially Significant Impact.** The proposed project would occur in a highly sensitive area based on local historical data of the Coachella Valley. At elevations ranging roughly between 5 and 25 feet above mean sea level, the project area lies near the former shoreline of Holocene Lake Cahuilla, an ancient freshwater lake that repeatedly filled the Coachella Valley between 900 and the 1730s A.D. During the last high stand of the lake in the late 17th century, the shoreline was approximately a mile to the north and the west of the project site. Over the centuries, the inundation and desiccation of Holocene Lake Cahuilla greatly influenced all aspects of local Native lifeways. Because of its location near the shoreline to this now-vanished freshwater lake, the area around the project area would have provided a highly favorable setting for Native American habitation prior to the 18th century.

Further Study: Given that the project site is in close proximity to the former shoreline of Holocene Lake Cahuilla which influenced the lifestyles of local native people, it is likely that archeological resources exist within or near the project area. An archeological study will be conducted for the project site to determine whether archaeological resources exist onsite. The DEIR will discuss the findings of the study and provide mitigation measures, if necessary.

- c) **Less than Significant Impact.** As described above, the project could occur in a highly sensitive area, and ground disturbing activities could result in the identification of additional resources, including cremations. Pursuant to the California Health and Safety Code Section 7050.5, and the CEQA Guidelines Section 15064.5, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlay adjacent remains, until the County Coroner has examined the remains. If the coroner determines the remains to be Native American or has reason to believe that they are those of Native American, the coroner shall contact the Native American Heritage Commission within 24-hours.

Compliance with the California Health and Safety Code shall ensure that proper actions shall be taken in the event of a discovery or recognition of any human remains during project construction activities.

Further Study: Compliance with State law provisions is mandatory and would ensure impacts to human remains are less than significant. The DEIR will provide further discussion of the discovery of human remains onsite.

6. ENERGY – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Potentially Significant Impact.** The project site is currently vacant and disturbed and does not consume energy. The project proposes the development and operation of a mixed-use community with residential, commercial, and industrial uses. Associated improvements include paved parking and drive aisles, access points, and landscaping. Electricity and natural gas will be provided to the project site by IID and SoCal Gas, respectively.

Further Study: The construction of the project would increase the amount of energy consumed at the project site. Therefore, development and operational impacts of the project to energy resources, including electric, gas, and petroleum, will be analyzed in the DEIR.

b) **Potentially Significant Impact.** The project proposes the development of an approximately 185.75-acre mixed-use community on currently vacant land in Indio.

Further Study: State and local plans have been established to set goals and guidelines to enforce the implementation of energy efficient building materials and features. The project will be analyzed in the DEIR for compliance and consistency with state or local plans for renewable energy or energy efficiency to determine project impacts.

7. GEOLOGY AND SOILS -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 direct or indirect risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Indio General Plan 2019; Indio General Plan EIR 2019; Indio Municipal Code; Riverside County General Plan (2015)

- a) i. **Potentially Significant Impact.** The City of Indio, similar to most of Southern California, is susceptible to earthquakes due to the active faults that traverse the Coachella Valley. The potential for ground rupture due to fault movement is commonly related to the seismic activity of known fault zones. The Indio General Plan identifies three major faults in Riverside County: the San Andreas, San Jacinto, and Elsinore faults. Several properties within Indio and its sphere of influence are directly impacted by the southernmost section of the San Andreas fault and/or secondary faults and fractures. The Alquist-Priolo Earthquake Fault Zone encompasses the San Andreas fault. Under the Alquist-Priolo Earthquake Fault Zoning Act, the location of structures for human occupancy across the surface trace of an active fault is restricted.

Further Study: Although no known active or inactive faults traverse through the project site, the San Andreas fault is located north of the project site. Due to the project's proximity to the fault, and the various

faults in the region, seismic-related rupture at the project property will be analyzed in further detail in the DEIR. An analysis of the project's location to the closest Alquist-Priolo Earthquake Fault Zone will also be included in the DEIR. This analysis will consult state, regional and local resources and maps of existing faults in relation to the project.

- ii. **Potentially Significant Impact.** Seismically induced ground shaking is anticipated throughout the entire Coachella Valley due to the multiple faults that traverse the region. As previously stated, the San Andreas fault extends through portions of the City and is capable of causing damage to the City. Other faults in the region, such as the San Jacinto and Elsinore faults, also have the potential to produce strong seismic shaking in the City. The strength of the ground shaking is accredited to the distance from the fault, where the intensity decreases the further it is from the causative fault.

Further Study: Due to the multiple active faults in the Coachella Valley area, it is likely that the site would experience ground shaking during the life of the project. Impacts of seismically-induced ground shaking at the project site will be analyzed further in the DEIR.

- iii. **Potentially Significant Impact.** The Safety Element of the Indio General Plan indicates that liquefaction describes a phenomenon where a soil's strength and stiffness is substantially reduced. Liquefaction causes the soil's composition to liquefy, which destabilizes buildings that are supported by the ground. The City could experience seismic shaking levels that have the potential for liquefaction in areas where groundwater is shallower than 30 feet.

Further Study: A project-specific soils report will be completed at the project site to analyze geotechnical conditions at the project site, including potential groundwater depth. Impacts of seismically-induced liquefaction at the project site will be analyzed in the DEIR.

- iv. **No Impact.** Secondary effects of seismic ground shaking, such as slope failures, rockfalls and landslides may occur in the City, especially throughout elevated areas. Since the City, including the project area, is relatively flat, with undeveloped hillsides along the northern boundary (Indio Hills), the City is at low risk for landslides.

Further Study: Seismically-induced rockfalls and landslides are not anticipated to impact the proposed project as the project site is located on relatively flat land, similar to most of Indio. Additionally, the project site is not located adjacent to a mountain or hillside area. Therefore, seismically-induced rockfalls and landslides will not be analyzed in the DEIR.

- b) **Potentially Significant Impact.** Erosion is influenced by several factors including climate, topography, soil types, rock types, and vegetation. Natural erosion processes are often accelerated through human activities such as agricultural or land development through grading and the reduction of surface area. Erosion is a main concern in the Coachella Valley, including the City, due to the negative affects it has on infrastructure and human health. Windborne, waterborne, and human activities associated with the proposed project could cause soil erosion.

Further Study: The project proposes the development of a mixed-use community on approximately 185.75 acres of vacant and disturbed land north of the I-10. Development of the proposed project may be impacted by windborne, waterborne and human generated erosion during project development. These impacts will be analyzed further in the DEIR.

- c) **Potentially Significant Impact.** According to Figure 8-3 of the Indio General Plan, soil types at the project site consist primarily of Indio very fine sandy loam (Is), with Gilman fine sandy loam (GbA) and Coachella fine sand (CpA) in the western and southwestern portion of the site. Per, the United States Department of Agriculture (USDA) soils survey, Is and GbA have a hydrologic soil group rating of B, while CpA has a hydrologic soil group rating A. Soils with B ratings have a moderately low runoff potential when thoroughly wet. Soils with A ratings have high infiltration rate and low runoff potential when thoroughly wet.

Knowledge of the project's soil types is essential for new development regarding potential hazards including landslides, lateral spreading, subsidence, liquefaction or collapse.

Further Study: The project site, as stated throughout this Initial Study, is vacant and previously disturbed. The project will involve the development of a mixed-use community and the movement of limited amounts of soil. Therefore, potential hazards such as lateral spreading, subsidence, liquefaction or soil collapse at the project site will be further analyzed in the DEIR.

- d) **Potentially Significant Impact.** Expansive soils, as defined by the Riverside County General Plan, have a significant amount of clay particles which can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils, making them potentially hazardous. These soils can also be widely dispersed, occurring in both hillside areas and low-lying alluvial basins.

Further Study: The existence of expansive soils on the project site will be analyzed in the project-specific geotechnical investigation and discussed in greater detail in the DEIR.

- e) **No Impact.** The vacant project site is not currently served by sewer. The project site is located within the VSD service area for sewer services. Currently, there is an existing 27-inch sewer main at the intersection of Monroe Street and Avenue 42. The proposed project would connect to the existing infrastructure. No septic systems are proposed as part of this project. Therefore, no impacts would occur.

Further Study: A septic system is not proposed as part of the project. No further discussion is required.

- f) **Potentially Significant Impact.** Paleontological resources include the fossilized remains or traces of animals and plants from a previous geologic period. According to the Indio General Plan, sedimentary deposition has been slowly filling the northwest to southeast trending basin that is the result of the San Andreas Fault system. Being an area of sedimentary deposition, the potential for paleontological resources exists.

Further Study: A project-specific paleontological report will be conducted to determine the potential impacts to cultural and paleontological resources. Further analysis will be provided in the DEIR.

8. GREENHOUSE GAS EMISSIONS -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Final 2022 Air Quality Management Plan (AQMP), by SCAQMD, 2022; Final 2003 Coachella Valley PM10 State Implementation Plan (CVSIP), by SCAQMD, August 2003; Analysis of the Coachella Valley PM10 Redesignation Request and Maintenance Plan, by the California Air Resources Board, February 2010; California Greenhouse Gas Emissions for 2000 to 2017, Trends of Emissions and Other Indicators, 2019 Edition, California Air Resources Board; Release No. 18-37 & 19-35, California Air Resources Board Press Release, July 2018 and August 2019.

- a) **Potentially Significant Impact:** To address the long-term adverse impacts associated with global climate change, California’s Global Warming Solutions Act of 2006 (AB 32) requires California Air Resource Board (CARB) to reduce statewide emissions of greenhouse gases to 1990 levels by 2020. In 2016, Governor Jerry Brown signed Senate Bill 32 (SB32) that requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. With the passage of the California Global Warming Solutions Act of 2006 (Assembly Bill 32) in California, environmental documents for projects pursuant to CEQA are required to analyze greenhouse gases and assess the potential significance and impacts of GHG emissions.

The proposed project is anticipated to contribute to Greenhouse Gas Emissions from sources that include area, energy, mobile, waste, and water usage.

Further Study: The DEIR will evaluate the proposed development to describe and calculate the sources and amounts of GHG emissions resulting from project implementation. The findings will be based on a Greenhouse Gas Assessment undertaken for the project.

- b) **Potentially Significant Impact:** Development associated with the proposed project would introduce new sources of GHG emissions that could potentially conflict with established plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gases.

Further Study: The extent to which GHG emissions are reduced will be documented and disclosed in the CalEEMod results, which is the platform for quantifying GHG emissions. The DEIR will assess the proposed development to determine the project’s ability to comply with the state and local plans and policies adopted for the purpose of reducing GHG emissions by taking into account the applicable efficiency-based GHG reduction measures and conclusions of a Greenhouse Gas Assessment.

9. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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) **Potentially Significant Impact.** The Code of Federal Regulations (CFR Title 40, Part 261) defines hazardous materials based on ignitability, reactivity, corrosivity, and/or toxicity properties. The State of California defines hazardous materials as substances that are toxic, ignitable or flammable, reactive and/or corrosive, which have the capacity of causing harm or a health hazard during normal exposure or an accidental release. As a result, the use and management of hazardous or potentially hazardous substances is regulated under existing federal, state and local laws. Hazardous wastes require special handling and disposal methods to reduce their potential to damage public health and the environment. Manufacturer's specifications dictate the proper use, handling, and disposal methods for the specific substances. In most cases, it is a violation of Federal or State law to improperly store, apply, transport, or dispose of hazardous materials and waste.

Further Study: The project proposes to develop a mixed-use community with residential, commercial, and industrial uses on approximately 185.75 acres. The construction and operation of the project may require use of hazardous materials; therefore, further analysis will be provided in the DEIR.

c) **No Impact.** The project site is not located within a quarter mile of an existing or proposed school. The closest schools to the project site are Carrillo Rancho Elementary School and Richard Oliphant Elementary

School, both schools are located approximately 0.50 miles southwest and northeast of the project site, respectively.

Further Study: Due to the project's distance from any existing or proposed school (approximately 0.50 miles), the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes within a one-quarter mile radius of a school. No further study is required.

- c) **Potentially Significant Impact.** As previously discussed, the approximately 185.75-acre project site currently vacant and disturbed. The project site has been previously disturbed due to past agricultural, commercial, and residential uses. Ground disturbance associated with development of the proposed project has potential to impact unknown hazardous resources sites.

Further Study: Pursuant to Government Code 65962.5 and its subsections, record searches on the project site will be performed within multiple database platforms. Results of the record searches will determine whether the project area is included on a list of hazardous materials sites and will be analyzed in the DEIR.

- e) **Potentially Significant Impact.** The project site is located approximately 1 mile east of the Bermuda Dunes Airport. Due to the project's close proximity to the existing airport, the project site is located within Zones C, D, and E of the Airport Land Use Compatibility Plan. Flights approaching and departing the Bermuda Dunes Airport may fly over the City and the project site with intermittent frequency.

Further Study: The DEIR will analyze the project's potential to result in a safety hazard or excessive noise for people residing or working in the project area due to the project's proximity to the Bermuda Dunes Airport.

- f) **Potentially Significant Impact.** The Safety Element of the City's General Plan provides information on emergency response within the City. Indio's Fire Department is committed to protecting all lives and property within the City. The Fire Department offers a full range of fire services as part of the regional fire protection system through a cooperative agreement with the Riverside County Fire Department. The City Fire Department is currently equipped with approximately 56 full-time staff and four fire stations. The City of Indio's public safety personnel plan and train for all types of emergency and disaster situations that could affect the health and safety of Indio's residents, visitors, business owners, and pass-through commuters. The City of Indio's Emergency Operations Center is located at 45222 Towne Street and there is an alternate Center located at 83101 Avenue 45.

The Indio Police Department is located at 46800 Jackson Street and currently has a staff of approximately 80 employees. The Department is composed of the Field Services Division and the Support Services Division.

The two main evacuation routes in the City and region include the I-10 and Highway 111, while the City's primary and minor arterial streets serve as secondary routes. At project build-out and operation, roadways and emergency evacuation routes would not be altered or reconfigured.

Access to the project site would be provided along Avenue 42 and Monroe Street. The Specific Plan is served by Monroe Street to the east and Avenue 42 to the north. Concurrent with the development of the project, improvements to Monroe Street and Avenue 42 will result in completed street sections consistent with the City's General Plan and the Complete Street and Drainage Master Plan. The proposed project will be reviewed by City and Fire officials to ensure adequate fire service and safety as a result of project implementation.

Further Study: The City may require a Construction Traffic Control Plan to ensure that emergency access is preserved during all construction activities. Project impacts to emergency access and routes will be analyzed in the DEIR prepared for the project.

- g) **No Impact.** The project site, located at the southwest corner of Avenue 42 and Monroe Street is currently vacant. The proposed project includes a mixed-use community with commercial, residential, and industrial uses within the City's Mixed Use Neighborhood land use designation. The project is surrounded by existing residential, agricultural, and commercial uses to the north and east. Vacant land, the Coachella Valley Stormwater Channel, and the I-10 are located west and south of the project site. According to Cal Fire's Fire Hazard Severity Zone Maps, the City of Indio, including the project site, is not located within or near a moderate, high, or very high fire severity zone.

Further Study: Impacts of wildfires is not anticipated at the project site. Additional discussion regarding wildfire impacts to the project are provided in the Wildfire Section of this Initial Study. Based on the findings above and in the Wildfire Section, the project will not be impacted by wildfires and no further analysis in the DEIR is necessary.

10. HYDROLOGY AND WATER QUALITY -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impeded sustainable groundwater management of the basin?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Result in substantial erosion or siltation on- or offsite;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Flood Insurance Rate Map No. 06065C2251H, Federal Emergency Management Agency, Effective March 6, 2018; Water Quality Control Plan for the Colorado River Basin Region, January 2019; 2020 Coachella Valley Regional Urban Water Management Plan, June 2021, Indio Subbasin Sustainable Groundwater Management Act (SGMA) Plan, City of Indio Master Drainage Plan Update, November 2019, City of Indio Public Works Engineering Standards, May 2016, The Oasis at Indio Preliminary Hydrology Report, MSA Consulting, August 2023, The Oasis at Indio Project-Specific Preliminary Water Quality Management Plan, MSA Consulting, September 2023.

- a) **Potentially Significant Impact.** The design, construction, and operation of the proposed development is required to comply with the applicable CWA, NPDES, state, and City of Indio Public Works Engineering Standards that are designed to prevent violations or impacts to surface water quality standards and waste discharge requirements pertinent to surface or ground water quality. The project, as proposed, does not seek any permitting actions that would vary from the established regulations and required compliance plans.

During construction, the project applicant must comply with the State’s most current NPDES Construction General Permit (CGP), which involves the preparation of a Notice of Intent (NOI) and a project-specific Storm Water Pollution Prevention Plan (SWPPP), designed to prevent potential adverse impacts to surface water quality, including erosion and siltation, during the period of construction. The required SWPPP must be prepared concurrently with final engineering design and must meet all NPDES plan review elements

with plan review by the City of Indio. The City's review and approval process ensures that all responsible parties and compliance plan elements are properly demonstrated. Proper SWPPP implementation during construction will be regulated and enforced as part of the local agency site inspection protocols.

The project applicant is required to submit and obtain approval for a Project-Specific Water Quality Management Plan (WQMP) in accordance with the current standards of the Whitewater River Region Water Quality Management Plan for Urban Runoff, the Whitewater River Watershed MS4 Permit, and the City's engineering requirements. The WQMP is a compliance plan required to account for the stormwater facilities and management conditions to be followed by the site operator during the life of the project (post-construction). Plan approval involves recording an agreement of the WQMP against the property to ensure that the City is allowed access and enforcement on this matter. A Preliminary WQMP has been prepared for the proposed project in order to support the entitlement application requirements. The document takes into account the proposed preliminary grading and hydrology documents to demonstrate compliance via on-site stormwater retention. As currently proposed, the project runoff would be carried to the dedicated on-site retention facilities sized to adequately handle the controlling 100-year, 24-hour storm event. In terms of groundwater quality, the proposed project does not involve the conveyance of non-stormwater or otherwise potential sources of pollutants associated with the project operations. All surface runoff directed to the proposed retention areas will be from rooftops, asphalt, hardscape, and landscaped areas, as required. The interior operations would not be connected to the storm drain system.

Further Study: The DEIR will assess in further detail how the proposed development would achieve compliance with Federal, State, and local regulations designed to prevent impacts to water quality standards and the beneficial uses assigned to local receiving waters, during construction and operation. The supported findings resulting from further assessment, along with any mitigation deemed necessary, will be provided in the DEIR.

- b) **Potentially Significant Impact.** The Coachella Valley Groundwater Basin is the primary groundwater source for the project region, with CVWD being the domestic water purveyor serving the project site. The Coachella Valley Groundwater Basin has an estimated storage capacity of 40 million acre-feet (AF) of water within the upper 1,000 feet and is divided into four subbasins: Indio, Mission Creek, Desert Hot Springs, and San Geronio. The project site is specifically underlain by the Indio Subbasin, which is also known as the Whitewater River Subbasin.

Further Study: Although the proposed development is not expected to interfere with existing or planned recharge facilities, the DEIR will assess in greater detail the scale of water consumption in relation to the regional groundwater resources, including the pertinent conservation and recharge strategies. The findings resulting from further study, along with any mitigation deemed necessary, will be provided in the DEIR.

- c i-iii) **Potentially Significant Impact.** The undeveloped project site's relatively level terrain has a prevailing gentle slope from northwest to southeast, consistent with the vicinity conditions. The project location in Indio is covered by the U.S. Geological Survey 7.5-Minute Topographic Map for Indio, California, published in 2021. According to this source, the site does not have any drainage flow lines, such as those that may be associated with washes, streams, or rivers. Based on the USGS Web Soil Survey, the site soils have infiltration capacity ranging from moderate to high. Combined with low annual precipitation, the site soils are not deemed to be prone to existing erosion or siltation.

The entire project site is located within Zone X, considered an "area of minimal flood hazard". As a standard practice, erosion and siltation will be prevented during construction and operation through the required compliance plans. During construction, the required SWPPP will include best management practices to prevent erosion and siltation from being generated by the site clearing, grading, and construction activities through the use of various measures, such as perimeter containment, proper soil stabilization, and source controls per the California Stormwater Quality Association (CASQA) standards. Upon construction completion, all construction related soil disturbance shall be properly restored to a stabilized condition consisting of permanent project improvements (buildings, hardscape, pavement, and landscaping). During

the life of the project, the ongoing maintenance and operation of the private storm drain facilities would ensure that all permanently improved ground surfaces are adequately maintained.

As a standard condition, the project is required to include the adequate improvements and site design features to handle the relevant hydrologic conditions in a way that prevents inundation to the proposed structures and facilities. The project would introduce impervious surfaces (buildings, hardscape, asphalt, etc.) with the appropriate storm drain system (catch basins, lines, outlets, and retention facilities) to adequately intercept, convey and retain the controlling storm event stormwater volume from the site into the designated retention systems, per the engineering plans to be submitted to the City. Following the City engineering review process, the proposed development is not expected to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

The traditional land development process generally results in the conversion of pervious ground surface (pre-development condition) into a setting with a higher impervious cover, occurring through the introduction of buildings, asphalt, and hardscape cover (post-development condition). This conversion generally leads to an increase in post-construction runoff volumes and rates compared to the pre-development condition. By complying with the local retention requirements and approved plans, the project will be prohibited from resulting in a condition of producing urban runoff capable of exceeding the MS4 capacity.

Further Study: The further study and supported findings of this topic, as well as any mitigation deemed necessary, will be analyzed in the DEIR assessment.

- c iv) **Potentially Significant Impact.** The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) serve as the basis for identifying potential hazards and determining the need for and availability of federal flood insurance. Based on FEMA FIRM Panel Number 06065C2251H, effective March 6, 2018, the entire project site is located in Zone X, an “area of minimal flood hazard”. Moreover, according to the adopted Indio Master Drainage Plan (MDP) Update, the project site and its surroundings are located outside of any flood-prone area. By definition, the designation of Zone X is not considered a Special Flood Hazard Area (SFHA) or floodway.

Further Study: Being located outside of a Special Flood Hazard Area (SFHA), the project would not be implemented in a setting or condition that would impede or redirect flows. The final grading and hydrology plans for the proposed project would be subject to standard City review and approval. The DEIR will include further review and findings.

- d) **Potentially Significant Impact.** The proposed development would occur outside of any SFHA or floodway. The proposed storm drain system will be expected to meet the local MS4 and City requirements by including the properly sized conveyance systems and retention facilities.

Flood Hazard: The project is located within a Zone X designation corresponding to an area of minimal flood hazard. In reference to the Indio MDP Update, the project site and surroundings are not located in a documented flood prone area. By definition, the designation of Zone X is not considered a Special Flood Hazard Area (SFHA) or floodway. Furthermore, this flood zone is considered to be a moderate-to-low risk area where flood insurance is available, but not mandatory.

Tsunami: The project is not located near any coastal areas and therefore is not prone to tsunami hazards.

Seiche Zone: The project site is not located in any mapped seiche zones.

Risk release of pollutants due to project inundation: The project is required to include necessary improvements to adequately handle the hydrologic conditions and stormwater management. As currently proposed, the project runoff would be carried to dedicated retention facilities sized to adequately handle the controlling 100-year, 24-hour storm event, and the WQMP stormwater quality design volume requirement.

The project does not involve the conveyance of non-stormwater or otherwise potential sources of pollutants associated with the project operations. All surface runoff directed to the proposed retention areas will be from rooftops, asphalt, hardscape, and landscaped areas, as required. The interior operations would be adequately protected from flood conditions and would not be connected to the storm drain system, eliminating the risk of pollutants due to project inundation.

Further Study: The DEIR will analyze this topic in further detail.

- e) **Potentially Significant Impact.** The project applicant is required to implement a project-specific WQMP to comply with the most current standards of the Whitewater River Region MS4 Permit and with the City's on-site retention standards. The final form of the WQMP would be consistent with final engineering documents to incorporate the grading, hydrology, and other improvement plans to demonstrate how the site design, source controls, and operation and maintenance program would achieve compliance. The proposed preliminary hydrology plan and associated WQMP will not result in any considerable modification to such plan through any increases in stormwater runoff quantities or other factors capable of affecting the downstream storm drain system resources. Moreover, the project's storm water retention facilities would ensure that only stormwater runoff is recharged into the ground via infiltration. Nevertheless, further analysis is required to determine whether project implementation would conflict with the regional groundwater management strategies or with the Indio Subbasin Sustainable Groundwater Management Plan.

Further Study: The aspect of stormwater management and water quality measures will be further studied in the DEIR.

11. LAND USE AND PLANNING - Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Indio General Plan, Land Use Element.

- a) **No Impact.** The project site is currently vacant and undeveloped. The project’s northern, eastern, and southern boundaries are delineated by Avenue 42, Monroe Street, and I-10, respectively. Existing residential communities, vacant land, and agricultural lands are located north of Avenue 42, while existing commercial businesses and vacant plots are located east of Monroe Street. Floodway channels are located west and south of the project site. Developed properties to the north and east operate independently from the project site and are separated by existing paved roadways. The washes west and south of the project site, as well as the I-10 to the south separates the project from established communities. The proposed project includes construction and operation of a mixed-use community with residential, commercial, and industrial uses. No offsite improvements are anticipated, with the exception of utility connections and frontage improvements along existing roadways. Therefore, project implementation is not anticipated to divide an established community.

Further Study: The project site within the City’s Mixed Use Neighborhood and Regional Commercial General Plan land use designations. Developed properties to the north and east include a residential neighborhood, agricultural lots, vacant land, and commercial businesses. These uses are separated from the project site by existing streets. The existing surrounding properties operate separately from each other and the project site, therefore, the proposed project will not physically divide an established community. No further analysis is required.

- b) **Potentially Significant Impact.** The project’s General Plan land use designations are classified as Mixed Use Neighborhood and Regional Commercial. Mixed Use Neighborhoods are intended to provide moderate- to higher-intensity neighborhood developments that feature a variety of multifamily housing choices and commercial uses along major streets. Regional Commercial designations provides large-format retail developments along with associated restaurant and commercial service activity. The zoning designations for the project site consist of Specific Plan (MU-SP), Mixed Use Neighborhood (MUN), and Regional Commercial.

The project proposes a mixed-use community consisting of residential, commercial, and industrial uses on the approximately 185.75-acre site. The Specific Plan establishes the zoning, land use designations, development standards, and design guidelines for the entire Specific Plan area. With the adoption of the Specific Plan, the General Plan land use designation would be reclassified from MUN and RC to Specific Plan (SP) to establish an appropriate land use and zoning district designation that optimizes the project area potential and facilitates achievement of project objectives. Additionally, the Specific Plan would implement design guidelines and development standards for the proposed project, ensuring that goals and policies are satisfied in compliance with the City’s General Plan. In addition to the submittal of the project Specific Plan, the project shall also submit a General Plan Amendment and Zone Map change to revise the GP Map from Mixed-Use Neighborhood (MUN) and Regional Commercial (RC) to Specific Plan (SP); a Tentative/Parcel Map to create the individual lots and associated planning areas; and Development Plans

to illustrate a proposed development's site and building design in conformance to all applicable development and use standards.

Further Study: A full analysis of the proposed project, including consistency with the existing goals and policies in the City's General Plan will be addressed in the DEIR.

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

- a) **No Impact.** Indio’s important mineral resources include sand, gravel, and termed aggregate. To ensure the protection of important mineral resources, the Surface Mining and Reclamation Act of 1975 (SMARA) developed mineral land classification maps and reports to identify the presence or absence of suitable sources of aggregate (sand, gravel or stone deposits) into Mineral Resource Zones. Local agencies, including the City, utilize the existing information on mineral classifications for land use and plan development and decision making.

According to the Indio General Plan the project and its surroundings are located within the Mineral Resource Zone 1 (MRZ-1), which applies to areas with available geologic information indicating that little likelihood exists for the presence of significant mineral resources.

The project is located in an existing Mixed-Use Neighborhood and Regional Commercial land use, surrounded by agricultural, residential, and commercial developments, which are incompatible with mining operations; therefore, project implementation would not result in the loss of any known mineral resources that are considered important to the Coachella Valley regions or residents of California. As such, the proposed project would not result in impacts related to the loss of availability of known mineral resources.

- b) **No Impact.** Mineral resources that are known to exist in the Coachella Valley region primarily consist of sand and gravel (aggregate) typically deposited along and near local drainages. Aggregate material is deemed necessary to the local building industry as a component of asphalt, concrete, road base, stucco and plaster. Local or regional construction industries tend to be dependent on readily available aggregate deposits within reasonable distance to the market region. The project site is not recognized as a mineral resource recovery site delineated in the County of Riverside General Plan, City of Indio General Plan or the resource maps prepared pursuant to SMARA. No impacts would occur as a result of project implementation.

Further Study: The proposed project is not anticipated to result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site due to the project’s location within a Mineral Resource Zone 1 and surrounded by existing operations incompatible with mining operations. No further study is required.

13. NOISE -- Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Potentially Significant Impact.** The project site is currently vacant. In its undeveloped condition, the project site does not contribute to the existing noise environment. The project proposes to develop a mixed-use community with residential, commercial, and industrial uses on approximately 185.75 acres. Construction and operation of the proposed project could lead to some incremental increase in noise levels in the project vicinity.

Further Study: A project-specific Noise Study will be completed for the proposed project. The Noise Study will analyze project-related noise impacts, which will be further discussed in the DEIR.

b) **Potentially Significant Impact.** It is likely that development of the proposed project may lead to temporary increases of groundborne vibration during construction activities.

Further Study: A project-specific Noise Study will be completed for the proposed project. The Noise Study will analyze project-related vibration impacts, which will be further discussed in the DEIR.

c) **Potential Significant Impact.** The closest airport to the project site is the Bermuda Dunes Airport, located approximately 1 mile west of the project site. The project site is located outside of the 65 and 60 CNEL noise contours associated with the airport facility. The southwest corner of the project site is partially located in the airport's 55 CNEL noise contour. Furthermore, the Bermuda Dunes Airport Land Use Plan identifies a portion of the project site as being located within its planning area.

Further Study: Due to the project's proximity to the Bermuda Dunes Airport, the project site could potentially expose people residing or working in the project area to excessive noise. Therefore, impacts will be analyzed within the DEIR.

14. POPULATION AND HOUSING – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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) **Potentially Significant Impact.** As previously discussed throughout this document, the proposed project includes the construction and operation of a mixed-use community with residential, commercial, and industrial use on approximately 185.75 acres on the southwest corner of Avenue 42 and Monroe Street. The project is proposed to generate housing and jobs in the area, thus increasing growth in the area. The existing roadways, Avenue 42, Monroe Street, and I-10, located north, east, and south of the project (respectively) would provide resident, employee, and truck access to the project site.

Further Study: The proposed project will encourage some population growth associated with new housing and employment opportunities; however, it is likely that some of the residential and employee population will be existing residents of Indio and surrounding cities. No new extensions of roads associated with the project would be required.

The DEIR will analyze project-related growth (direct and indirect) due to the development and operation of the proposed residential, commercial, and industrial project components. The DEIR will evaluate whether the proposed project would result in substantial unplanned growth.

- b) **No Impact.** The project site is vacant and undeveloped, and therefore does not provide existing housing. The proposed project would not displace existing housing, affordable housing, or people. No impacts would occur.

Further Study: No further study is required because the project site is vacant and does not currently house a substantial number of people.

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

Source: City of Indio Fire and Police Department Website, City of Indio General Plan, 2040, U.S. Census Bureau Quick Facts, Indio General Plan EIR, Fee Justification Study.

a)

Fire

Potentially Significant Impact. The City of Indio contracts with Riverside County Fire Department/Cal Fire (RCFD) for a full range of fire and emergency services 24 hours a day, 7-days a week. According to the City of Indio Fire Department’s website, the City has 4 fire stations and a total of 56 full-time personnel. Fire Station 80, located at 81025 Avenue 40 is the closest station to the project site and is located approximately 3.0 driving miles north of the project. There are 10 firefighters assigned to this station that staff one paramedic fire engine and one paramedic ambulance. A reserve ambulance is also located here. Fire Station No. 88 is located at 46621 Madison Street, and approximately 3.3 driving miles south of the project site. Fire Station 87 is located at 42900 Golf Center Parkway, is located approximately 3.3 miles east of the project site. The Indio Fire Department Station 86 is located at 46990 Jackson Street and is approximately 3.4 driving miles southeast of the project site.

The project site is vacant and undeveloped. Fire services are provided to the surrounding area. Operation of the proposed project would result in an incremental increase in the demand for fire services.

Further Study: The City exacts a development fee on all new development within the City to finance public facilities which goes towards the funding of fire facilities, and the City collects tax revenues to help fund fire services. The project’s incremental increase in demand for fire services will be analyzed in the DEIR.

Police

Potentially Significant Impact. Police services are provided by the Indio Police Department. According to the Police Department’s website, the Indio Police Department employs approximately 62 sworn officers and 37 non-sworn staff, totaling 99 authorized positions. Additionally, the Department is supported by the Citizens Helping Indio Police (CHIP) volunteer program who logged over 8,384 hours of service to the community. The City of Indio Police Department is located at 46-800 South Jackson Street in Indio, approximately 3.5 driving miles southeast of the project site.

The project site is vacant and undeveloped. Police services are provided to the surrounding area. Operation of the proposed project may result in an incremental increase to the demand for police services.

Further Study: City exacts a development fee on all new development within the City to finance public facilities and collects tax revenues which go towards the funding of police services. The project's incremental increase in demand for police services will be evaluated in the DEIR.

Schools

Potentially Significant Impact. The proposed project lies within the Coachella Valley Unified School District. The nearest school is Richard Oliphant Elementary School and is approximately 0.41 miles northeast of the project site.

The proposed mixed-use project would generate residents and employees during operations. The residential component of the project may result in increased student population in DSUSD. Assembly Bill 2926 and Senate Bill 50 (SB 50) allow school districts to collect "development fees" for all new construction for residential/commercial and industrial use. At the time of writing, DSUSD developer fees are \$4.08/sq.ft. for residential and \$0.66/ sq.ft. for commercial. DSUSD requires developer fees to assist with offsetting impacts of residents and employees generated by the project and the potential students that would be generated by residents. Monies collected are used for construction and reconstruction of school facilities.

Further Study: The project applicant would be required to contribute developer fees for school facilities. The DEIR will analyze the impacts of project-generated students to the schools in the DSUSD area.

Parks

Potentially Significant Impact. The City provides a wide range of park and recreation facilities with various amenities. The proposed mixed-use community may create additional demand for public park facilities, due to the increase in population generated by the project. The proposed project would be required to comply with the City's Development Impact Fees which include Park and Recreation fees to offset project impacts.

Further Study: The DEIR will analyze the project's potential impact on City park facilities.

Other Public Facilities

Less than Significant Impact. The project proposes residential, commercial and industrial uses within the 185.75-acre project site. Therefore, the operation of these uses may result in an increase in demand for government services or other public facilities. However, impacts are expected to be less than significant.

Further Study: The DEIR will analyze the project's impact to other public facilities in Indio.

16. RECREATION –	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-b) **Potentially Significant Impact.** The City of Indio currently owns and maintains 14 public parks totaling approximately 109 acres. Recreational facilities include greenways and trails, which provide walking, biking, hiking, equestrian, greenway, long distance, off road, rail, canal, and water paths. The City parks are open to the public, therefore, the residents of the proposed project would be able to enjoy the recreational amenities.

The project proposes a residential, commercial, and industrial mixed-use community. The increased population generated by the proposed project would likely result in the increased use of existing neighborhood and regional parks, however, the project would comply with the City’s parkland in lieu fee (Quimby) and other development impact fees.

Further Study: The proposed project may increase the use of existing parks since the project is proposing a mixed-use community with residential, commercial, and industrial uses. Further study of the project’s impact to existing recreational facilities will be included in the DEIR.

17. TRANSPORTATION – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) **Potentially Significant Impact.** The proposed project would generate traffic during both construction and occupancy that could affect the performance of the circulation system of the area. The City of Indio has adopted policies, ordinances and plans which address the performance of the circulation system. The County of Riverside has adopted a Congestion Management Program that includes performance standards for major transportation corridors in the County.

Further Study. A detailed traffic impact analysis (TIA) will be prepared for the proposed project. The TIA will evaluate the impacts of the proposed project on the circulation system. The DEIR will further analyze this topic, including project impacts and any mitigation, if required.

- b) **Potentially Significant Impact.** The proposed project would generate traffic during occupancy that could increase the Vehicle Miles Traveled in the area (VMT). The State of California, the County of Riverside and the City of Indio have adopted policies, ordinances and plans which address the reduction of VMT in the State and the vicinity.

Further Study. A detailed TIA will be prepared for the proposed project. The TIA will evaluate the impacts of the proposed Project on area VMT. The DEIR will discuss the analysis of this topic and incorporate the results of the TIA, including project impacts and any mitigation, if required.

- c), d) **Potentially Significant Impact.** The proposed project would generate traffic during occupancy that could increase design and circulation related hazards onsite and in the vicinity. The City of Indio, County Fire and Indio Police Department have adopted policies, ordinances and plans which address the reduction of design hazards and impacts to hazard response.

Further Study. As stated previously, a detailed TIA will be prepared for the proposed project. The TIA will evaluate the potential impacts of the proposed project design on the surrounding area and on emergency services. The DEIR will analyze this topic and will incorporate the results of the TIA, including project impacts and any mitigation, if required.

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

- a) **Potentially Significant Impact.** As previously discussed in the Cultural discussion of this document, the project site has been fully disturbed by agricultural activity from the 1930’s and ceased operation in 2009. The City’s General Plan EIR identifies the site as having moderate sensitivity for cultural resources.

Further Study: A project specific cultural resources report will be prepared by a qualified archaeologist to determine the likelihood for presence or absence of additional tribal cultural resources, as well as any potentially significant impacts on the previously identified sites. Part of the records search and literature review will involve contacting the Native American Heritage Commission (NAHC) for a list of traditional use areas or sacred sites within the project area and a list of specific Native American groups or individuals who could provide additional information regarding cultural resources within the project area. Moreover, Senate Bill 18 (SB18) and Assembly Bill 52 (AB 52) requires lead agencies to notify their local tribes about development projects. It also mandates lead agencies consult with tribes if requested and sets the principles for conducting and concluding the required consultation process. The City will undertake tribal consultation for this project, and its results will be included in the DEIR.

- b) **Potentially Significant Impact.** The project site has been fully disturbed by agricultural activity from the 1930’s and ceased operation in 2009. The City’s General Plan EIR identifies the site as having moderate sensitivity for cultural resources.

Further Study: To determine whether the site contains tribal cultural resources, and in compliance with Public Resource Code Section 5024.1, the City will conduct tribal consultation with area tribal representatives, pursuant to AB52 and SB18. Additionally, a project specific cultural resources report will determine the likelihood for presence or absence of any Native American resources and any potentially significant impacts thereto. The results of the tribal consultation and the cultural resources report will be analyzed in the DEIR.

19. UTILITIES AND SERVICE SYSTEMS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, or 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant Impact.** The project site is currently vacant land with scattered vegetation. The project site is not currently connected to wastewater facilities, domestic water, electric, natural gas, or telecommunication facilities due to its vacant character. However, the project would be served by these facilities.

Water: The project site is located within the IWA service area. The proposed project includes connection to IWAs water main along Avenue 42 and Monroe Street for its irrigation and potable water service.

Sewer: The VSD provides sewer collection and treatment services in the project area. The proposed project would require connection to the existing sewer infrastructure at Monroe Street and Avenue 42.

Stormwater: The vacant and undeveloped project site does not currently have stormwater facilities. The proposed project would be required to implement City and regional standards for the conveyance of storm flows.

Electric: The project site is not currently served by electric facilities. The proposed project includes construction of an electric substation onsite that would serve the project and connect to existing infrastructure provided by IID. Existing overhead utility lines are located on the south side of Avenue 42.

Further Study: The DEIR will discuss project-related utility infrastructure relocation and expansion electricity consumption, as well as analyze the project’s potential impact on utility demand and infrastructure.

- b) **Potentially Significant Impact.** Groundwater is the primary source of domestic water supply in the Coachella Valley. The IWA provides domestic water to the project site and surrounding area. Due to the project's undeveloped character, development and operation of the proposed project would increase the property's water demand.

Further Study: The DEIR will quantify and analyze the impact and demand against the available water supplies in IWA's Urban Water Management Plan. As required by CEQA and the California Water Code, the City has requested that IWA prepare a water supply assessment (WSA) to provide information on the adequacy of available water supplies, including local groundwater resources, to meet the need for water for the project. The WSA will determine whether the public water systems total projected water supplies available during normal, single-dry, and multiple-dry water years during a 20-year projection will meet the projected water demand associated with the proposed project, in addition to the public water supply existing and planned future uses, including agricultural and manufacturing uses.

- c) **Potentially Significant Impact.** The VSD would provide wastewater services to the site. The proposed project includes connection to the existing sewer infrastructure at the intersection on Monroe Street and Avenue 42. The proposed project would increase wastewater generation, adding to the existing demand on VSD wastewater demand.

Further Study: The DEIR will quantify and analyze the project's wastewater demand against the capacity of the VSD's existing sewer infrastructure.

- d) **Potentially Significant Impact.** Solid waste disposal and recycling services for the City are provided by Burrtec. Solid waste is then transported to the Indio/Coachella Valley Waste Transfer Station in Coachella. A Joint Powers Authority between the City of Coachella and Indio acts as the permitted operator of the transfer station, while the County of Riverside is the permitted owner of the facility, Burrtec is the practical owner and operator of the site. Waste from this transfer station is then sent to a permitted landfill or recycling facility outside of the Coachella Valley. These include Badlands Disposal Site, El Sobrante Sanitary Landfill and Lamb Canyon Disposal Site. The proposed project would result in new development that would increase solid waste and recycling demand in the City.

Further Study: The DEIR will analyze the capacity of these existing landfills and the potential solid waste generated by the proposed project.

- c) **Potentially Significant Impact.** The proposed project would be required to comply with all applicable solid waste statutes and guidelines. All development is required to comply with the mandatory commercial recycling requirements of Assembly Bill 341. The proposed project would also comply with the recycling requirements of Cal Green and develop a waste management plan that would include diverting at least 50 percent of construction material fill from landfills.

Further Study: Disposal of all solid waste generated by the proposed project is expected to comply with the required federal, state, local statutes and regulations related to solid waste. However, this issue will be further analyzed in the DEIR.

20. WILDFIRE – if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structure 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"/>

Source: Palm Springs General Plan; California’s Fire Hazard Severity Zones Map, Cal Fire.

a-d) **No Impact.** The approximately 185.75-acre project site is characterized by vacant and undeveloped land on the southwest corner of Avenue 42 and Monroe Street. The site is surrounded by vacant land and agricultural plots to the north (separated by Avenue 42), commercial businesses and vacant lots to the east (separated by Monroe Street), the I-10 and Coachella Valley Stormwater Channel to the south, and the Thousand Palms Canyon Wash and Madison Street to the west.

According to Cal Fire’s Fire Hazard Severity Zones (FHSZ) in State Responsibility Areas (SRA) Map, the project site is not located in an area classified as having a moderate, high or very high fire hazard severity zone (VHFHSZ). Additionally, the project site is not located in or near lands classified as moderate, high, or very high FHSZ. The closest designated area is located approximately 5 miles southwest of the project site and is classified as being a moderate FHSZ. Due to the project’s distance from SRAs and areas designated as VHFHSZ, no impacts would occur.

Wildfire risk is related to a number of parameters, including fuel loading (vegetation), fire weather (winds, temperature, humidity levels, and fuel moisture contents), and topography (degree of slope). Steep slopes contribute to fire hazards by intensifying the effects of wind to make fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. The project site is not located near slopes. Additionally, the areas surrounding the project site are developed. The project site is not located in or near an SRA, or in an area classified as a VHFHSZ. Therefore, the project site is not expected to expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. Moreover, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires because the site and surrounding areas do not have dense vegetation or steep slopes, conducive for the spread of wildfires.

The project would require new connection to existing infrastructure (water, sewer, and storm drainage) to serve the proposed development. The project applicant would be required to comply with building standards

and guidelines to reduce potential impacts of fires. The proposed improvements would allow for decreased fire risk. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Access to the site currently exists via Avenue 42 and Monroe Street. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan because it will provide emergency fire access to the project site and will not alter the City's existing street system. Emergency access would be compliant with the standards of the Fire Department to ensure proper vehicular access for emergency vehicles to the site. As a result, the project is not expected to require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Furthermore, wildfires are not expected to occur at the project site due to the lack of fuel and slopes on and surrounding the project site. Therefore, the project would not 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 as a result of a wildfire. No impacts would occur.

Further Study: Project development is not anticipated to be impacted by wildfires since the project site and the surrounding area does not contain dense vegetation or steep slopes. Additionally, the project site is not located in a Fire Hazard Severity Zone area designated by Cal Fire. No impact would occur and no further analysis is required.

21. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to 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, 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Potentially Significant Impact.** The project site, located on the southwest corner of Avenue 42 and Monroe Street, has remained in an undeveloped and vacant condition since 2009. Prior to 2009, the site included scattered residential homes and operated as agricultural land (based on historical aerial imagery). The site is surrounded by a mix of developed and undeveloped properties. Developed uses includes agricultural lots and residential communities to the north, commercial uses to the east, and the I-10 to the south. Vacant undeveloped areas are also north, east, south, and west of the project site. The Coachella Valley Stormwater Channel is located south of the project site and the Thousand Palms Canyon Wash is located west of the project site. The developed uses surrounding the project site make the subject property an unlikely site to house sensitive wildlife and plant species, however, a project-specific biological resources study will be conducted. Due to the undeveloped and vacant character of the site, there is a possibility that the project site contains cultural resources. Therefore, a project-specific cultural (i.e., historical and archaeological) resources report will be conducted.

Further Study: The project-specific biological resources study will determine whether sensitive plant and wildlife species occur onsite, while the cultural resources report will determine the presence or absence of historical or prehistorical resources on the project site. Both reports will provide mitigation measures, if necessary, to reduce impacts. The findings of these reports and the project’s potential impact to biological and cultural resources will be analyzed in greater detail in the DEIR.

b) **Potentially Significant Impact.** The project site is currently located on vacant and undeveloped land within the City’s Regional Commercial (RC), Mixed Use Neighborhood (MUN), and Specific Plan (MU-SP) zoning designations. Developed residential and agricultural uses are located north of the project site, commercial uses are located east of the project site, while vacant and undeveloped properties are located north, east, south and west of the project site.

Further Study: The proposed project would result in development of approximately 185.75 acres of vacant land. Thus, construction and operation of the proposed project has the potential to have cumulative air quality, greenhouse gas, energy, noise, and traffic impacts. Therefore, project-specific technical reports will determine whether project impacts are significant and provide recommendations and mitigation to minimize the potential impacts. The DEIR will include findings of the project-specific technical reports and analyze the project's potential to result in cumulative impacts.

- c) **Potentially Significant Impact.** The proposed project is compatible with existing and surrounding uses and will comply with established design guidelines and current building standards. Nonetheless, development and operation of the proposed project would result in environmental effects that have potential to cause substantial adverse effects on human beings.

Further Study: The DEIR will analyze the proposed project's impacts related to environmental effects that may cause substantial adverse effects on human beings. Project-specific technical reports will analyze the project's direct and indirect impact to air quality, greenhouse gas, energy, noise, and traffic and provide mitigation measures where necessary to minimize potential impacts.