

THE OASIS AT INDIO

DRAFT EIR

SCH# 2024050578

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- California Department of Fish and Wildlife (CDFW)
- Imperial Irrigation District (IID)
- Native American Heritage Commission (NAHC)
- Riverside County Airport Land Use Commission (ALUC)
- South Coast Air Quality Management District (SCAQMD)

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Chapter 1.0 Executive Summary

1.1 Overview of the Executive Summary

This chapter has been prepared pursuant to Section 15123 of the California Environmental Quality Act (CEQA) Guidelines, which states that an Environmental Impact Report (EIR) Executive Summary shall: 1) contain a summary of the proposed action; 2) identify each significant effect with proposed mitigation measures that would reduce or avoid that effect; 3) identify alternatives that were designed to reduce or avoid identified significant effects; 4) identify areas of controversy known to the Lead Agency including issues raised by agencies and the public; and 5), identify issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.

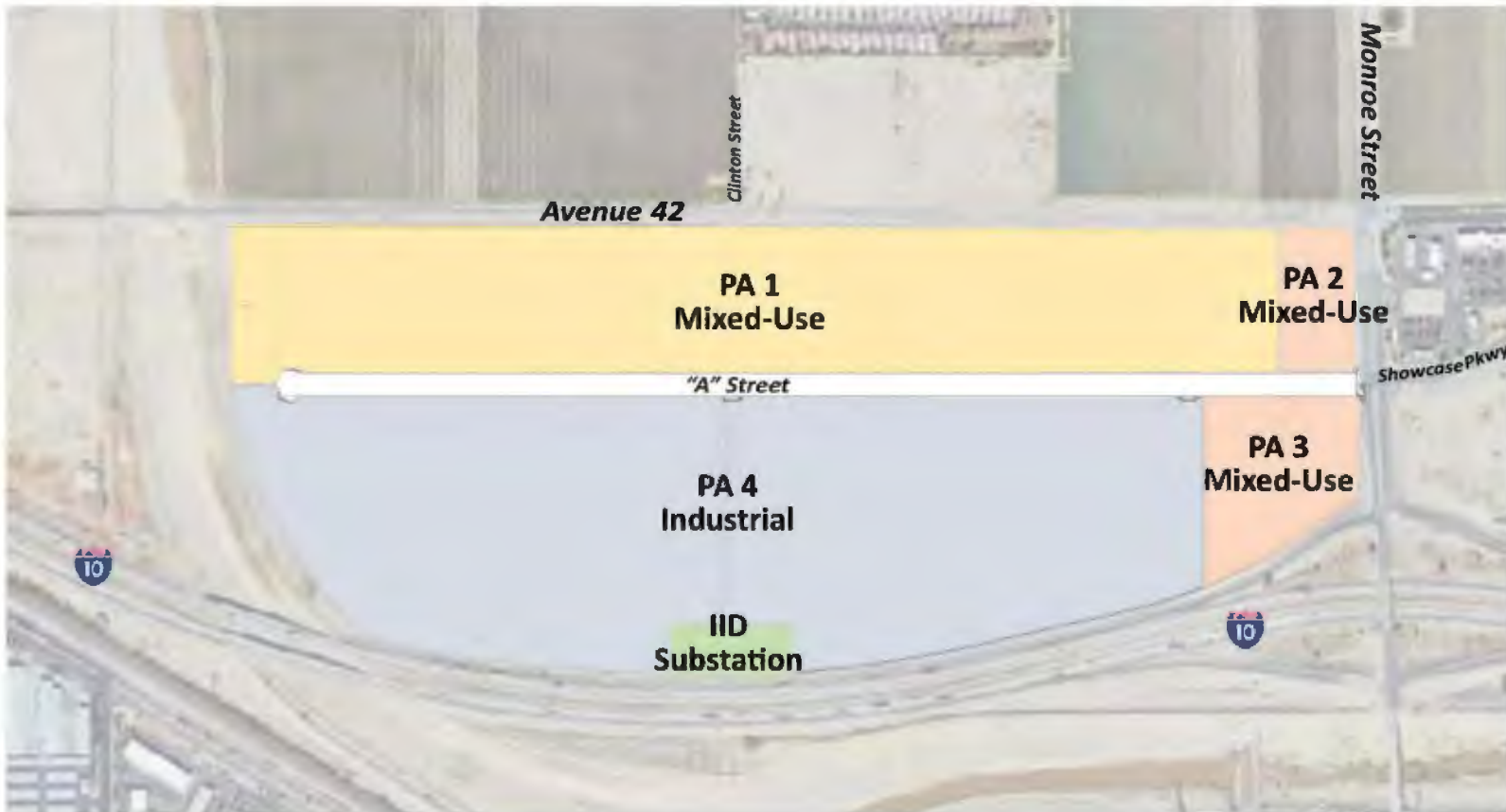
1.2 Summary of the Proposed Action

1.2.1 Proposed Project

Proposed Project

The project area encompasses approximately 183 acres of vacant land on the southwest corner of Avenue 42 and Monroe Street. The proposed mixed-use project will establish a community where multi-family residential housing can support the proposed businesses within walking distance. The project proposes residential, commercial/retail¹, and industrial uses identified in four Planning Areas (1 through 4). Planning Area (PA) 1 is situated on approximately 61.6 acres along the northern boundary of the site, and Planning Area 2 is located on approximately 4.2 acres east of Planning Area 1, at the southwest corner of Avenue 42 and Monroe Street. Planning Area 3 is located on approximately 9.3 acres south of PA 2, at the northwest corner of Monroe Street and the Interstate 10 on-ramp. Planning Area 4 is located on approximately 92.8 acres along the southern boundary of the project site. **Exhibit 1-1** illustrates the proposed planning areas within the project boundary.

¹ Depending on the land use option, commercial/retail and residential could occur together as mixed-uses.



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

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

PROPOSED PLANNING AREA LAND USE PLAN
THE OASIS AT INDIR
EXHIBIT 1-1

The EIR analyzes two theoretical buildout scenarios, each of which are reflective of potential buildout consistent with the Specific Plan's development standards. The buildout scenarios are described as follows:

1. *Maximum Buildout Scenario*: A mixed-use development containing 1,806,290 square feet of industrial in PA 4, up to 3,240 multi-family residential units and 20,000 square feet of commercial/retail use in PA 1, 2 and 3; and
2. *Scenario #2*: A mixed-use development containing 1,806,290 square feet of industrial use in PA 4, up to 1,237 multi-family residential units and 71,600 square feet of commercial uses and a 128-key hotel in PA 1, 2 and 3.

Additional improvements include a General Plan buildout of Avenue 42 and Monroe Street and interior rights-of-way via "A" Street. The project also proposes developing a 2.4-acre substation along the southern boundary to provide power to the project site, under IID's review and approval.

The applicant is requesting approval of a General Plan Amendment (GPA 23-0001), Zone Change (ZC 23-0001), Specific Plan (SP 23-0001), Tentative Parcel Map (TPM 23-0001), and Development Agreement (DA 23-0001), as a part of the entitlement process. A brief description of the requested entitlements is included below.

- The General Plan Amendment (GPA 23-0001) will amend the current General Plan land use designations from Mixed-Use Neighborhood (MUN) and Regional Commercial (RC) to Specific Plan (SP) and revise the Mobility Element Figure 4.3 "Circulation Plan" to remove Clinton Street south of Avenue 42.
- The proposed Zone Change (ZC 23-0001) will revise the existing zoning designation of Mixed-Use Neighborhood (MUN) and Regional Commercial (RC) to 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.
- Approval of the Oasis at Indio Specific Plan (SP 23-0001) will act as a regulatory document establishing the zoning, land use designations, development standards, and design guidelines for the entire Specific Plan area. The Specific Plan will implement the City's General Plan.
- The tentative map or parcel map is a basic tool for implementing a specific plan. The tentative map or parcel map will create the individual lots and associated planning areas. The City has prepared a tentative map and will consider it concurrently with the review of this Specific Plan.
- The Development Agreement will comply with the provisions of California Government Code Sections 65864-65869.5 (the Development Agreement Statute) to provide the developer and the County with long-term assurances of land use and to allow for flexibility in timing development. The Development Agreement will also address the project's financing, operation, and governance plans for public infrastructure and services.

Please consult **Chapter 3.0, Project Description**, for an in-depth discussion of the project's proposed uses and entitlements.

1.2.2 Discretionary Actions and Other Approvals Required for the Proposed Project

Pursuant to CEQA Guidelines Section 15367, the City of Indio is the Lead Agency and has discretionary authority over the project. This EIR has been prepared as a Project-level EIR and will be relied on by the City for the purpose of CEQA compliance in acting on the project applications for entitlements. The EIR is also intended to be relied upon for CEQA compliance by all State and local public agencies, other than the Lead Agency, which have discretionary approval power over the project. Under CEQA, such agencies are referred to as "Responsible Agencies." A list of Responsible Agencies is provided at *Subheading 3.11* in **Chapter 3.0, Project Description**, of the EIR, and include the Indio Water Authority (IWA), Imperial Irrigation District (IID), and the Regional Water Quality Control Board (RWQCB)

The City of Indio is the lead agency under CEQA and has the principal approval authority over the proposed project, the following implementing actions and approvals are required by the City:

- Certification of the EIR (EIR 23-0001)
- Adoption of a General Plan Amendment (GPA 23-0001)
- Adoption of a Zone Change (ZC 23-0001)
- Approval of the Specific Plan Amendment (SP 23-0001)
- Adoption of the Oasis at Indio Specific Plan (SP 23-0001)
- Approval of a Tentative Parcel Map (TPM 23-0001)
- Approval of a Development Agreement (DA 23-0001)
- Withdrawal of Gateway Specific Plan

In addition, the proposed project will require approval of the following plans:

- State Water Resources Control Board Colorado River Basin Region (Region 7)
 - Construction Stormwater General Permit, Notice of Intent to Comply with Section 402 of the Clean Water Act.
 - Construction Stormwater Pollution Prevention Plan (SWPPP).
- South Coast Air Quality Management District
 - PM-10 Plan for compliance with Rule 403.1; Dust Control in the Coachella Valley.
- Riverside County Department of Environmental Health
 - Hazardous Materials Business Plan and permit for compliance with Chapter 6.5 California Health and Safety Code.

1.3 Summary of Project Impacts

Chapter 4.0, *Environmental Impact Analysis*, of this Draft EIR, presents the environmental impact analysis for all CEQA resource topics and identifies mitigation measures to reduce significant impacts to a less than significant level, where appropriate and feasible. A summary of all impacts and mitigation measures is provided in **Table 1-3** at the end of this summary. **Table 1-3** identifies the potentially significant effects of the proposed project, mitigation measures, project features and/or requirements identified to avoid or reduce the identified potentially significant effects to less than significant levels, and the effectiveness of the mitigation measures, project features and/or requirements to reduce the potentially significant effects to a level of less than significant.

As shown in the Table, impacts associated with air quality would have the potential to generate daily construction and operational emissions that could exceed the SCAQMD's recommended regional emissions thresholds for volatile organic compounds (VOCs) and oxides of nitrogen (NOx) during both construction and operation, and carbon monoxide (CO), respirable particulate matter (PM10), and fine particulate matter (PM2.5). Additionally, impacts associated with greenhouse gas emissions the project would have the potential to generate GHG emissions that could exceed the levels, in metric tons of carbon dioxide equivalents (CO2e) per service population, established by the City's Climate Action Plan (CAP) as the level below which the contribution to global climate change would not be cumulatively considerable in 2030 and 2040. Although mitigation measures are required to lower emissions to the greatest extent possible, the exceedances are significant and unavoidable. Therefore, a Findings and a Statement of Overriding Considerations will be prepared and will be considered by the City as a part of its review of the EIR. The draft statement will set forth information, considerations and findings that are supportive of the goals and benefits of the project.

1.4 Alternatives to the Proposed Project

1.4.1 Alternatives Considered for Evaluation

Four alternatives to the Oasis at Indio project were considered for evaluation and compared to the proposed project. The following provides a summary of the Alternatives. Analysis of the impacts associated with each Alternative is provided in **Chapter 7.0, *Alternatives***, of the EIR.

Alternative 1: No Project/No Build

Under the No Project/No Build Alternative ("Alternative 1"), the project would remain vacant. The existing visual character and visual resources would remain the same, and none of the project's significant impacts would occur. However, the project site remaining in its existing condition is not considered the most likely outcome if the proposed project is not approved due to the existing entitlements associated with the Gateway Specific Plan, Thymes Square Master Plan, and Clinton

Business Park Master Plan, which would remain in effect if the project were disapproved. Alternative 1 would not have any significant and unavoidable impacts.

Alternative 2: No Project/General Plan Buildout

Under the No Project/General Plan Buildout Alternative (“Alternative 2”), the property would be developed under the existing onsite General Plan designations. The existing General Plan designations on the project site include Mixed Use Neighborhood (MUN) and Regional Commercial (RC). See the exhibit on the following page. MUN designations provide moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and commercial uses along major streets. RC land use designations provide large-format retail development and associated restaurant and commercial service activity. The table below summarizes the density and intensity of Alternative 2. Alternative 2 would result in similar residential units to MBS, which allows up to 3,240 du. Alternative 2 would allow more commercial square footage than the MBS and Scenario 2 options. Industrial uses are not permitted within MUN zones; however, it is allowed within RC zones with a conditional use permit. The No Project / General Plan Buildout Alternative would not require a general plan amendment. A zone change would be a required discretionary approval for the GP Buildout Alternative.

Table 1-1 Existing Land Use and Zoning Summary

General Plan	Density/FAR	Acreage	Units & SF*
Regional Commercial	0.35 - 1.0	101.94	1,554,177 – 4,440,506 sf
Mixed Use Neighborhood	Max 40 du/ac; 0.50	81	3,240 du; 1,764,180 sf
Totals	--	182.94	3,240 du; 3,318,357 – 6,204,686 sf

* Units and sf indicate max development.

Alternative 3: No Project/Zoning Buildout

Under the No Project/Zoning Buildout Alternative (“Alternative 3”), the property would be developed under the existing onsite zoning designations. The existing zoning designations on the project site include Specific Plan (MU-SP), Mixed Use Neighborhood (MUN), and Regional Commercial (RC). The Specific Plan (MU-SP) designation occupies the western portion of the site and is associated with the Gateway Specific Plan, which was approved by the City in 1995. The MUN zoning designation occupies a portion of the center of the site, while the RC designation occupies the southeast portion of the site. The existing zones for the project would allow a mixed-use development with residential and commercial components. A FAR of 1.0 is allowed with RC zones. A non-residential maximum FAR of 0.50 is allowed with MUN zones, while the residential density allows 20 to 40 dwelling units (du) per acre. The table below summarizes the density and intensity of Alternative 3. Alternative 3 would result in fewer residential units than MBS, allowing up to 3,240 du. The Existing Zoning Alternative would not require a change of zone or general plan amendment.

Table 1-2 Alternative 3 Land Use Summary

Zoning	Density/FAR	Acreage	Units & SF*
Regional Commercial	1.0	78.22 ac	3,407,263.2 sf
Mixed Use Neighborhood	20-40 du/ac; 0.50	20.46 ac	409-818 du; 445,618.8 sf
Gateway SP (MU 7)	20 du/ac; 0.25	84.26 ac	520 du; 522,720 sf
Totals	--	182.94	929-1,338 du; 4,375,602 sf

* Units and sf indicate max development.

Alternative 4: No Commercial Alternative

Under the No Commercial Alternative (“Alternative 4”), the project would develop 3,240 multifamily residential units and 1,806,290 square feet of industrial. Alternative 4 would remove the 20,000 square feet of commercial use.

A full discussion and analysis of the alternatives compared to the proposed project is included in **Chapter 7.0, Alternatives. Table 7-9, Comparison of Alternatives and Project**, in **Chapter 7.0**, provides a summary comparison of impacts associated with the project alternatives.

1.5 Areas of Controversy/Issues to be Resolved

The circulation period of the project’s Notice of Preparation (NOP) did not identify areas of controversy relating to the proposed project. Although the circulation period did not uncover any issues from the public, a scoping meeting held on October 12, 2023, at Shadow Hills High School in Indio allowed members of the public to learn about the project and ask any potential questions. Comments from the area residents during the scoping meeting identified concerns regarding traffic, construction noise, and dust. The topics are briefly discussed below. All other related potential impacts resulting from the project have been addressed throughout this Draft EIR.

Concerns regarding construction dust have been addressed in **Section 4.3, Air Quality**. Concerns raised included dust emitted from the project site during construction-related activities. A project-specific Air Quality and Health Risk Analysis Report was consulted to analyze the project’s impacts on air quality during the construction and operation of the project. The findings are provided in **Section 4.3** and impacts were determined to be less than significant with the incorporated mitigation measures.

Noise impacts during construction and operation of the proposed project are discussed in **Section 4.12, Noise**. Concerns raised included the potential impacts of noise generated by construction-related noise and traffic-related noise generated during the construction and operation of the project. A project-specific Noise Study (**Appendix K**) was conducted to determine the construction and operational noise impacts generated by project-related activities. This is described in **Section 4.12, Noise**, and impacts were determined to be less than significant with mitigation measures incorporated.

Project-related impacts to traffic and transportation are analyzed in **Section 4.16, *Transportation***. The proposed vehicular and non-vehicular circulation plans proposed for the project are also briefly discussed in **Chapter 3.0, *Project Description***, and the new Specific Plan (SP 23-0001). Concerns raised included the potential for a significant increase in traffic generated during project-related construction activities and the potential increase of traffic because of the proposed residential, commercial, and industrial uses. A project-specific Traffic Impact Analysis (**Appendix L.1**) and a Vehicle Miles Traveled Evaluation (**Appendix L.2**) were provided to analyze the impacts of project-related traffic generated during construction and operation of the proposed project. The findings and analysis are outlined in **Section 4.16, *Transportation***. **Section 4.16** concluded that project-related traffic impacts during construction and operation and VMTs would be less than significant.

Project design features and mitigation measures have been identified to reduce impacts of the project, however, significant, and unavoidable project-specific impacts to air quality and greenhouse gas emissions were identified. Mitigation measures would reduce project-generated air quality and greenhouse gas impacts to the extent feasible, but project-specific impacts would still be significant and unavoidable. The Mitigation Measures established for the proposed project are outlined in **Table 1-3, *Summary of Environmental Impacts and Mitigation Measures***, below.

1.6 Summary of Impacts and Mitigation Measures

Table 1-3 identifies the potentially significant effects of the proposed project, mitigation measures, project features and/or requirements identified to avoid or reduce the identified potentially significant effects to the maximum extent feasible, and the effectiveness of the mitigation measures, project features and/or requirements to reduce the potentially significant effects to a level of less than significant.

Table 1-3 Summary of Environmental Impacts and Mitigation Measures

Potential Impacts on the Environment	Mitigation Measure	Level of Significance after Mitigation
4.1 Aesthetics		
a. Adverse effect on scenic vistas (LTS) b. Impact a Scenic Highway (LTS) c. Degradation to the visual character or quality of the site (LTS) d. Light and glare (LTS)	Mitigation Measures None Required	Less than Significant
4.2 Agricultural Resources and Forestry Resources		
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use? (LTS) b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (LTS) c) Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production? (LTS) d) Result in the loss of forest land or conversion of forest land to non-forest use? (LTS) 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? (LTS)	Mitigation Measures None Required	Less than Significant

4.3 Air Quality		
a. Conflict with implementation of applicable air quality plan (SI)	Mitigation Measures AIR-1: Reduce Construction VOC Emissions. To reduce potential construction-related emissions of volatile organic compounds (VOCs), the Applicant shall require all future development projects in the Project area to implement the following measures: 1) Use architectural coatings that meet the South Coast Air Quality Management District's (SCAQMD) "Super Compliant" VOC standard of 10 grams/liter or less for all interior and exterior primer, sealer, paint, and other coating applications for which a super compliant product is commercially available. 2) Keep all coating containers closed when not in use to prevent VOC emissions. 3) Keep all paint and solvent laden rags and other materials in sealed containers to prevent VOC emissions. 4) Clean up water-based paints with water only and when possible do not rinse clean-up water down the drain, onto the ground, or into a storm drain. 5) Use SCAQMD compliant Clean Air Solvents to clean paint application equipment. 6) Recycle leftover paint. AIR-2: Reduce Construction NOx and PM Exhaust Emissions. To reduce potential construction-related exhaust emissions of oxides of nitrogen (NOx) and particulate matter (PM), including diesel particulate matter (DPM), the Applicant shall require all future development projects in the Project area to implement the following measures: 1) Connect to existing electrical service to power construction trailers and stationary and portable equipment (e.g., pumps, generators, compressors, and welding sets). This measure shall be subject to the approval of the local electric utility. If it is not feasible to connect to	Significant and Unavoidable

	electrical service and/or extend electrical service to all work sites, biodiesel (no more than B20 blend), renewable diesel, or propane shall be used to power stationary and portable equipment provided the use of such fuels is allowed pursuant to manufacturer's specifications. The use of stationary or portable standard diesel-fueled equipment shall be prohibited in the Project area unless electrical service is denied, alternative fuels are not permitted by the manufacture for the specific equipment in use, and there are no alternative equipment types capable of being powered by alternative fuels that can be used instead of the standard diesel-fueled equipment. 2) All construction equipment with a rated power-output of 50 horsepower or greater shall meet Tier IV Final emissions standards for NO_x and PM₁₀. This may be achieved via the use of equipment with engines that have been certified to meet Tier IV emission standards, or by equipment that has been retrofitted with CARB-verified diesel emissions control strategies capable of reducing exhaust NO_x and PM₁₀ emissions to levels that meet Tier IV standards. Compliance with this requirement may be demonstrated on a fleet-average basis for the specific pieces of construction equipment that would operate in the Project area. 3) Limit idling of diesel-powered construction equipment, vendor delivery trucks, and hauling trucks to no more than two minutes unless manufacturer's specifications specifically require main engine idling is necessary to maintain equipment in good working order.	
b. Cumulatively considerable net increase if any criteria pollutant (SI)	Mitigation Measures See AIR-1 and AIR-2	Significant and Unavoidable

	AIR-3: Reduce Landscaping Equipment Emissions. To reduce potential air pollutant emissions from small off-road equipment less than 25 horsepower that could be used for landscaping activities in the Project area, the Applicant shall require all future development projects in the Project area to implement the following measures: 1) Residential Projects (including the residential component of mixed-use projects): Provide property managers and the owner/occupants of individual dwelling units with information on the South Coast Air Quality Management District's (SCAQMD) Residential Electric Lawn Mower Rebate Program, such as the SCAQMD program website or handouts summarizing program details, frequently asked questions, etc. This information may be provided as part of real-estate and lease transactions or as posted bulletin/informational items in leasing offices, community rooms, etc. associated with individual developments. 2) Commercial and Industrial Projects (including the commercial component of mixed-use projects): Provide property managers and owner/occupants of individual building units with information on the SCAQMD Commercial Electric Lawn and Garden Equipment Incentive Exchange Program, such as the SCAQMD program website or handouts summarizing program details, frequently asked questions, etc. This information shall be provided as part of real-estate and lease transactions. AIR-4: Reduce Residential Vehicle Trip Emissions. To reduce potential residential vehicle trip emissions, tall future residential development in the Project area, including the residential component of mixed-use development, shall implement the following measures: 1) Electric Vehicle (EV) Charging: Require residential projects to comply with the voluntary Tier 1 charging provisions for new construction contained in the version of the California Green Building Code	

	(CalGreen Code) that is in effect at the time of building permit approval, unless the City has adopted local requirements that are more stringent than the CalGreen Code. As of January 1, 2023, the 2022 CalGreen Code includes the following voluntary Tier 1 provisions for EV charging in new multi-family development projects (CalGreen Code Section A104.6.8.2.1): a) EV Ready. 35% of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptacles. For multifamily parking facilities, no more than one receptacle is required per dwelling unit when more than one parking space is provided for use by a single dwelling unit. This Tier 1 provision does not apply in areas of parking facilities served by parking lifts. b) EV Chargers for Projects with 20 or more dwelling units. 10% of the total number of parking spaces shall be equipped with Level 2 electric vehicle service equipment (EVSE). Where common use parking is provided, at least one EV charger shall be in the common use parking area and shall be available for use by all residents. 2) Bicycle Parking: Require residential projects to comply with the voluntary bicycle parking provisions contained in the version of the CalGreen Code that is in effect at the time of building permit approval, unless the City has adopted local requirements that are more stringent than the CalGreen Code. As of January 1, 2023, the 2022 CalGreen Code includes the following voluntary provisions for bicycle parking (CalGreen Code Section A4.106.9 et. seq.): a) Short-term Bicycle Parking (CalGreen Code Section A4.106.9.1): Provide permanently anchored bicycle racks within 100 feet of the visitor's entrance, readily visible to passers-by, for 5% of visitor motorized vehicle parking capacity with a minimum of one two-bike capacity rack.	

	b) Long-term Bicycle Parking for Multi-family Buildings (CalGreen Code Section A4.106.9.2): Provide on-site bicycle parking for at least one bicycle per every two dwelling units. Acceptable parking facilities shall be conveniently reached from the street and may include, but not be limited to: 1) covered, lockable enclosures with permanently anchored racks for bicycles; 2) Lockable bicycle rooms with permanently anchored racks; or 3) Lockable, permanently anchored bicycle lockers. AIR-5: Reduce Commercial and Industrial Light-duty Vehicle Trip Emissions. To reduce potential non-residential commercial and industrial light duty vehicle trip emissions (i.e., passenger cars and pick-up trucks with a gross vehicle weight rating of 8,500 pounds or less), the Applicant shall require all future non-residential development in the Project area, including the commercial component of mixed-use developments, to implement the following measures: 1) Require non-residential projects, excluding hotel/motel, to comply with the voluntary Tier 1 electric vehicle (EV) charging provisions for new construction and the voluntary bicycle accommodation provisions contained in the version of the California Green Building Code (CalGreen Code) that is in effect at the time of building permit approval, unless the City has adopted local requirements that are more stringent than the CalGreen Code. As of January 1, 2023, the 2022 CalGreen Code includes the following voluntary provisions for EV charging and bicycle accommodations in non-residential projects: a) EV Charging Tier 1 Provisions (CalGreen Code Section A5.106.5.3): The number of EV capable spaces and spaces with electric vehicle supply equipment (EVSE) shall be determined based on the total number of actual parking spaces as set forth in CalGreen Code Table A5.106.5.3.1 (Tier 1).	

	b) Bicycle Accommodation Provisions (CalGreen Code Section A5.106.4.3): The number of shower/changing facilities and personal effects lockers to be provided in buildings with over 10 tenant-occupants shall be determined based on the total number of tenant-occupants as set forth in CalGreen Code Table A5.106.4.3: 2) Require hotel/motel projects to comply with the voluntary Tier 1 electric vehicle (EV) charging provisions for new construction and the voluntary long-term bicycle parking provisions contained in the version of the California Green Building Code (CalGreen Code) that is in effect at the time of building permit approval, unless the City has adopted local requirements that are more stringent than the CalGreen Code. As of January 1, 2023, the 2022 CalGreen Code includes the following voluntary provisions for EV charging and bicycle parking in hotel and motel buildings: a) EV Charging Tier 1 Provisions (CalGreen Code Section A6.108.2.1): See Mitigation Measure AQ-4, Section 2. b) Long-term Bicycle Parking Provisions (CalGreen Code Section A4.106.9.3): Provide one on-site bicycle parking space for every 25,000 square feet, but not less than two. Acceptable parking facilities shall be conveniently reached from the street and may include, but not be limited to: 1) covered, lockable enclosures with permanently anchored racks for bicycles; 2) Lockable bicycle rooms with permanently anchored racks; or 3) Lockable, permanently anchored bicycle lockers: AIR-6: Reduce Commercial and Industrial Truck Trip Emissions. To reduce potential commercial and industrial truck trip emissions (i.e., light-heavy, medium-heavy, and heavy-heavy duty trucks with a gross vehicle weight of 8,501 pounds or greater) and promote the use of near-zero emission (NZE)	

	and zero emission (ZE) trucks, all future commercial and industrial development in the Project area shall implement the following measures: 1) Electrical System Design: The electrical system shall be designed and constructed to provide the infrastructure necessary to supply power for future NZE and ZE trucks accessing loading docks and bays, including trucks with transport refrigeration units (TRUs), such as spare raceways or busways, adequate transformer capacity, main service equipment and subpanels, etc. Raceways or busways shall originate at a main service panel serving the loading area and terminate close to the future location of truck charging equipment. 2) TRU Restrictions: The use of diesel fueled TRUs shall be prohibited. All trucks entering a project site shall include TRUs that can be powered by electricity. 3) Idling Signage: Signs shall be posted at all truck access gates and loading dock areas reminding drivers of idling limitations. The signs shall be clearly visible, readable at a distance of 10 feet, and notify truck drivers that: a) The vehicle's primary diesel engine shall be turned off when not in use. b) The vehicle's primary diesel engine shall not idle for more than 5 consecutive minutes at any location pursuant to Title 13 of the California Code of Regulations, Section 2485. c) The vehicle's diesel-fueled auxiliary power systems shall not operate for more than 5 minutes at any location within 100 feet of housing units, hotels, motels, and other pursuant to Title 13 of the California Code of Regulations, Section 2485. AIR-7: Reduce Commercial and Industrial Yard Equipment Emissions. To reduce potential emissions from commercial and industrial yard equipment, including but not limited to yard trucks, hostlers, forklifts, and pallet jacks, (e.g., forklifts, yard hostlers, etc.), the Applicant shall require all future	

	commercial and industrial yard equipment operated in the Project area to be zero-emission (ZE) equipment.	
c. Expose sensitive receptors to substantial pollutant concentrations (LTSM)	Mitigation Measures See Mitigation Measure AIR-2	Less than Significant
d. Create objectionable odors (LTS)	Mitigation Measures None Required	Less than Significant
4.4 Biological Resources		
a. Candidate, sensitive or special status species (LTSM)	Mitigation Measures BIO-1: Pre-construction Protocol Surveys for Rare Plants. If the project is not developed within two years after CEQA document approval, a pre-construction survey for Special-status plants shall be required. Surveys shall be limited to areas with the aeolian fine/dune sands on-site and shall be conducted prior to ground disturbance at the project site. Surveys shall be conducted by a Qualified Botanist as determined by CVCC and Wildlife Agencies. Special-status plant surveys shall be conducted in accordance with accepted protocols, including the <i>Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities</i> (CDFW 2018), <i>CNPS Botanical Survey Guidelines</i> (1983, rev. 2001). If a special-status plant is found on the site, in consultation with the Wildlife Agencies, the Applicant shall develop a mitigation and avoidance plan that incorporates avoiding plants during flowering times, topsoil salvage, seed collection, and/or relocation of plants. A Qualified Botanist is an individual who has a degree in biological sciences or related resource management with a minimum of two seasonal years post-degree experience conducting surveys for rare plants. During or following academic training, the qualified biologist will have achieved a	Less than Significant

	high level of professional experience and knowledge in special-status plant species identification, ecology, and habitat requirements. BIO-2: Pre-construction Surveys for Nesting Birds. To the extent feasible, construction activities should be scheduled to avoid the nesting season. If construction activities are scheduled to take place outside the nesting season, all impacts to nesting birds protected under the MBTA and California Fish and Game Code shall be avoided. The nesting season for most birds in Riverside County extends from February 1 through September 1. If it is not possible to schedule construction activities between September 1 and January 31, then pre-construction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no nests shall be disturbed during project implementation. These surveys shall be conducted no more than five (5) days prior to the initiation of any site disturbance activities and equipment mobilization, including tree, shrub, or vegetation removal, fence installation, grading, etc. If project activities are delayed by more than five (5) days, an additional nesting bird survey shall be performed. During this survey, the biologist shall inspect all trees and other potential nesting habitats (e.g., trees and shrubs) in and immediately adjacent to the impact area for nests. Active nesting is present if a bird is building a nest, sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest. The results of the surveys shall be documented. If an active nest is found sufficiently close to work areas to be disturbed by these activities, the qualified biologist shall determine the extent of a construction-free buffer zone to be established around the nest (typically up to 300 feet for raptors and up to 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code shall be disturbed during project implementation. Within the buffer zone, no site disturbance and mobilization of heavy equipment,	

	including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, demolition, and grading shall be permitted until the chicks have fledged. BIO-3: Burrowing Owl Surveys Preconstruction Surveys and Translocation. Burrowing owls were located as part of the general biological survey, and therefore a pre-construction survey for burrowing owl is required before any ground disturbing activities take place. Additionally, burrowing owls may encroach or migrate to the property at any time, and therefore steps shall be taken to ensure avoidance, including reevaluating the locations/presence of burrowing owl or burrows. Pre-construction surveys shall be conducted in accordance with an accepted protocol (as determined in coordination with Wildlife Agencies). Since burrowing owls were found on the project site during this general biological survey, if burrowing owls are identified during the pre-construction survey, coordination with Wildlife Agencies shall be done as soon as practical prior to construction to develop a plan for avoidance and/or translocation prior to construction crews initiating any ground disturbance on the project site.	
b. Riparian habitat (LTS) c. Federally protected wetlands (LTS)	Mitigation Measures None Required	
d. Movement of wildlife (LTSM)	Mitigation Measures See BIO-2 and BIO-3	
e. Conflict with local policies (LTS) f. Conflict with applicable habitat conservation plan (LTS)	Mitigation Measures None Required	
4.5 Cultural Resources		

a. Adverse change to Historical Resources (LTS)	Mitigation Measures None Required	Less than Significant
b. Adverse change to Archaeological Resources (LTSM)	Mitigation Measures CUL-1: All earth-moving operations impacting the relatively undisturbed native soils shall be monitored by a qualified archaeologist and a Native American monitor from the applicable local tribes to ensure proper analysis if any cultural remains from the prehistoric period are found. The archaeologist shall inform all construction personnel prior to construction activities of the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project's initial on-site safety meeting and shall explain the importance and legal basis for the protection of significant archaeological resources. The Native American monitor shall be invited to participate in this training. In the event that archaeological resources (artifacts or features) are exposed during ground- disturbing activities, construction activities in the immediate vicinity of the discovery shall be halted while the resources are evaluated for significance by an archaeologist who meets the Secretary's Standards. This will include tribal consultation and coordination with the Native American monitor in the case of a prehistoric archaeological resource or tribal resource. If the discovery proves to be significant, the long-term disposition of any collected materials should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.	Less than Significant
c. Disturb any human remains, including those interred outside of formal cemeteries (LTSM)	Mitigation Measures CUL-2: If human remains are identified during construction, all construction activities near the remains must cease immediately, and the area must be secured. The Riverside County Coroner's Office must be contacted immediately, in accordance with the California Health and Safety Code	Less than Significant

	(HSC) Section 7050.5(b). If the determination is made by the coroner that the remains are those of a Native American, HSC 7050.5(c) requires that the coroner contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. The NAHC will then select a Most Likely Descendant and will coordinate with that individual regarding the treatment and final disposition (repatriation) of the human remains, according to the provisions of PRC 5097.98 and any other legal/regulatory requirements.	
4.6 Energy		
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (LTS) b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (LTS)	Mitigation Measures None Required.	Less than Significant
4.7 Geology and Soils		
a. Expose people or structures to potential substantial adverse effects involving: i. Rupture of a known fault (LTS)	Mitigation Measures None Required	Less than Significant
ii. Strong Seismic Shaking (LTSM) iii. Seismic-related ground failure, including liquefaction (LTSM)	Mitigation Measures GEO-1 All earthwork including excavation, backfill and preparation of the subgrade soil, shall be performed in accordance with the recommendations of the Geotechnical Investigation and with the most current seismic design coefficients and ground motion parameters and all applicable provisions of the CBC.	

	GEO-2 Site Clearing: Areas to be graded shall be cleared of any existing improvements, foundation elements, vegetation, associated root systems, and debris. All areas scheduled to receive fill should be cleared of old fills and any irreducible matter. The unsuitable materials should be removed off site or stockpiled for later use in the landscape areas. Voids left by obstructions should be properly backfilled in accordance with the compaction recommendations of this report. GEO-3 Preparation of Industrial/Warehouse Building Areas: In order to provide firm and uniform foundation bearing conditions, over-excavation and re-compaction are required throughout the building areas. All artificial fill and native low density near surface soil should be removed to a depth of at least 5 feet below existing grade or 4 feet below the bottom of the footings, whichever is deeper. Remedial grading should extend laterally a minimum of five feet beyond the building foundations. The soil exposed by over-excavation should be scarified, moisture conditioned to near optimum moisture content, and compacted to at least 90 percent relative compaction prior to fill placement. GEO-4 Preparation of the Commercial/Residential Building Areas: In order to provide firm and uniform bearing conditions, over-excavation and re-compaction are required throughout the building areas. All artificial fill soil and low density near surface native soil should be removed to a depth of approximately 4 feet below existing grade or 3 feet below the bottom of the footings, whichever is deeper. Remedial grading should extend laterally, a minimum of five feet beyond the building perimeter. The exposed surface should then be scarified, moisture conditioned to within two percent of optimum moisture content, and compacted to at least 90 percent relative compaction.	

	GEO-5 Compaction: Soil to be used as engineered fill should be free of organic material, debris, and other deleterious substances, and shall not contain irreducible matter greater than three (3) inches in maximum dimension. All fill materials shall be placed in thin lifts not exceeding six inches in a loose condition at near optimum moisture content. If import fill is required, the material shall be of a non-expansive nature and shall meet the following criteria: The subgrade and all fill material shall be compacted with acceptable compaction equipment, to at least 90 percent relative compaction. The <table><tr><td>Plastic Index</td><td>Less than 12</td></tr><tr><td>Liquid Limit</td><td>Less than 35</td></tr><tr><td>Percent Soil Passing #200 Sieve</td><td>Between 15% and 35%</td></tr><tr><td>Maximum Aggregate Size</td><td>3 Inches</td></tr></table> bottom of the exposed subgrade shall be observed by a representative of Sladden Engineering prior to fill placement. Compaction testing shall be performed in order to verify proper compaction. Excavation and compaction recommendations are summarized in the Geotechnical Investigation.	Plastic Index	Less than 12	Liquid Limit	Less than 35	Percent Soil Passing #200 Sieve	Between 15% and 35%	Maximum Aggregate Size	3 Inches	
Plastic Index	Less than 12									
Liquid Limit	Less than 35									
Percent Soil Passing #200 Sieve	Between 15% and 35%									
Maximum Aggregate Size	3 Inches									
iv. Landslides (LTS)	Mitigation Measures None Required	Less than Significant								
c. Substantial Soil Erosion or loss of topsoil (SI)	Mitigation Measures GEO-6 Project Grounds: The project shall be required to maintain landscaping and irrigation systems to ensure that overwatering of plants (which leads to waterborne erosion) does not occur.	Less than Significant								
d. Located on an Unstable Geologic Unit (SI)	Mitigation Measures See GEO-1 through GEO-6	Less than Significant								

e. Located on Expansive Soil (SI)	Mitigation Measures See GEO-1 through GEO-6 GEO-7 Soil Expansion Reevaluated: After grading occurs at the project site, the expansion potential shall be re-evaluated in accordance with the UBC Standard 18-2. Based on the laboratory testing, the materials underlying the site before grading were considered to have “very low” to “medium” expansion potential.	
f. Soils Incapable of Supporting Septic Tanks or Alternative Water Disposal Systems (No Impact)	Mitigation Measures None Required	Less than Significant
g. Destroy a unique paleontological resource or site or unique geologic feature (SI)	Mitigation Measures GEO-8 All earth-moving operations reaching beyond the depth of three feet below the current ground surface shall be monitored periodically for potential paleontological resources, with a full-time monitoring program implemented if potentially fossiliferous soils are encountered. The monitor shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays and shall collect samples of sediments that are likely to contain fossil remains of small vertebrates or invertebrates. The monitor must have the power to temporarily halt or divert grading equipment to allow for the removal of specimens. • Samples of sediments shall be collected and processed to recover small fossil remains. • Recovered specimens shall be identified and curated at a repository with permanent retrievable storage. • A report of findings, including itemized inventory of recovered specimens, shall be prepared upon completion of the procedures outlined above. The report shall include a discussion of the significance of the paleontological findings, if any. The report and	Less than Significant

	the inventory, when submitted to the City of Indio, would signify completion of the program to mitigate potential impacts on paleontological resources. Qualifications of the paleontological monitor typically include having an undergraduate degree (preferably in paleontology or geology, but also related fields and/or course work) and, especially, training and experience. The paleontological monitor can recognize fossils and fossiliferous sediments and has the skill and experience to recover paleontological resources. The monitor, besides having experience and training, is working under the direction of a qualified paleontologist (a person with an advanced degree in paleontology and/or geology and with experience). A qualified paleontologist will assist the monitor if paleontological resources are encountered.	
4.8 Greenhouse Gas Emissions		
a. GHG Emissions that may Significantly Impact the Environment (SI)	Mitigation Measures GHG-1: Reduce Appliance Energy Consumption and GHG Emissions. To reduce potential GHG emissions from appliance-related energy consumption, all developer-installed refrigerators, dishwashers, clothes washers and dryers, and room air conditioners shall be Energy Star certified products. GHG-2: Maximize Solar Roof Access Area. To reduce building energy related GHG emissions, all future residential, commercial, and industrial development shall design roof areas to maximize the solar access roof area by: 1) Minimizing roof areas occupied by other building systems, shading from natural features, external structures, and, for low-sloped roofs, components of the building itself 2) Maximizing solar roof access area by covering exterior parking areas with shade control structures that are compatible with photovoltaic systems. This shall only be required if the primary building's rooftop photovoltaic system does not already meet the minimum photovoltaic system size pursuant to the version of the building energy efficiency	Significant and Unavoidable

	standards code in effect at the time a project submits its building permit application. The current 2022 Building Energy Efficiency Standards establish minimum PV system size for multifamily residential development with three or less habitable stories using equation 170.2-C, Annual Photovoltaic Electrical Output, and for multifamily residential development with four or more habitable stories using Equation 170.2D, Photovoltaic Direct Current Size. GHG-3: Reduce Building Energy Consumption and GHG Emissions. To reduce potential GHG emissions associated with the performance of the building envelope and systems components covered by Title 24 of the California Code of Regulations, all buildings in the project area shall be designed to have a total energy design rating that is at least 5% less than the standard building design for Climate Zone 15. The energy budget for the standard design building and the energy budget for the proposed design building shall be determined in accordance with the definitions and approach set forth in the version of the Building Energy Efficiency Standards (Energy Code) that is in effect at the time of building permit approval, unless the city Indio has adopted local requirements that are more stringent than the Energy Code. The requirement to reduce a project's energy budget by 5% below the standard design building shall not apply if the Energy Code or the city of Indio has already established a zero net energy requirement for the standard design building.	
b. Conflict with Applicable Plan, Policy, or Regulation (LTSM)	Mitigation Measures See Mitigation Measures GHG-1 through GHG-3	Less than Significant
4.9 Hazards and Hazardous Materials		
a/b. Transport, Use, or Disposal of Hazardous Materials and Accidental Release of Hazardous Materials (LTSM)	Mitigation Measures HAZ-1: Any buried infrastructure such as any septic systems, irrigation systems, and wellsite infrastructure associated with former land uses should be properly abandoned and disposed of by removal of all materials or	Less than Significant

	crushing in place for buried pipeline that will be located under proposed parking lots or structures. If asbestos concrete is identified, its treatment and/or removal should follow all state and federal regulations. Removal of any infrastructure shall be in accordance with current regulations. It is possible that the removal of any subsurface, abandoned infrastructure reveals residual soil impacts from prior agricultural, maintenance and fueling activities. If so, this may be addressed/managed at that time through the implementation of a soil management plan.	
c. Hazardous Materials within one-quarter Mile of a School (LTS) d. Hazardous Materials Onsite Pursuant to Government Code Section 65962.5. (LTS) e. Safety Hazard to public airport, public airport use, or Within an Airport Land Use Plan (LTS) f. Interfere with the Adoption or Implementation of an Emergency Response Plan (LTS) g. Expose People or Structures to a Significant Risk of Wildfires (LTS)	Mitigation Measures None Required	Less than Significant
4.10 Hydrology and Water Quality		
a. Violation of Water Quality Standards or Waste Discharge Requirements (LTS) b. Depletion of Groundwater Supplies or Interference with Groundwater Recharge (LTS) c. Alteration of Existing Drainage Patterns Resulting in i. Erosion or Siltation (LTS) ii. Runoff Water that Would Exceed Capacity of Existing	Mitigation Measures None Required	Less than Significant

Stormwater Drainage Systems (LTS) iii. Degradation of Water Quality (LTS) iv. Impede or Redirect Flood Flows (LTS) d. Inundation by Flooding, Seiche, Tsunami or Mudflow (LTS) e. Conflict or Obstruct Implementation of Water Quality Control Plan or Sustainable Groundwater Management Plan (LTS)		
4.11 Land Use		
a. Physically Divide an Established Community (No Impact) b. Conflict with Any Land Use Plan, Policy, or Regulation (LTS)	Mitigation Measures None Required	Less than Significant
4.12 Noise		
a. Generation of noise levels in excess of established standards (SI)	Mitigation Measures NOI-1A: Provide Notification of Construction Activities. To ensure receptors in the vicinity of the Project area are aware of the Project and its planned construction activities, all future development in the Project area shall notify occupied residential land uses of planned construction activities. 1) The notice shall be provided at least 14 calendar days prior to the start of any construction activities, describe the planned phasing and schedule of construction activities, including any nighttime activities allowed by the City of Indio, describe the noise control measures to be implemented during construction, and include the name and phone number of a designated contact for the	Less than Significant

	construction contractor and the City of Indio responsible for handling construction-related noise complaints. 2) The notice shall be provided to the owner/occupants of all occupied dwelling units within 200 feet of planned construction work areas. NOI-1B: Restrict Construction Work Hours. To reduce the potential for construction activities to generate noise during times when receptors are more sensitive to changes in noise and the use of construction tools and machinery is restricted by the City of Indio Municipal Code, all future development in the Project area shall: 1) <i>Restrict Motor Vehicle Standing/Idling.</i> All motor vehicles with a gross vehicle weight rating more than 10,000 pounds, and any auxiliary equipment attached to such a vehicle, shall be subject to the requirements of Municipal Code Section 95C.08.A. Such vehicles shall not operate for a period longer than 15 minutes in any hour while stationary and within 150 feet of a residential area between the hours of 7 PM and 7 AM. 2) <i>Restrict Construction Equipment Hours.</i> All construction activities shall be subject to the requirements of Municipal Code Section 95C.08.B.2 and 95C.08.B.3. Unless otherwise approved by the City, the loading and unloading of vehicles and the operating of forklifts or cranes within 1,000 feet of a residence and the use of construction tools and machinery shall occur only during the following times: a. Pacific Standard Time i. Monday through Friday: 7 AM through 6 PM ii. Saturday: 8 AM through 6 PM iii. Sunday and Government Holidays: 9 AM through 5 PM	

	b. Pacific Daylight Time i. Monday through Friday: 6 AM through 6 PM ii. Saturday: 7 AM through 6 PM iii. Sunday and Government Holidays: 9 AM through 5 PM 3) <i>Post Restricted Work Hours.</i> Each development project shall post a sign at all entrances to and exits from the construction site informing contractors, subcontractors, construction workers, etc. of the allowable work hours pursuant to sections 1) and 2) of this mitigation measure. NOI-1C: Reduce Construction Traffic and Equipment Noise Levels. To reduce potential noise levels associated with Project construction activities, all future development in the Project area shall: 1) <i>Control Construction Traffic and Site Access.</i> Construction truck traffic, including soil and debris hauling, equipment deliveries, and concrete and other vendor deliveries shall follow City of Indio-designated truck routes, including Monroe Street and Avenue 42. 1) <i>Construction Equipment Selection, Use, and Noise Control Measures.</i> The following measures shall apply to all future development in the Project area: a. Construction staging activities such as receipt of deliveries, equipment, and material storage, etc., shall occur as far away from residential land uses as possible. b. All stationary noise generating equipment such as pumps, compressors, and welding machines shall be shielded and located as far from sensitive receptor locations as practical. Shielding may consist of trailers, stored materials, or a three- or four-sided enclosure provided the structure/barrier breaks the line of sight between the equipment and the	

	receptor, provides for proper equipment ventilation and operations, and complies with all other applicable occupational safety and health requirements. c. Heavy equipment shall include standard noise suppression devices such as mullers, engine covers, and engine/mechanical isolators, mounts, etc. Equipment and noise suppression devices shall be maintained in accordance with manufacturer's recommendations while on-site. d. Pneumatic tools shall include a noise suppression device on the compressed air exhaust. e. Connect to existing electrical service to power stationary and portable equipment (e.g., pumps, generators, compressors, and welding sets). This measure shall be subject to the approval of the local electric utility. If it is not feasible to connect to electrical service and/or extend electrical service to all work sites, Mitigation Measure NOI-1C, items 2.a and 2.b are implemented. NOI-1D: Install Temporary Noise Barriers. To reduce potential construction noise levels at receptors near active work areas, all future development in the Project area shall install a temporary noise barrier during all site preparation, grading, and paving work activities that have a line of sight to and occur within 150 feet of an occupied dwelling unit. 1) The barrier shall only be required along the portion of the job site perimeter that lies between the active work area and the affected dwelling unit(s). In addition, a temporary barrier shall not be required if a permanent barrier has been installed pursuant to Mitigation Measure NOI-3A.	

	2) The barrier shall consist of the following: a. When activities occur no closer than 50 feet from an occupied dwelling unit, the physical noise barrier shall extend to a height of 6 feet above grade and consist of nominal 0.5-inch plywood with a minimum material density of 1.7 pounds per square foot installed. Alternatively, the barrier may consist of commercially available acoustic panels, blankets, etc. that have a minimum sound transmission class (STC) or transmission loss value of 20 dB. b. When activities occur within 25 to 50 feet of an occupied dwelling unit, the physical noise barrier shall extend to a height of 8 feet above grade and consist of nominal 0.5-inch plywood with a minimum material density of 1.7 pounds per square foot installed. Alternatively, the barrier may consist of commercially available acoustic panels, blankets, etc. that have a minimum STC or transmission loss value of 23 dB or higher. c. When activities occur within 25 feet of an occupied dwelling unit, the physical noise barrier shall extend to a height of 10 feet above grade and consist of nominal 1.0-inch plywood with a minimum material density of approximately 3 pounds per square foot installed. Alternatively, the barrier may consist of commercially available acoustic panels, blankets, etc. that have a minimum STC or transmission loss value of 23 dB or higher. 3) The barrier shall be installed at grade, or mounted to structures located at grade, such as a K-rail, and be maintained free of openings or gaps other than weep holes. Construction ingress/egress shall not be permitted through the barrier unless	

	there is no other viable access point due to specific project constraints or other access requirements. 4) The noise barrier may be removed following the completion of all site preparation, grading, and paving activities (i.e., it is not necessary once framing and typical vertical building construction begins provided no other site preparation, grading, or paving work is still occurring in the area). NOI-1E: Owner/Occupant Disclosure. Future owners, occupants, and tenants of residential and commercial properties in the project area shall receive disclosures that properties in the project area may be subjected to elevated construction noise levels from development in the project area. This disclosure shall be provided as part of the mortgage, lease, sub-lease, and/or other contractual real-estate transaction associated with the subject property. NOI-2: Prohibit Vibratory Equipment: To reduce the potential for construction equipment to generate substantially perceptible groundborne vibrations, the use of vibratory rollers, vibratory/impact hammers, and other potential large vibration-generating equipment (e.g., hydraulic breakers/hoe rams) shall be prohibited within 50 feet of any occupied residential dwelling unit. Plate compactors and compactor rollers are acceptable. Deep foundation piers or caissons shall be auger drilled. 1) If it is not feasible to prohibit the use of vibratory equipment within 50 feet of a residential building façade due to site- or project-specific conditions or design considerations, a project-specific construction vibration evaluation plan shall be prepared that identifies planned vibration-generating construction activities and potential groundborne vibration levels (given specific equipment and soils conditions) at specific receptor locations and the vibration control measures that will be employed to ensure equipment and work	

	activities would not result in vibrations that exceed Caltrans' strongly perceptible human annoyance criterion of 0.1 inches/second peak particle velocity. Such measures may include but are not limited to the use of vibration monitoring to measure actual vibration levels, the use of photo monitoring or documentation of building conditions prior to, during, and after construction activities, and/or the use of trenches or barriers that attenuate ground-borne vibration. NOI-3A: Planning Area 3 and Planning Area 4 Noise Barrier. The City shall not approve any residential development in Planning Area 3 unless one of the following conditions is satisfied: 1) Planning Area 4 is not yet developed (i.e., constructed and awaiting occupancy or already occupied), in which case the residential project design shall include an 8-foot-tall concrete masonry unit noise barrier along the western boundary of Planning Area 3. a. The barrier shall extend to a height of 8 feet above the finished elevation of the development and shall extend in a north-south direction at least 100 feet past the northernmost and southernmost dwelling unit (if the project develops only a part of Planning Area 3). 2) The part of Planning Area 4 that borders Planning Area 3 is already developed, and a project-specific noise analysis required by Mitigation Measure NOI-3B (prepared by either the industrial or residential project) indicates Planning Area 4 industrial development would not generate noise levels in Planning Area 3 that exceed applicable City standards. NOI-3B: Control On-site Noise Generating Sources and Activities. To ensure on-site, operations-related equipment and activities associated with the future development in the project area do not generate noise levels that exceed City standards, future mixed-use residential/commercial,	

	commercial, and industrial development shall submit a project-specific operational noise analysis to the City for review and approval prior to the issuance of the first building permit for the project, or as otherwise determined by the City. The noise analysis shall be prepared by a qualified acoustical consultant and shall: 1) Identify surrounding land uses and noise-sensitive receptors in the vicinity of the project. 2) Identify the ambient noise level at and in the vicinity of the project, including at noise-sensitive receptors that could be impacted by the project. Ambient noise levels may be based on Indio General Plan traffic noise modeling, information in the Oasis at Indio Specific Plan EIR, or new ambient noise measurements conducted for the project. 3) Describe the noise levels generated by the project's on-site noise sources, including all stationary equipment (e.g., pumps, compressors, generators, dryers, heating, ventilation, and air conditioning equipment, etc.), truck docks/dedicated loading areas, waste collection areas, and vehicle parking areas included in the final project design/site plan. 4) Demonstrate how project noise sources and activities will comply with the exterior sound limits established in Municipal Code Chapter 95C, Noise Control, the noise compatibility guidelines in General Plan Table 11-1, and applicable interior sound limits for residential (45 CNEL in habitable rooms) and non-residential (50 dBA Leq in occupied areas or application of prescriptive requirements) project components. Measures for reducing project noise to may include, but are not limited to, setbacks, equipment enclosures, noise barriers or other means of shielding on-site noise levels from surrounding land uses and noise-sensitive receptors, and operating	

	restrictions (e.g., prohibiting certain equipment or activities from operating at certain times such as nighttime hours).	
b. Generation of excessive ground borne vibration (SI)	Mitigation Measures See Mitigation Measure NOI-2	Less than Significant
c. Excessive noise levels due to proximity to an airport or a private air strip (LTS)	Mitigation Measures None Required	Less than Significant
4.13 Population and Housing		
a. Result in unplanned growth (LTS)	Mitigation Measures	Less than Significant
b. Displace housing (LTS)	None Required	
4.14 Public Services		
a. Increased demand on Public Services (LTS)	Mitigation Measures None Required	Less than Significant
4.15 Recreation		
a. Increase use of existing neighborhood and regional parks (LTS)	Mitigation Measures None Required	Less than Significant
b. Require the construction or expansion of recreational facilities (LTS)		
4.16 Transportation		
a. Conflict with an applicable plan or policy addressing the circulation system (LTS)	Mitigation Measures None Required	Less than Significant
c. Increase hazards due to a geometric design feature (LTS)		
d. Result in inadequate emergency access (LTS)		

b. Inconsistent with CEQA Guidelines section 15064.3, subdivision (b) (LTS)	TRA-1: Any future use subject to IMC Chapter 160 shall implement, as part of its TDM program, (1) commute trip reduction marketing and (2) a ridesharing program, among the other measures that may be required to achieve a 10% reduction in overall employee trips. T-7 Implement Commute Trip Reduction Marketing. This measure will include the implementation of a marketing strategy that promotes the site employer's Commute Trip Reduction (CTR) Marketing program. The program includes information sharing and marketing to promote travel choices beyond driving that are available to employees such as taking transit, carpooling, walking and biking. These measures help to reduce VMT and GHG emissions. 100% of the total industrial employment will be eligible for the program. Other uses will be determined by future development. T-8 Provide Ride Sharing Program This measure will include the implementation of a ride sharing program as well as the establishment of a permanent transportation management association. This association will have a funding requirement for employment. Ridesharing promotes carpooled vehicle trips in place of single-occupancy vehicle trips. These measures help to reduce VMT and GHG emissions. 100% of the total industrial employment will be eligible for the program. Other uses will be determined by future development.	
4.17 Tribal Cultural Resources		
a. Cause substantial adverse change in significance of tribal cultural resource that is i. A site listed in the CRHR or Local Register, Tribal Cultural Resources (SI) ii. A resource determined to be significant to a California Native American tribe. (SI)	Mitigation Measures See Mitigation Measure CUL-1	Less than Significant

4.18 Utilities and Service Systems

a. Require or result in construction of new wastewater drainage facilities (LTS)	Mitigation Measures None Required	Less than Significant
b. Have sufficient water supplies available (LTS)		
c. Result in construction of new wastewater facilities (LTS)		
d. Generate excess solid waste (LTS)		
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste (LTS)		

Chapter 2.0 Introduction

2.1 Purpose

The Oasis at Indio project Environmental Impact Report (EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA). The City of Indio, as the Lead Agency under CEQA, is responsible for preparing the Draft EIR for the proposed project. The project will require certain discretionary approvals by the City and other governmental agencies. Therefore, the project is subject to environmental review requirements under CEQA. This introduction is included to provide an overview of the purpose, content, and format of this Draft EIR and its relation to the City of Indio's planning and environmental review process for the proposed project.

The purpose of a Draft EIR is to inform decision-makers and the public of the potential environmental impacts and identify feasible mitigation measures to reduce potentially significant impacts resulting from the proposed mixed-use project. The Indio City Council will consider the information presented in the document in making an informed decision regarding the entitlements requested for the project.

The project area encompasses approximately 183 acres. The project proposes several applications leading to the development of a mixed-use property with residential, commercial, and industrial uses. The Specific Plan would allow for a variety of uses, with three planning areas having mixed-use districts and one planning area being for industrial uses. The Specific Plan's Development Standards control uses, development conditions, and design of future construction within the Specific Plan. However, the Specific Plan also has development maximums that limit buildout within the Specific Plan. The development potential maximum of the approximately 183-acre project includes up to 3,240 multifamily residential units; up to 20,000 square feet of commercial/retail uses; and 1,806,290 square feet of industrial uses. The "maximums" identified reflect the most intensive development that could occur within the Specific Plan. However, the exact development may not reflect the uses developed. The square footage of commercial non-residential square footage may increase while residential unit development would decrease, for instance, consistent with the land use equivalency conversion ratios in the Specific Plan. To illustrate, the EIR includes and analyzes an alternate land use option (in addition to the "maximum" scenario identified above) that is within the development maximums and reflective of the equivalency conversions – development of 1,237 multifamily residential uses; 71,600 square feet of commercial/retail, a 128-key hotel/motel; and 1,806,290 square feet of industrial uses. For purposes of analysis of potential environmental impacts, the "maximum" scenario is generally reflective of the worst-case, most conservative analysis. In order to allow this mixed-use project, the applicant is requesting approval of a General Plan Amendment (GPA 23-0001), Zone Change (ZC 23-0001), Specific Plan (SP 23-0001), Tentative Parcel Map (TPM 23-0001),

and Development Agreement (DA 23-0001), as a part of the entitlement process. A detailed description of the project is included in **Chapter 3.0 (Project Description)** of this Draft EIR.

The Draft EIR has been prepared in conformance with CEQA (California Public Resources Code, Section 21000, et seq.), and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000, et seq.), and with the City of Indio CEQA Guidelines to evaluate the potential environmental impacts associated with the implementation of the proposed project.

As described in Section 15121 (a) and 15362 of the *State CEQA Guidelines*, an EIR is an informational document which will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. Thus, the purpose of this Draft EIR is to focus the discussion on those potential environmental effects of the project that the Lead Agency has determined could be significant. In addition, where applicable, feasible mitigation measures are recommended that could reduce or avoid any significant environmental impacts identified for the project to the maximum extent feasible. Preparation of the Draft EIR includes the preparation of technical studies such as Biological Resources, Cultural Resources, Geotechnical, Hydrology, Noise, Traffic, etc., and continuing consultation with the appropriate agencies.

2.2 Project History

Several Master Plan entitlements were approved on the subject site. 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 within the Gateway Conceptual Specific Plan that 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 have been implemented and the site currently remains vacant.

2.3 Review of the Draft EIR

Upon completion of the Draft EIR, the City of Indio has filed a Notice of Completion (NOC) with the Governor’s Office of Planning and Research, State Clearinghouse, and the Riverside County Clerk to begin the public review period (Public Resources Code, Section 21161). Concurrent with the NOC, this Draft EIR will be distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties, as well as all parties requesting a copy of the Draft EIR in accordance with Public Resources Code Section 21092(b)(3). During the public review period, the Draft EIR, including the technical appendices, is available for review at the City of Indio Community Development Department, the Indio Public Library, and on the City’s website. The addresses for each location are provided below:

City of Indio

Community Development Department
100 Civic Center Mall,
Indio, CA 92201
Phone: 760-391-4000
Hours: Monday – Friday 8:00 a.m. to 5:00 p.m.

<https://www.indio.org/departments/community-development-department/notices-documents>

Indio Public Library

100 Civic Center Mall
Indio, CA 92201
Phone: 760-347-2383
Hours: Monday 12:00 p.m. to 8:00 p.m.; Tuesday – Thursday and Saturday 10:00 a.m. to 6:00 p.m.

Agencies, organizations, and interested parties who wish to comment on the Draft EIR during the 45-day public review period are requested to provide written comments to:

Kevin Snyder, AICP, Director of Community Development
City of Indio
Phone: 760-541-4255
Email: ksnyder@indio.org

Upon completion of the public review period, written responses to all public comments received will be prepared and included in the Final EIR. Responses to comments received from public agencies will be made available for review at least 10 days prior to the public hearing before the City Council, at which the certification of the EIR will be considered.

2.4 Scope of the EIR

2.4.1 Notice of Preparation

The City of Indio issued a Notice of Preparation (NOP) to prepare a Draft EIR for a 30-day review period between September 19, 2023 and October 19, 2023. During this time, the City received one comment letter from the County of Riverside Transportation and Land Management Agency, which requested that the project include the Interstate 10 and Monroe Street interchange project slope and drainage features and that the project analyze and mitigate any traffic impacts associated with the interchange. A scoping meeting was held on October 12, 2023 at 6:00 p.m. at Shadow Hills High School in Indio. The scoping meeting provided an opportunity for the public to learn more about the proposed project and provide comments on the possible environmental effects studied in the EIR.

The NOP included an evaluation of the environmental topics that will and will not be analyzed within the Draft EIR. The evaluation was prepared using Appendix G, Environmental Checklist Form, in the California Environmental Quality Act (CEQA) Guidelines. Appendix G assesses the potential impacts associated with the proposed project. The Oasis at Indio NOP is included in **Appendix A** of this Draft EIR. The Draft EIR will address all environmental topics, excluding mineral resources and wildfires. Using the CEQA Guideline Environmental Checklist Form, it was determined in the NOP that these sections would result in no impacts, and therefore, are not required to be analyzed further in the Draft EIR. Please consult **Appendix A** of this Draft EIR for the analysis provided in the Notice of Preparation, and **Chapter 6.0, Effects Found to have No Impact**, of this EIR for further detail of those topics not further analyzed in this document.

The NOP was recirculated from May 24, 2024 to June 24, 2024. The NOP was sent to the State Clearinghouse and to all responsible and trustee agencies, interested parties, and surrounding properties. Issues raised by agencies and the public in response to the NOP were considered in the preparation of the Draft EIR. The NOP and comments received are contained in **Appendix A** of this EIR.

During the September 19 to October 19 comment period, the City received two comment letters from a Public Agency and area resident. The comments are listed below:

- *County of Riverside Transportation and Land Management Agency, Transportation Department:* The Agency highlighted that the conceptual land use plan for the project did not appear to accommodate the I-10/Monroe Street Interchange Improvement Project slope and drainage requirements. The Agency requested that the project include the interchange project slope and drainage features and that the project analyze and mitigate any traffic impacts associated with the project.
- *Area Resident, Mark Yadisernia:* Area resident, Mark Yadisernia, wrote an email to the City expressing his support of the project.

During the May 24 to June 24 comment period, the City received 16 comment letters from the following public agencies, groups, and area residents:

- *State of California Department of Justice*: The Agency highlighted the potential environmental impacts as a result of warehouse operations, including air quality, safety, and traffic impacts. Emphasizing the evaluation of best practices and mitigation measures and avoiding land use conflicts between warehouses and sensitive receptors and on mitigating the impacts of any unavoidable land use conflicts.
- *California Department of Fish and Wildlife (CDFW)*: CDFW provided comments and recommendations to be included in the DEIR involving biological resources. CDFW recommends the DEIR include an assessment of biological resources, an analysis of direct, indirect and cumulative impacts to biological resources, an alternatives analysis, and include mitigation measures for biological impacts, as well as landscaping, construction noise, and artificial nighttime lighting recommendations.

See Section 4.4, ***Biological Resources***, and **Chapter 7.0, *Alternatives***, of this DEIR.

- *Care CA*: Care CA requested a complete analysis of all identified impacts, imposition of all feasible mitigation and study of a reasonable range of alternatives. Care CA requests that DEIR specifically include analysis of the industrial use, public health impacts (i.e., air quality and climate change), and include effective and enforceable mitigation measures.
- *South Coast Air Quality Management District (SCAQMD)*: In response to the NOP, SCAQMD requested that the DEIR analyze the project's potential air quality impacts. SCAQMD requests the DEIR, all appendices and technical documents related to air quality, health risk, and greenhouse gas analyses. SCAQMD also provides recommended methods of calculating the impacts.
- *Riverside County Airport Land Use Commission (ALUC)*: ALUC provided a brief letter stating that the project is located within the Bermuda Dunes Airport Influence Area and review by ALUC may be required.
- *Imperial Irrigation District (IID)*: IID in their letter provided comments and recommendations related to project electricity and the proposed substation.
- *Western States Regional Council of Carpenters (WSRCC)*: The WSRCC, in their letter, requested that members of the Western Carpenters union be hired during the construction of the project.
- *Area Resident Brandy Pessin*: Area resident, Brandy Pessin emailed the City expressing her concern for the project, specifically the proposed density of the residential component, and the location of and the truck traffic associated with the industrial component.

- *Area Residents:* The following area residents emailed the City expressing their concern for the project, and requested to be noticed of any project processes:
 - Barbara Shore
 - Don Smith
 - Gordon and Debora Smith
 - Joe Johnson
 - Karen and Carl Rigoli
 - Richard Mednick
 - Dario and Norma Fadiga
 - Nick Potenza

2.4.2 CEQA Standards for Adequacy

This Draft EIR provides an evaluation of the potential environmental effects associated with the development of the approximately 183-acre Oasis project site, located at the southwest corner of Avenue 42 and Monroe Street.

This EIR was prepared in accordance with Section 15151 of the *State CEQA Guidelines*, which defines the standards for EIR adequacy as follows:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

The City of Indio directed the preparation of this document in fulfillment of its environmental review requirements pursuant to provisions of the *California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-2117)*, *CEQA Guidelines* and the Lead Agency's local CEQA implementation requirements, all as amended.

This EIR includes mitigation measures that are provided to eliminate or reduce to acceptable levels the environmental impacts associated with the development of the approximately 183-acre project site.

This EIR has been prepared as a project level document that serves as the evaluation of the proposed project, including The Oasis at Indio Specific Plan that if approved, would allow the development of a mixed-use development containing 1,806,290 square feet of industrial, 3,240 multi-family residential units, and 20,000 square feet of commercial/retail use.

2.5 Organization of the EIR

This Draft EIR has been prepared as a Project-level EIR to evaluate the proposed project, including the ultimate build out of the Oasis Specific Plan. A comprehensive project description including exhibits and maps is presented in **Chapter 3.0, Project Description**.

The Draft EIR is organized into the following main chapters and sections:

Chapter 1.0: Executive Summary. This chapter includes a summary of the proposed project and a discussion of the alternatives to the project. A brief description of the areas of controversy and issues to be resolved, and overview of potential impacts, and the Mitigation, Monitoring and Reporting Program are also included in this section.

Chapter 2.0: Introduction. This chapter provides an introduction and overview describing the purpose of the EIR, a brief history of the project, the scope of the EIR, and the review and certification process. This chapter identifies the documents incorporated by reference in the EIR and where these documents can be reviewed. Finally, this chapter includes a summary of the comments received on the Notice of Preparation.

Chapter 3.0: Project Description. This chapter includes a detailed description of the proposed project, including its location, existing site conditions, project history, and project characteristics. Also included is a discussion of the project objectives, intended uses of the EIR, responsible agencies and their roles in the environmental process, and approvals that are needed for the proposed project.

Chapter 4.0: Environmental Impact Analysis. This chapter contains a comprehensive evaluation of the environmental impacts of the proposed project. Impacts are organized into major environmental topics. Each section includes a description of the environmental setting (the existing physical environment and the regulatory environment); the methodology for evaluating impacts, significance criteria, potential impacts, a discussion of existing rules and regulations imposed on the project by the lead, responsible and trustee agencies, to reduce potential environmental effects of the project; project design features built into the project to comply with regulatory requirements, such as Title 24 (Energy) and the California Building Code (CBC); proposed mitigation measures (in addition to environmental requirements already imposed on the project by regulatory agencies), and a finding of the level of significance after mitigation. The impact evaluation considers direct impacts, indirect impacts, and cumulative impacts. The following environmental topics are addressed within Chapter 4.0.

Section 4.1 – Aesthetics: Addresses visual impacts that may occur with implementation of the proposed Specific Plan.

Section 4.2 – Agriculture and Forestry: Addresses impacts that the proposed Project may have on lands designated as Prime (or otherwise important) Farmland or Forestlands and Timberlands; and

includes an evaluation of the significance of the existing abandoned vineyard located on the project property.

Section 4.3 – Air Quality: Addresses the local and regional air quality impacts associated with Project implementation as well as consistency with the SCAQMD Air Quality Management Plan (AQMP). This section also addresses the potential for odors to affect existing and future sensitive receptors in the vicinity.

Section 4.4 – Biological Resources: Addresses the project’s impacts on habitat and wildlife in the area and summarizes the biological resources study prepared for the project. This section provides a summary of the Coachella Valley Multiple-Species Habitat Conservation Plan (CVMSHCP).

Section 4.5 – Cultural Resources: Addresses the impacts of project development on historic, cultural, and archaeological resources. Note: Tribal Cultural Resources are addressed separately in **Section 4.17** below.

Section 4.6 – Energy: Addresses the impacts of project development on energy resources during project construction and operation, as well as whether the project will conflict with a state or local plan for renewable energy or energy efficiency.

Section 4.7 – Geology and Soils: Addresses the potential impacts the project may have on soils and assesses the effects of the project in relation to geologic and seismic conditions. This section also addresses paleontological resources.

Section 4.8 – Greenhouse Gas Emissions: Addresses the project’s estimated contribution to global climate change through the emission of greenhouse gases during construction and long-term operation of the proposed project.

Section 4.9 – Hazards and Hazardous Materials: Addresses the likelihood of the presence of hazardous materials or conditions on the project site and in the project area or the transport of hazardous materials that may have the potential to impact human health.

Section 4.10 – Hydrology and Water Quality: Addresses the impacts of the project on regional and local hydrological conditions, including drainage areas, and changes in flow rates; as well as potential impacts that may currently exist that must be addressed during project design to prevent flooding. This section also summarizes the requirements under the County’s Municipal Separate Storm Sewer System (MS4) Permit for storm water control, retention and release.

Section 4.11 – Land Use and Planning: Addresses the related land use impacts associated with the implementation of the project, including the project’s compatibility with surrounding land uses, and the need for a General Plan Land Use and Zoning Map Amendment. This section also provides an analysis of the Indio General Plan’s goals and evaluates the project’s consistency with these goals. Finally, this section provides an analysis of the project’s relationship and consistency with the CVMSHCP.

Section 4.12 – Noise: Addresses the project’s noise impacts that may occur during construction and operation of future land uses after compliance with the City’s Noise Ordinance.

Section 4.13 – Population and Housing: Addresses the potential of the project to induce direct and indirect growth related to population, housing and employment growth.

Section 4.14 – Public Services: Addresses the project’s impacts upon public service providers including fire, police, schools, and other public services.

Section 4.15 – Recreation: Addresses the potential impacts on existing parks and recreation facilities and programs due to the population increase.

Section 4.16– Transportation: Addresses the project’s impacts on the local and regional roadway system including emergency access, public transportation, bicycle, and pedestrian facilities, as well as an analysis of vehicle miles traveled (VMT).

Section 4.17 – Tribal Cultural Resources: Addresses the potential adverse impacts to tribal cultural resources; including a summary of the City’s Native American consultation with affected tribes.

Section 4.18 – Utilities and Service Systems: Addresses the project’s impacts on water supply, wastewater treatment, storm drains, electricity, natural gas, telecommunications, and solid waste.

It was determined in the NOP that mineral resources and wildfires would result in no impacts, and therefore are not required to be analyzed further in the Draft EIR. Please consult **Appendix A** and **Chapter 6.0** for further discussion of mineral resources and wildfire environmental topics.

Chapter 5.0: Other CEQA Required Sections. This chapter provides a summary of significant environmental impacts, including unavoidable and growth-inducing impacts, and any irreversible and irretrievable commitment of resources. This chapter also provides a summary of environmental issues where findings can be made that the project would not cause an impact on the environment or that the impact would be negligible.

Chapter 6.0: Effects Found to have No Impact. Prior to the development of this Draft EIR, a Notice of Preparation (NOP) was written. The NOP briefly analyzed the environmental topic to determine the significant impacts of the various threshold criteria as determined by the CEQA Guidelines. This discussion presents the analysis of the environmental topic thresholds that result in no impacts. No impacts related to agriculture and forestry, biological resources, geology and soils, hazards and hazardous materials, land use and planning, mineral resources, population and housing, and wildfire, per the CEQA Guidelines, are summarized in this chapter.

Chapter 7.0: Alternatives. This chapter compares the impacts of the proposed project with three project alternatives: the No Project Alternative where no development would occur, a No Project/General Plan Buildout Alternative, a No Project/Zoning Buildout Alternative, and No Commercial (MBS) Alternative.

Chapter 8.0: References. This chapter contains a full list of references that were used in the preparation of the EIR.

Chapter 9.0: Glossary of Terms. This chapter contains a full list of acronyms that were used throughout the EIR.

Appendices. Includes all notices and other procedural documents pertinent to the preparation of the EIR, as well as all technical material prepared to support the environmental analysis.

2.6 Reference Documents

2.6.1 Documents Incorporated by Reference

As permitted by CEQA Guidelines Section 15150, this Draft EIR has referenced several public documents. Information from the documents, has been incorporated by reference, and has been briefly summarized in the appropriate sections(s).

The documents (and their locations) include:

- Indio General Plan
(Indio Website: <https://www.indio.org/departments/community-development-department/general-plan-2040/general-plan-2040-documents>)
- Indio General Plan Environmental Impact Report
(Indio Website: <https://www.indio.org/departments/community-development-department/general-plan-2040/environmental-impact-report>)
- The Oasis at Indio Specific Plan (SP 23-0001): See **Appendix A**

2.6.2 Documents Prepared for the Project

The technical studies prepared for the proposed project and other informational documents are listed below, with their corresponding appendices in parentheses. These documents are included in their entirety as part of the appendices for the Draft EIR.

Appendix A	Notice of Preparation, Public Comment Letters, and Specific Plan
Appendix B	Air Quality and Health Risk Assessment Report
Appendix C.1	Biological Report
Appendix C.2	Botanical Resources Survey Report
Appendix D.1	Cultural Report
Appendix D.2	Tribal Mitigation Letter
Appendix D.3	Phase II Archaeological Testing at Sites

Appendix E	Geotechnical Report
Appendix F	Paleontological Report
Appendix G	Indio General Plan Safety Element
Appendix H	Greenhouse Gas and Energy Report
Appendix I.1	Phase I Environmental Site Assessment
Appendix I.2	Addendum to the Phase I Environmental Site Assessment
Appendix J.1	Preliminary Hydrology Report
Appendix J.2	Preliminary Water Quality Management Plan
Appendix K	Noise Study
Appendix L.1	Traffic Report
Appendix L.2	Vehicle Miles Traveled (VMT) Memo
Appendix M	Water Supply Assessment/Water Supply Verification

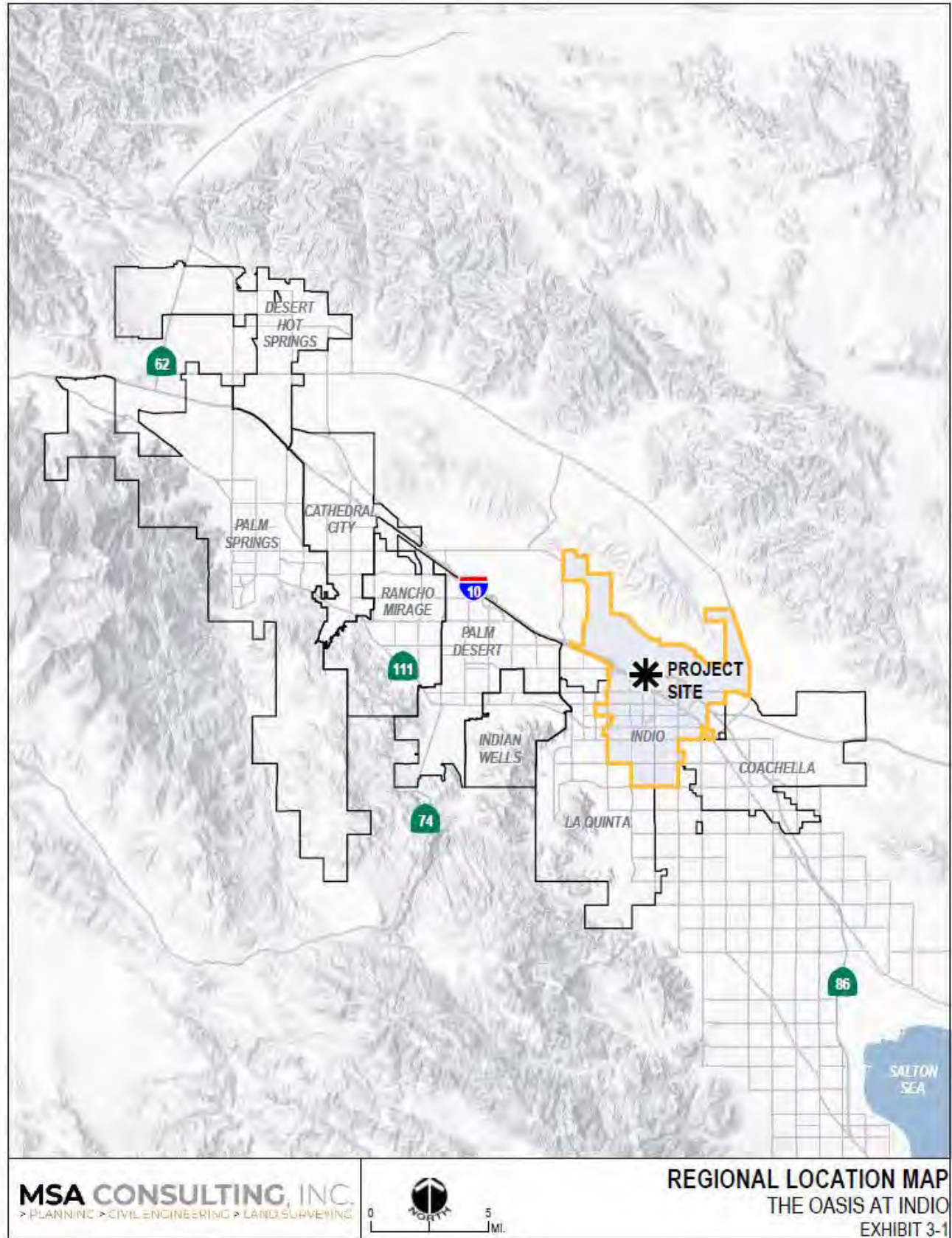
Chapter 3.0 Project Description

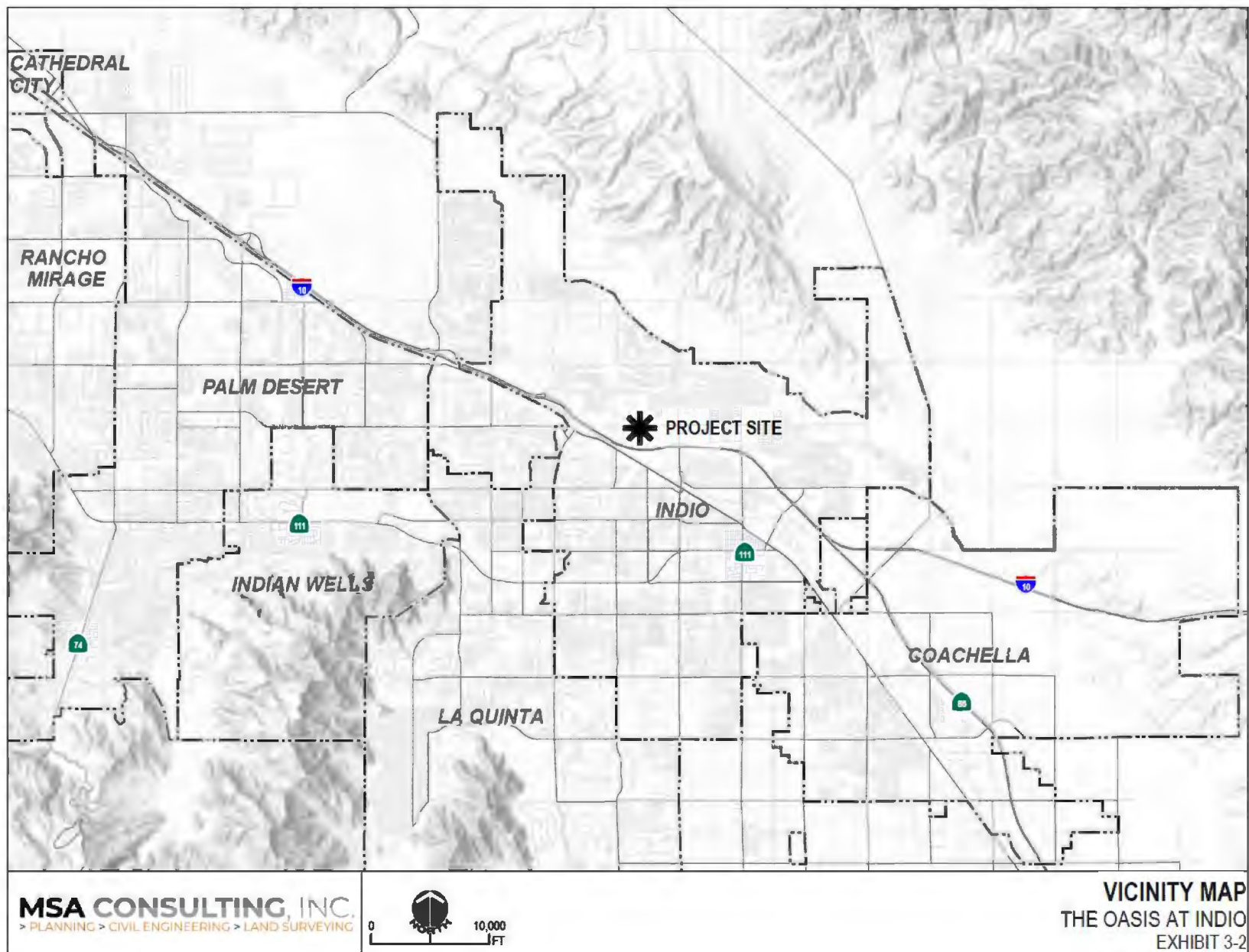
3.1 Introduction

This section of the Draft Environmental Impact Report (“Draft EIR”) describes the location, objectives, and characteristics of the proposed Oasis at Indio project (“project”) and the intended uses of this Draft EIR, as required by the California Environmental Quality Act (CEQA) Guidelines, California Code of Regulations, Title 14, Section 15000 et. seq. Included in this section is a description of the proposed project’s technical, economic, and environmental characteristics. A glossary of acronyms used in this Draft EIR are provided in **Chapter 9.0**.

3.2 Project Location

The City of Indio is located in the Coachella Valley, Riverside County. **Exhibit 3-1, Regional Location Map**, shows the City’s location within the larger Coachella Valley region. The project site encompasses an area of approximately 183 acres in the northwestern portion of the City of Indio. As shown in **Exhibit 3-2, Vicinity Map**, the local area is 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 includes a gas station, convenience store, and drive-through coffee shop. The Coachella Valley Storm Channel is located south of the project, separated by the Interstate 10 freeway, and the Thousand Palms Storm Channel is located west of the project. **Exhibit 3-3, Site Location Map**, displays an aerial view of the project site, outlining section lines, project boundary, adjacent roadways, and neighboring communities. Further discussion of the land uses adjacent, and in proximity to the project, is included in the following section, *Surrounding Land Uses*. The property is made up of seven parcels identified as Assessor’s Parcel Numbers (APN) 610-020-001, 610-020-010, 610-020-012-13, 610-020-021, 610-020-034, and 610-020-036.







3.3 Surrounding Land Uses

As shown in **Exhibit 3-2, Vicinity Map**, and **Exhibit 3-3, Site Location Map**, the project occupies approximately 183 acres south of Avenue 42 and west of Monroe Street. The proposed project, to be developed under SP No. 23-0001, is bounded by Avenue 42 and agricultural and vacant properties on the north; Monroe Street and commercial properties to the east; Interstate 10 and the Coachella Valley Storm Channel to the south; and Thousand Palms Storm Channel and Madison Street to the west. Land uses surrounding the specific plan area are as follows (see the aerial photograph in **Exhibit 3-2**):

Direction	Description
North	• Avenue 42 • Vacant Land • Agricultural • Developed Single Family Residential Communities
East	• Monroe Street • Commercial • Vacant lands
South	• Interstate 10 • Coachella Valley Storm Channel
West	• Thousand Palms Storm Channel • Madison Street • Vacant Properties

3.4 Project Site 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 in Indio. The western portion of the project site (approximately 80 acres west of the Clinton Street alignment) is located within the Gateway Conceptual Specific Plan and is designated for Mixed Use (MU7). In 2007, the City of Indio approved the Thymes Square Project Master Plan on 63.2 acres of the project site, located on the northwest portion of the project site (APN: 610-020-010). 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, located on approximately 22.6 acres (APN: 610-020-012 and 610-020-013) immediately south of the Thymes Square Project Master Plan area. The approval authorized the development of a Mixed-Use business park with three essential 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. **Exhibit 3-4** illustrates the existing master plans on the project site.

The plans have not been implemented and the site currently remains vacant.



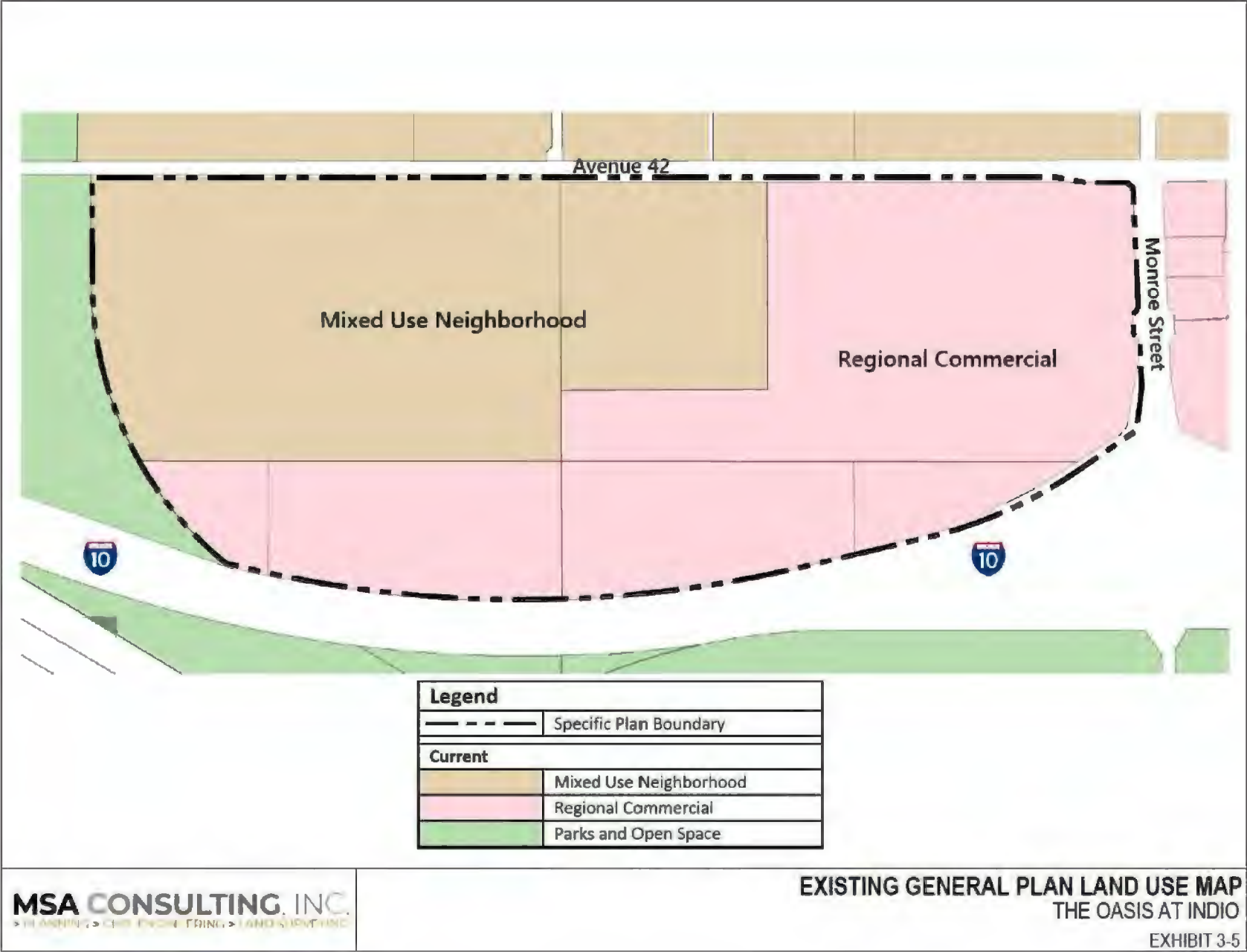
— . . — The Oasis at Indio Specific Plan
Area Boundary

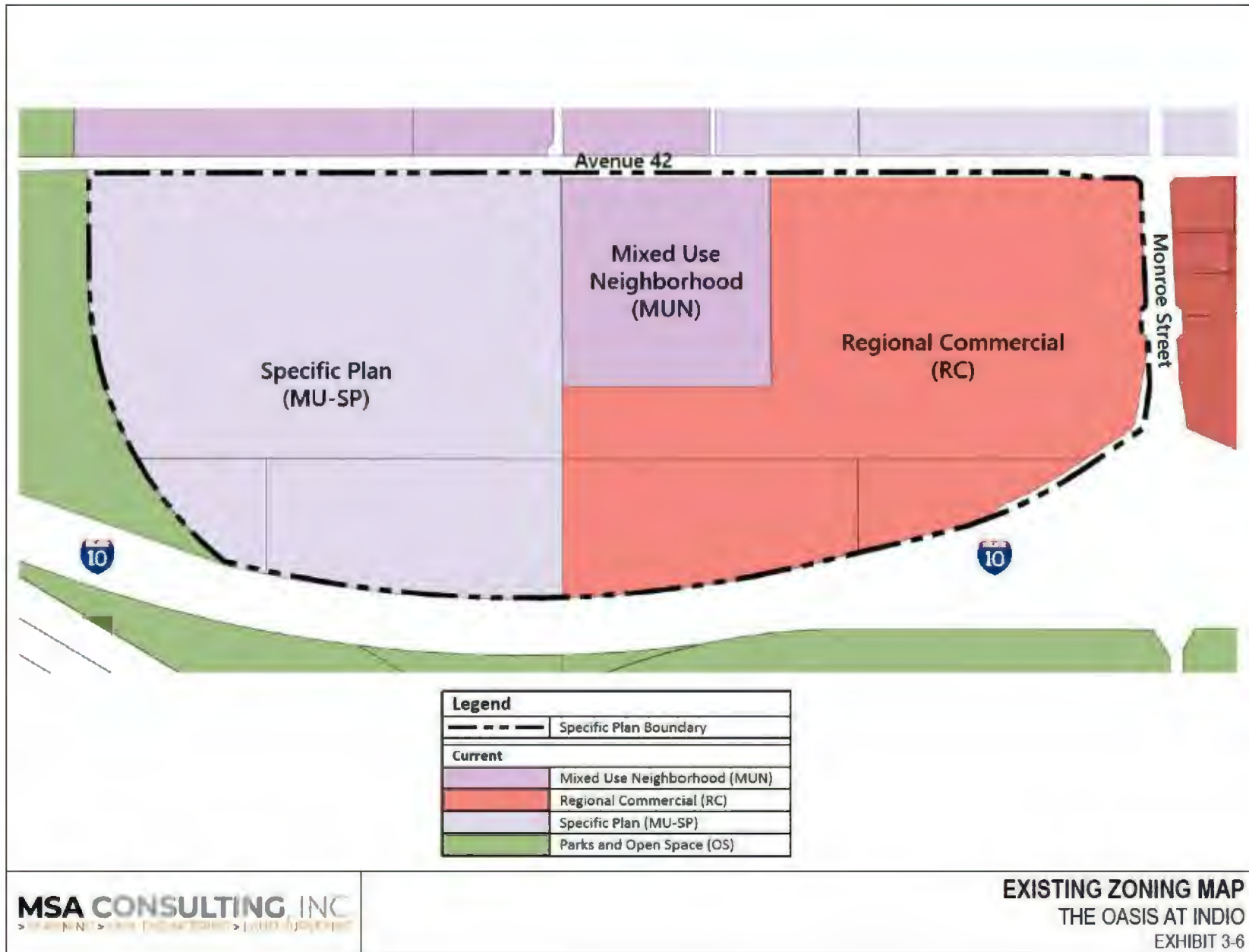
MSA CONSULTING, INC.
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING

EXISTING MASTER PLANS
THE OASIS AT INDIO
 EXHIBIT 3-4

Exhibit 3-5, *Existing General Plan Land Use Map*, illustrates the project's existing General Plan land use designation, which includes Mixed-Use Neighborhood (MUN) and Regional Commercial (RC). MUN designations provide moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and commercial uses along major streets. RC designations provide large-format retail development and associated restaurant and commercial service activity.

Approval of The Oasis at Indio Specific Plan will establish a new specific plan and development standards for the 183-acre property to allow mixed uses, including-high density residential, commercial, and industrial uses. Concurrently with adopting the Specific Plan, the General Plan 2040 shall be amended by resolution of the City Council to change the land use designation of the area encompassed in the Specific Plan area from Mixed-use Neighborhood (MUN) and Regional Commercial (RC) to Specific Plan (SP) on the General Plan Land Use Map. Additionally, the Zoning Map shall be amended and approved by the City Council to change the zoning of Specific Plan (MU-SP), Mixed-Use Neighborhood (MUN), and Regional Commercial (RC) to Specific Plan (SP) on the Zoning Map. **Exhibit 3-6** illustrates the existing zoning designations on the project site.





3.5 Proposed Project

The project area consists of 183 gross acres. It would be developed under a new Specific Plan: The Oasis at Indio Specific Plan (SP No. 23-0001). The project proposes to establish a mix of uses, consisting of multifamily residential, commercial/retail, and industrial. The project will follow the Specific Plan development standards.

For conservative analysis purposes, project construction was assumed to occur in one phase. Development will be accompanied by the orderly extension of circulation and parking facilities, public utilities, and infrastructure in accordance with the project's final conditions of approval.

The project is discussed in greater detail below.

3.5.1 Project Objectives

Section 15124(b) of the State CEQA Guidelines requires “A statement of objectives sought by the proposed project. A clearly written statement of objectives would help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and would aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the purpose of the project”. The project has identified the following objectives:

- 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 community’s economic, housing, and service needs.
- 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 high quality of life for all residents by implementing a walkable connected community between the residential and commercial uses. Enhanced by wide sidewalks, shade from trees, pedestrian benches, safe pedestrian crossings, landscaping along streets, and 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 community’s needs 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 a 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.

3.5.2 Project Description

The project area encompasses 183 gross acres. As previously stated in Section 3.4, *Project Site History*, the western portion of the project site (west of Clinton Street) is currently located within the Gateway Conceptual Specific Plan, which was approved in 1995. The project site is currently vacant.

The Specific Plan will establish a comprehensive plan for a community where multi-family residential housing can support the proposed businesses that are located within walking distance. The Specific Plan will establish a comprehensive plan for a community where multi-family residential housing can support the proposed businesses that are located within walking distance. The project proposes mixed-use and industrial districts separated into four Planning Areas (1 through 4). Planning Area (PA) 1 is situated on approximately 61.6 acres along the site's northern boundary and would be designated a Mixed-Use district. Planning Area 2 is approximately 4.2 acres east of Planning Area 1, at the southwest corner of Avenue 42 and Monroe, while Planning Area 3 occupies 9.3 acres south of PA 2. PAs 1, 2, and 3 propose Mixed-Use districts with up to 50 dwelling units per acre (du/ac) and a maximum non-residential FAR of 0.50. Planning Area 4, located south of PA 1 and west of PA 2 and 3, occupies approximately 92.8 acres of the Specific Plan area. PA 4 would be designated an Industrial district and permit up to 1,806,290 square feet of industrial development.

Public rights-of-way will occupy 2.0 acres, while the east-west trending roadway that goes through the site ("A" Street) will cover 10.5 acres of the project area. The table below summarizes the project's land use plan.

Table 3-1 Land Use Plan Statistical Summary

Land Use District	PA	Acreage (Approximately)	Allowed Uses ¹			
			Multi-Family Residential		Non-Residential Square Footage	
Mixed-Use	1	61.6	20-50 DU/AC		0.50 FAR	
Mixed-Use	2	4.2				
Mixed-Use	3	9.3				
Industrial	4	92.8	N/A		0.60 FAR	
Public ROW Dedication		2.0	N/A			
I.I.D Substation		2.4	N/A			
Interior ROW		10.5	N/A			
TOTALS		182.8	-	-	-	-

Notwithstanding The Oasis at Indio Specific Plan'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. However, the Specific Plan provides the flexibility of uses/development within the maximums identified and the square footage of commercial non-residential uses may increase while the development of residential units would decrease, for instance, consistent with the land use equivalency conversion ratios in the Specific Plan. It is important to note that while the equivalency tables in the Specific Plan would allow for variation in intensity between uses, the maximums identified below reflect the most intensive development that could occur with the buildout of the Specific Plan. Any development variants that could occur using equivalency would be consistent with and within the scope of the maximums.

Table 3-2 Development Maximums

Land Use District	PA	Acreage (Approximately)	Maximum Potential	
			Multi-Family Residential	Non-Residential Square Footage
Mixed-Use	1	61.6	50 DU/AC	20,000 sf
Mixed-Use	2	4.2		
Mixed-Use	3	9.3		
Industrial	4	92.8	N/A	1,806,290 sf
Public ROW Dedication		2.0	N/A	
I.I.D Substation		2.4		
Interior ROW		10.5	N/A	
TOTALS		182.8	3,240 DU	1,826,290 sf

For purposes of analyzing potential environmental impacts associated with the project, the EIR analyzes two buildout scenarios reflective of development that could occur under the Specific Plan's development standards and development maximums (as stated above):

1. *Maximum Buildout Scenario:* The MBS assumes buildout of the project consistent with the maximums identified in **Table 3-2**, which would result in 3,240 dwelling units, 20,000 square feet of retail commercial uses, and 1,806,290 square feet of industrial development.
2. *Scenario #2:* Scenario #2 assumes lesser buildout than the MBS but within the maximum intensities permitted. It would result in 1,237 dwelling units, 71,600 square feet of retail, commercial uses, a 128 key hotel/motel, and 1,806,290 square feet of industrial uses.

The applicant is requesting approval of a General Plan Amendment (GPA 23-0001), Zone Change (ZC 23-0001), Specific Plan (SP No. 23-0001), Tentative Parcel Map (TPM 23-0001), and Development

Agreement (DA 23-0001), as a part of the entitlement process. A description of the requested entitlements is included below.

General Plan Amendment

The General Plan Amendment (GPA 23-0001) will amend the current General Plan land use designations from Mixed-Use Neighborhood (MUN) and Regional Commercial (RC) to Specific Plan (SP), as shown in **Exhibit 3-5**.

Zone Change

The proposed Zone Change (ZC 23-0001) will revise the existing zoning designation of Mixed-Use Neighborhood (MUN) and Regional Commercial (RC) to SP, as shown in **Exhibit 3-6**, to permit the implementation of the proposed Specific Plan 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.

Specific Plan

Approval of the Oasis at Indio Specific Plan (SP 23-0001) will act as a regulatory document establishing the zoning, land use designations, development standards, and design guidelines for the entire Specific Plan area. The Specific Plan will implement the City's General Plan. The Specific Plan will be considered by the Planning Commission and City Council and will be adopted by Ordinance.

The Specific Plan will allow a variety of land uses on the 183-gross-acre project property, consisting of a mixed-use district on approximately 75.1 acres and an industrial district on approximately 92.8 acres. See **Table 3-2, Land Use Plan (Maximum Buildout Scenario)**, above, for an outline of the land use districts, planning areas, acreages, and square footage.

Exhibit 3-6, Planning Area Land Use Plan, shows the location of each project planning area.

Development Standards

The Oasis at Indio Specific Plan will govern the development standards and design guidelines proposed for each of the project's planning areas. The Specific Plan identifies allowable uses, development intensities, and the general development standards, parking, and other regulations for development of the Oasis at Indio project. The development standards detail permitted uses, lot sizes, building and structure heights, building setbacks, front and rear setbacks, wall heights, and other standards associated with each land use area.

Landscape

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 "desert-scape" theme with supplemental ornamental accent landscaping while committing to water conservation

and low maintenance. Integrated design will include using large specimen shade trees in response to the hot environment. The Landscape Design Guidelines for the project 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.

Circulation

The vehicular access to the project site will be facilitated through existing public arterial roads, namely Avenue 42 to the north and Monroe Street to the east. As the project progresses, these roads will undergo improvements, resulting in completed street sections that fully align with the City's General Plan and the Complete Street and Drainage Master Plan. This alignment underscores our commitment to adhering to the city's guidelines and regulations. All street improvements will be constructed in strict accordance with the 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 private street and 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.

Non-vehicular circulation includes pedestrian and bikeway facilities. The purpose of 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 walkway system that allows residents and employees free access to public sidewalks on Avenue 42, interior pedestrian access along Street A and access to the Monroe Street commercial area.

See **Exhibit 3-8, *Vehicular Circulation Plan***, and **Exhibit 3-9, *Non-Vehicular Circulation Plan***, for the project's proposed circulation plans.

Tentative Parcel Map

The tentative parcel map is a basic tool for implementation of a specific plan. The tentative parcel map will create the individual lots and associated planning areas. A Tentative Parcel Map has been prepared and will be considered by the City concurrently with the review of this Specific Plan. The Tentative Parcel Map creates the backbone road, four development parcels, and substation parcel.

Development Agreement

The Oasis at Indio Development Agreement will comply with the provisions of California Government Code Sections 65864-65869.5 (the Development Agreement Statute) for the purpose of providing the developer and the City with long-term assurances of land use and to allow for flexibility in timing

development. The development agreement may include, but not be limited to, methods for financing, acquisition, and construction of infrastructure, and the provision of economic opportunities for the City of Indio and employment and/or housing opportunities for community residents.

Tentative Tract Map

The tentative parcel map, noted above, subdivides the project property into large lots for future development, generally with each of its lots being contiguous with a proposed Planning Area or other infrastructure improvement. TTMs may be used to implement the project and subdivide the property into smaller lots for development. TTMs may be filed with each phase of development as necessary. Each TTM will require review by the Planning Commission.

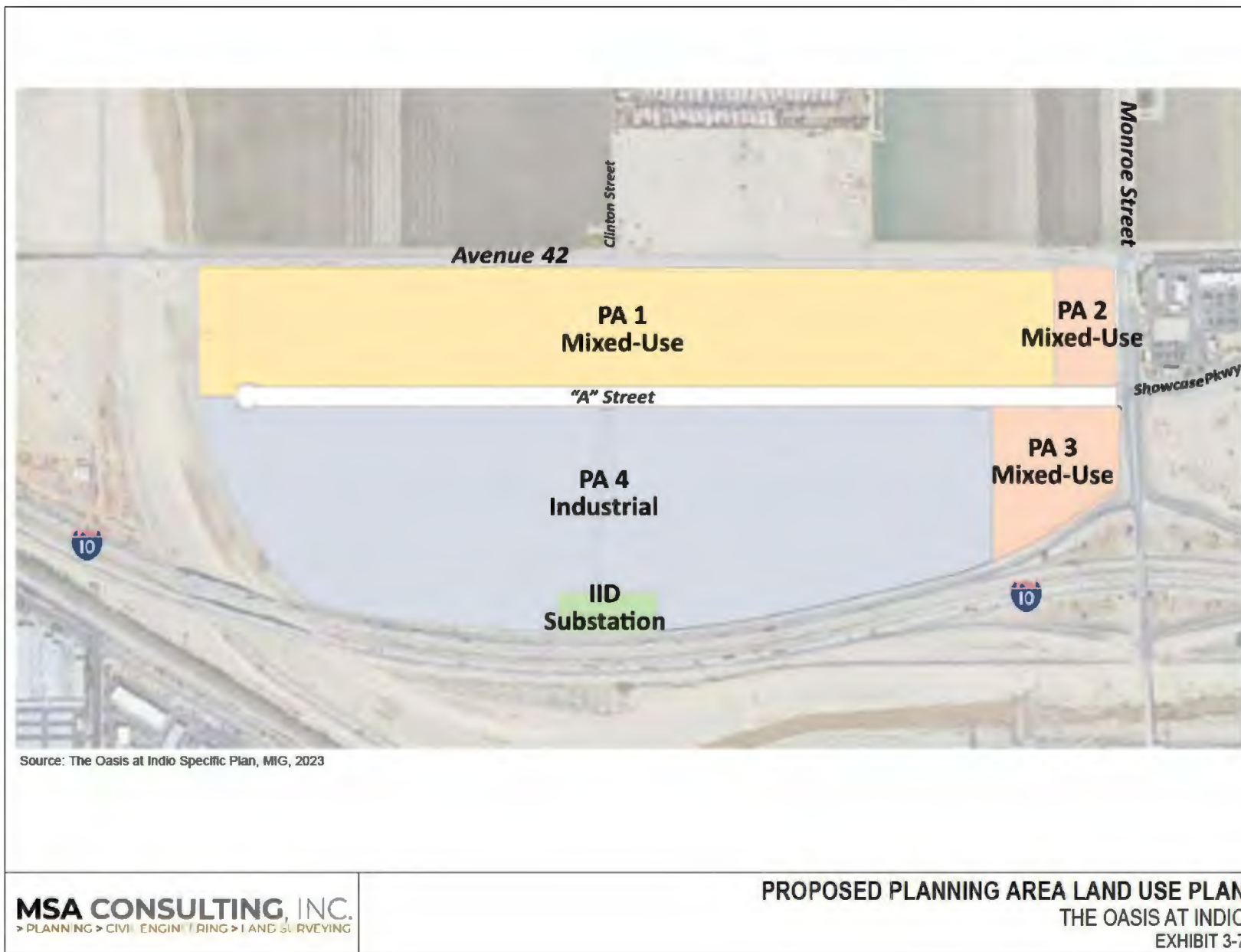
Development Plans

Development plans for future development, when proposed, illustrate a proposed development's site and building design in conformance with all applicable development and use standards. A 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.

3.6 Specific Plan Planning Areas

The Specific Plan proposes the development of four planning areas, defined in this section. The project also proposes public roadway improvements, private interior street, and a 2.4-acre IID electrical substation (in Planning Area 4). **Exhibit 3-7, *Planning Area Land Use Plan***, illustrates the proposed planning area locations. **Tables 3-1 and 3-2**, above, indicates each planning area, and its proposed acreages, and development/intensity maximums, subject to consistency with the Specific Plan's equivalency program.

To assess reasonably foreseeable potential impacts associated with the Specific Plan project, the Draft EIR will analyze the proposed project by studying the impacts of the Maximum Development Scenario (MBS) and Scenario #2.



3.6.1 Mixed Use - Planning Areas 1, 2 and 3

Planning Areas 1, 2, and 3 occupy approximately 75.1 acres in the northern and northeastern quadrant of the Specific Plan Area. The mixed-use designation allows for medium to high-density multi-family residential and commercial land uses in a vertical or horizontal mixed-use development within walkable distance to surrounding neighborhoods, a variety of nearby retail commercial centers, workplaces, public transit, and the Coachella Valley alternative transportation corridor (CV Link). The presence of multi-family residential housing would contribute to a diverse set of land uses ensuring a mixed-use development and a variety of housing types and densities within a walkable urban format of The Oasis at Indio Specific Plan and the surrounding area.

The residential uses are envisioned to include private on-site amenities, such as fitness rooms, community pools, and clubhouses for the residents and their guests as well as common open space areas, walkways, landscape parkways and buffer areas, and parking. The final site plan and housing type will largely depend on future developers.

Planning Area 1 (approximately 61.6 acres) is in the northwestern quadrant of the Specific Plan area. Planning Area 1 is bordered by Avenue 42 to the north, the Thousand Palms Storm Channel to the west, Planning Area 2 to the east, and Showcase Parkway (Street A) a private public street to the south. Planning Area 1 allows for mixed uses including moderate- to high-density multi-family residential housing (20-50 du/ac) in a vertical or horizontal mixed-use development and various retail services such as restaurants, shops, or other amenities.

Planning Area 1's frontage along Avenue 42 would provide parkways comprised of sidewalks, shade trees, and landscaping to enhance the pedestrian experience and is supportive of the site's character and the character of the surrounding community, since properties surrounding the site include sidewalks and landscaping along the street frontages. A landscape transition zone is planned along the southern boundary to provide a transition treatment between the residential units and the Industrial use in Planning Area 4. The landscaped buffer will also serve as a water quality/detention basin as part of the development's storm drain system.

Primary ingress/egress will occur at several points along Avenue 42. Secondary ingress/egress via "A" Street restricts residential access to right-turn in/right-turn out only.

Planning Area 2 (approximately 4.2 acres) is in the northeastern portion of the Specific Plan area. Planning Area 2 is bordered by Avenue 42 to the north, Monroe Street to the east, Showcase Parkway to the south, and Planning Area 1 to the west.

Due to its location at the southwest corner of Avenue 42 and Monroe Street, PA 2 intends to attract and provide a high-quality and viable balance of commercial uses (FAR 0.50) and moderate- to high-density multi-family residential housing (20-50 du/ac) in a vertical or horizontal mixed-use development. The development of PA 2 would provide employment opportunities and various retail

services such as restaurants, shops, or other amenities within walkable distance to existing and proposed nearby residents. Vehicular access would occur via “A” Street and driveways on Avenue 42 and Monroe Street.

Planning Area 3 comprises 9.3 acres in the southeastern portion of the Specific Plan area. Planning Area 3 is bordered by the “A” Street alignment to the north, Monroe Street to the east, I-10 on-ramp to the south, and Planning Area 4 to the west. Designed to complement the uses of Planning Area 2, Planning Area 3 allows for a range of commercial uses (FAR 0.50) that benefit from visibility and access from I-10, and multifamily residential uses (20-50 du/ac). Similar to PA 2, PA 3’s site plan is conceptual and will largely depend on future developers.

Vehicular access is provided as “A” Street.

3.6.2 Industrial – Planning Area 4

Encompassing approximately 92.8 acres in the southern and southwestern portions of the Specific Plan, Planning Area 4 is designated for industrial land use and is the largest of the Planning Areas. Planning Area 4 is bordered by the “A” Street alignment to the north, Planning Area 3 to the east, I-10 freeway to the south, and Thousand Palms Storm Channel to the west.

Planning Area 4 would allow a nonresidential FAR of 0.60, permitting development of up to 1,806,290 square feet of general light industrial, manufacturing, and warehouse/distribution operations. These types of uses typically attract passenger and truck traffic that benefit from a short, direct route to the regional transportation (freeway) system.

Enhanced landscaping and decorative screen walls along the northern boundary of PA 4 provide an additional buffer treatment to soften the transition further and reduce potential impacts to the uses north of PA 4. The potential IID substation and water quality/detention basins are proposed along the southern portion of PA 4. The water quality/detention basins provide additional green space as part of the development’s storm drain system. “A” Street provides east-west vehicular access from industrial traffic for uses in PA 4 to the existing signalized intersection at Monroe Street with immediate access to the Interstate 10/Monroe Street on- and off-ramps.

3.7 Circulation Plan

The project area is served directly by Monroe Street to the east and Avenue 42 to the north. Concurrent with the projects development, 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. 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 private 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 with a proposed ultimate right-of-way of 92 feet with a landscaped parkway on the south side. The project will construct its appropriate half section per Public Typical Street Sections, as may be refined by the City Engineering Department. A traffic signal may be proposed, as warranted, by the Specific Plan at the main project entry.

Monroe Street: This roadway, forming the eastern boundary of the property, is already in existence. With a proposed ultimate right-of-way of 134 feet, it will be a significant part of the project. The project will also construct adjacent landscaped pedestrian access, as appropriate per Public Typical Street Sections, as defined by the City Engineering Department, further enhancing the street's functionality and aesthetics.

Street A: This proposed private roadway bisects the project in an east/west condition, separating the proposed industrial uses from most residential uses. It has a proposed ROW of 100 feet with a landscaped pedestrian parkway on both sides. The project will construct the entire street section and connect to the existing intersection on Monroe Street including 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. Interstate 10 is under the authority of CalTrans. A portion of land at the southeast corner of the Specific Plan Area has been identified by Caltrans for expanded interchange improvements along I-10/Monroe Street westbound on-ramp. The Specific Plan does not preclude Caltrans' plans for the interchange or the operation and maintenance of I-10. Drivers traveling between the project area and the freeway system will have convenient access via the on- and off-ramps at Monroe Street, Jackson Street (one mile east), and Jefferson Street (two miles east).

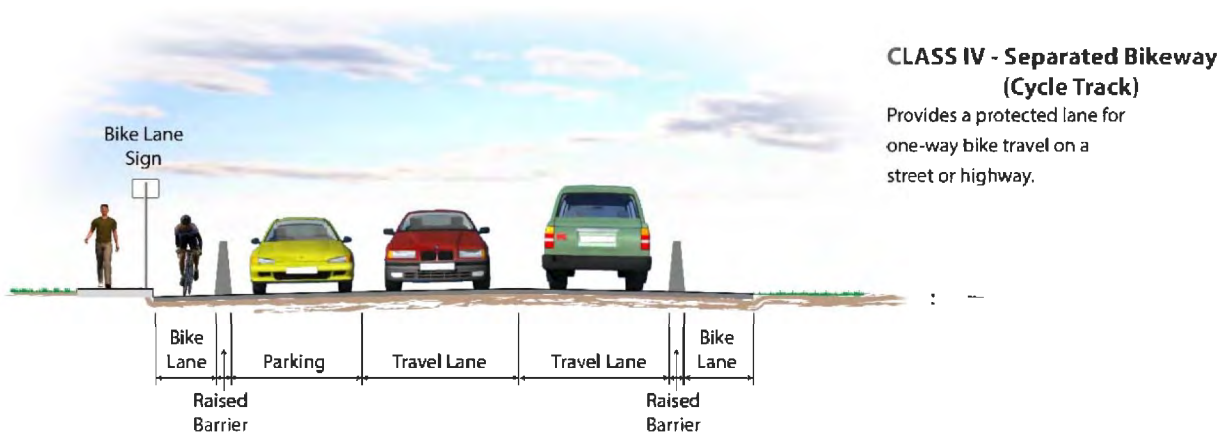
Alternative Transportation

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.

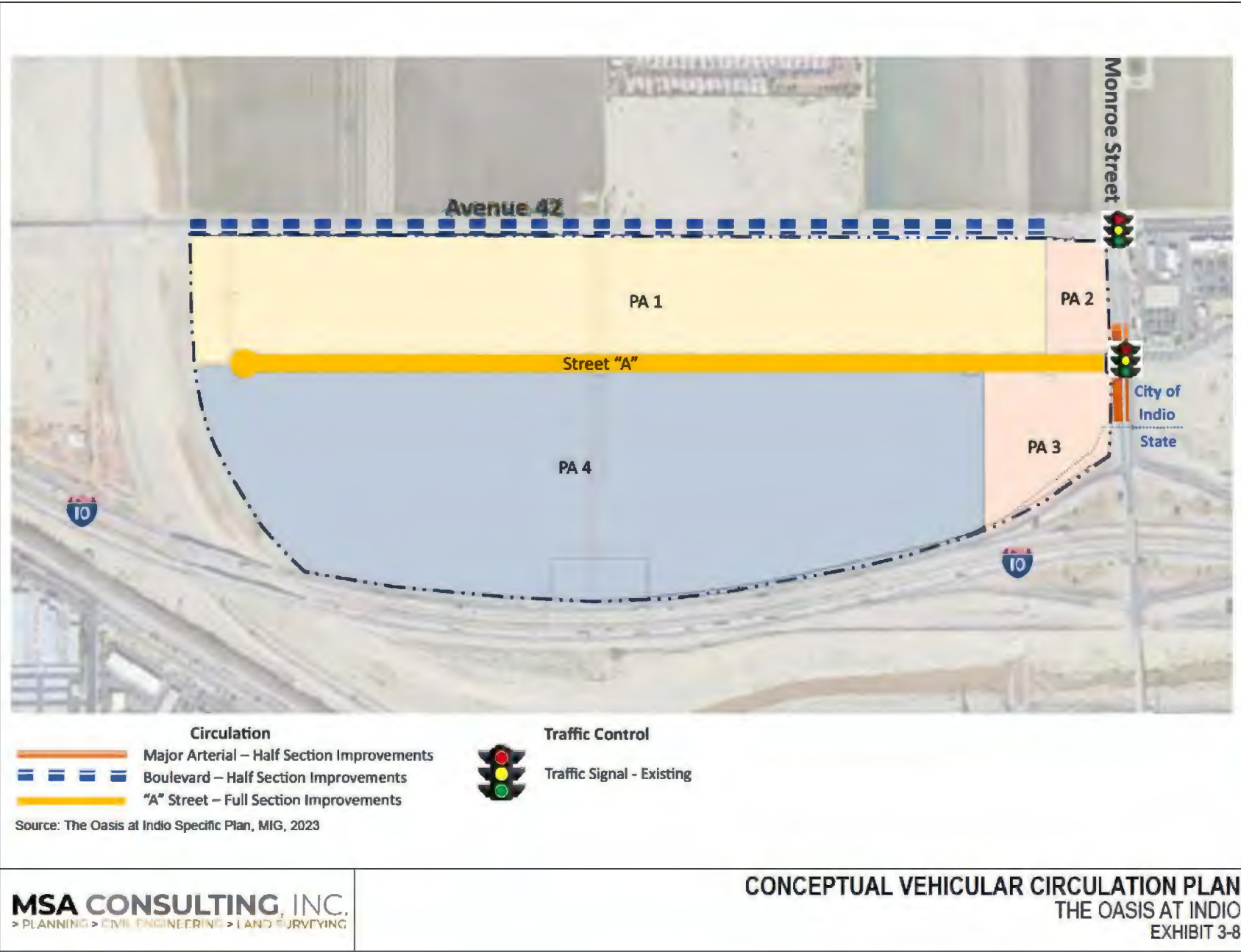
The Project would feature pedestrian access throughout the development via an integrated pedestrian trail system connecting to on-street sidewalks. The Project provides multiple pedestrian access points to connect the interior walkway system that allows residents and employees free access

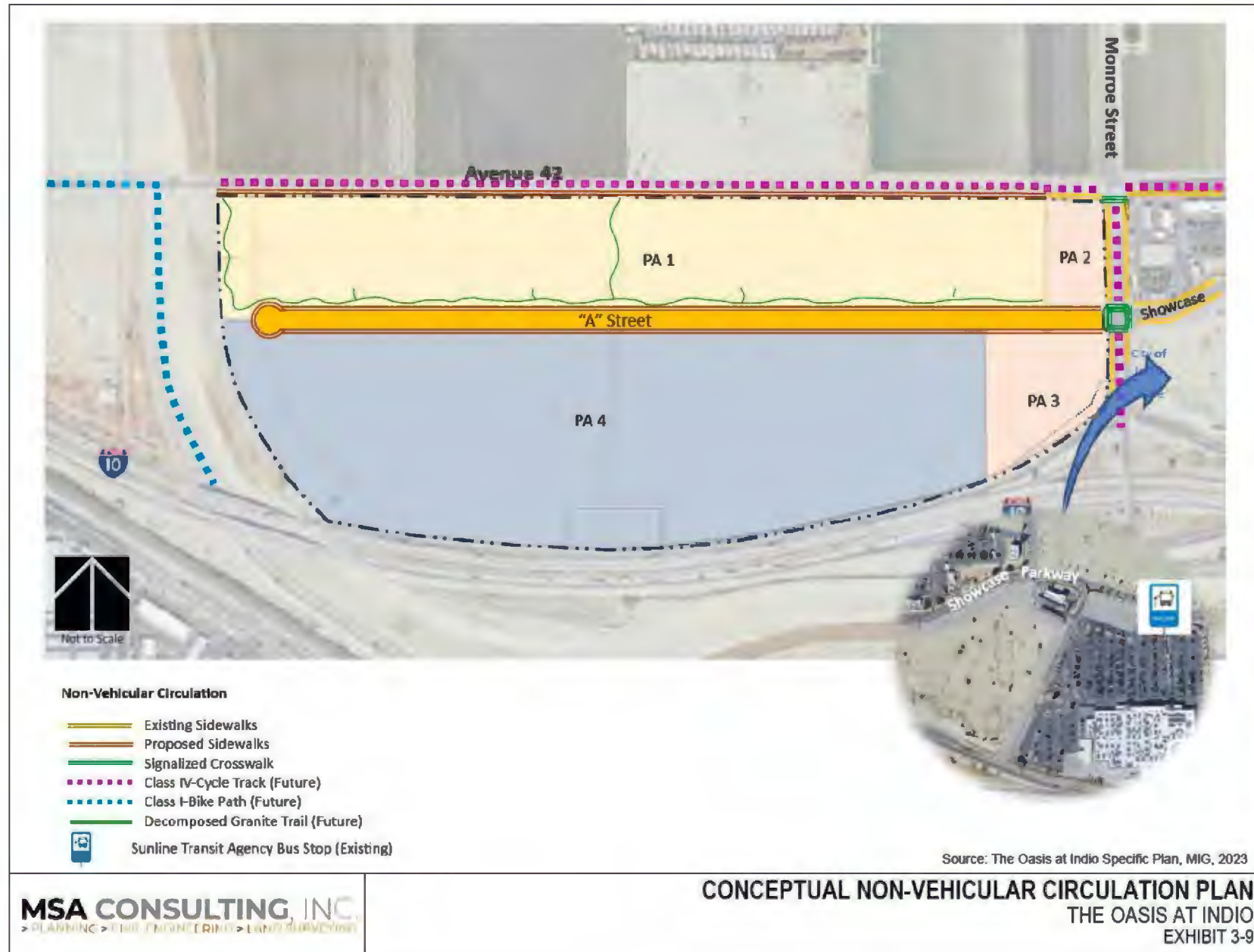
to public sidewalks on Avenue 42, interior pedestrian access along Street A and access to the Monroe Street commercial area.

Roadway improvements along Avenue 42 and Monroe Street will include a Class IV Separated Bikeway or Cycle Track – currently, no bike paths or lanes 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 parked vehicles, bollards, curbs, or any other physical device that provides this separation. The exhibit below, from the Mobility Element of the Indio General Plan, illustrates the Class IV Separated Bikeway or Cycle Track.



The Thousand Palms Storm Channel abutting the project site's westerly boundary provides a Class I – Bike Path and serves 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 that follows the general alignment of the Coachella Valley Stormwater Channel from Palm Springs to Coachella. The Class I Bike Path provides a separated corridor that is not served by streets and highways and is away from the influence of parallel streets. Class I bikeways are for non-vehicle use only, with opportunities for direct access and recreational benefits, right-of-way for the exclusive use of bicycles and pedestrians, and cross-flow conflicts are minimized.





3.8 Infrastructure Plan

The system planned to serve the project will be designed to provide a coordinated infrastructure and public services to serve the project area at full buildout. The project will be served by the following utilities:

- Water: Indio Water Authority (IWA)
- Sewer: Valley Sanitation District (VSD)
- Electricity: Imperial Irrigation District (IID)
- Gas: Southern California Gas Company
- Telecommunication: Verizon and Time Warner Cable

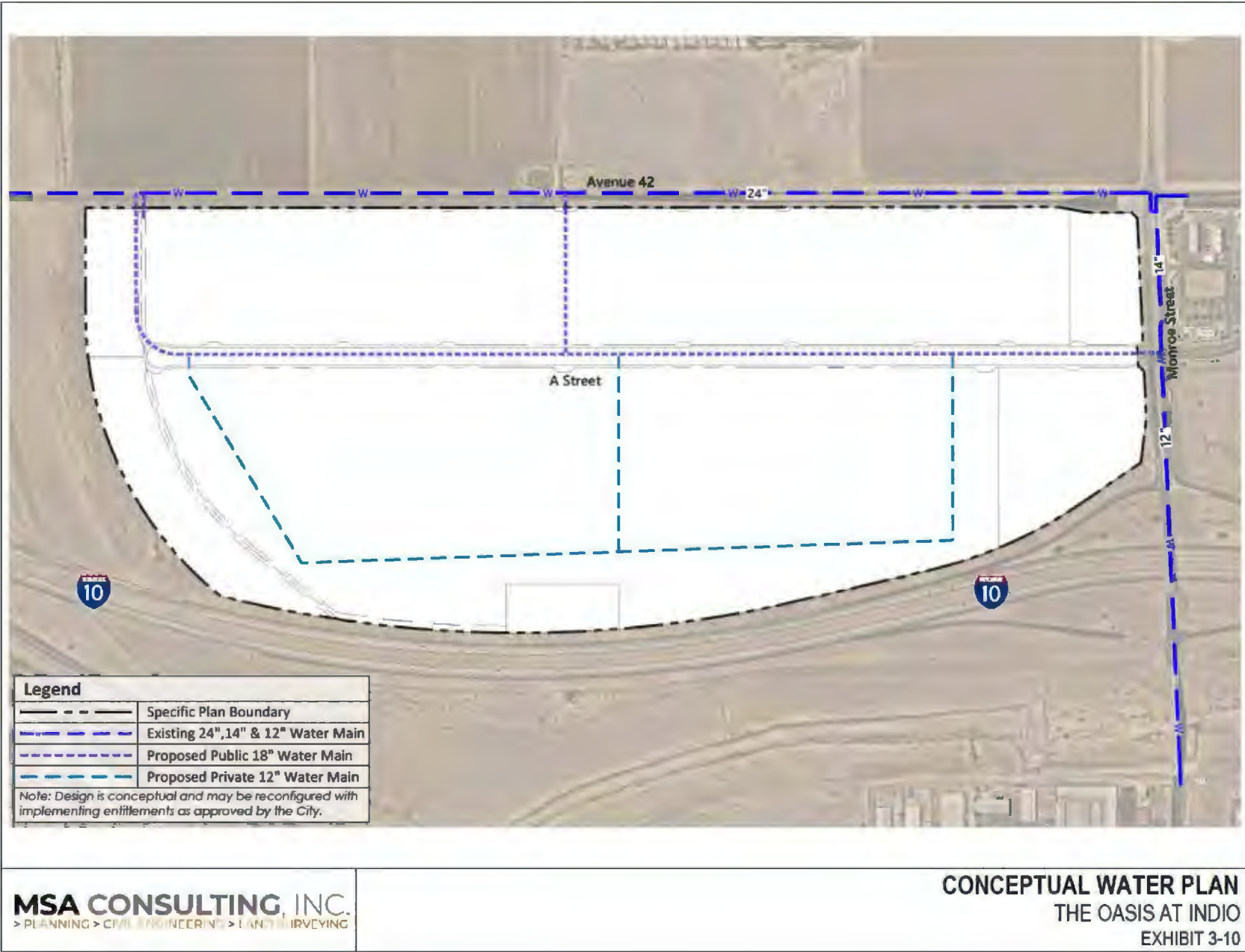
Water

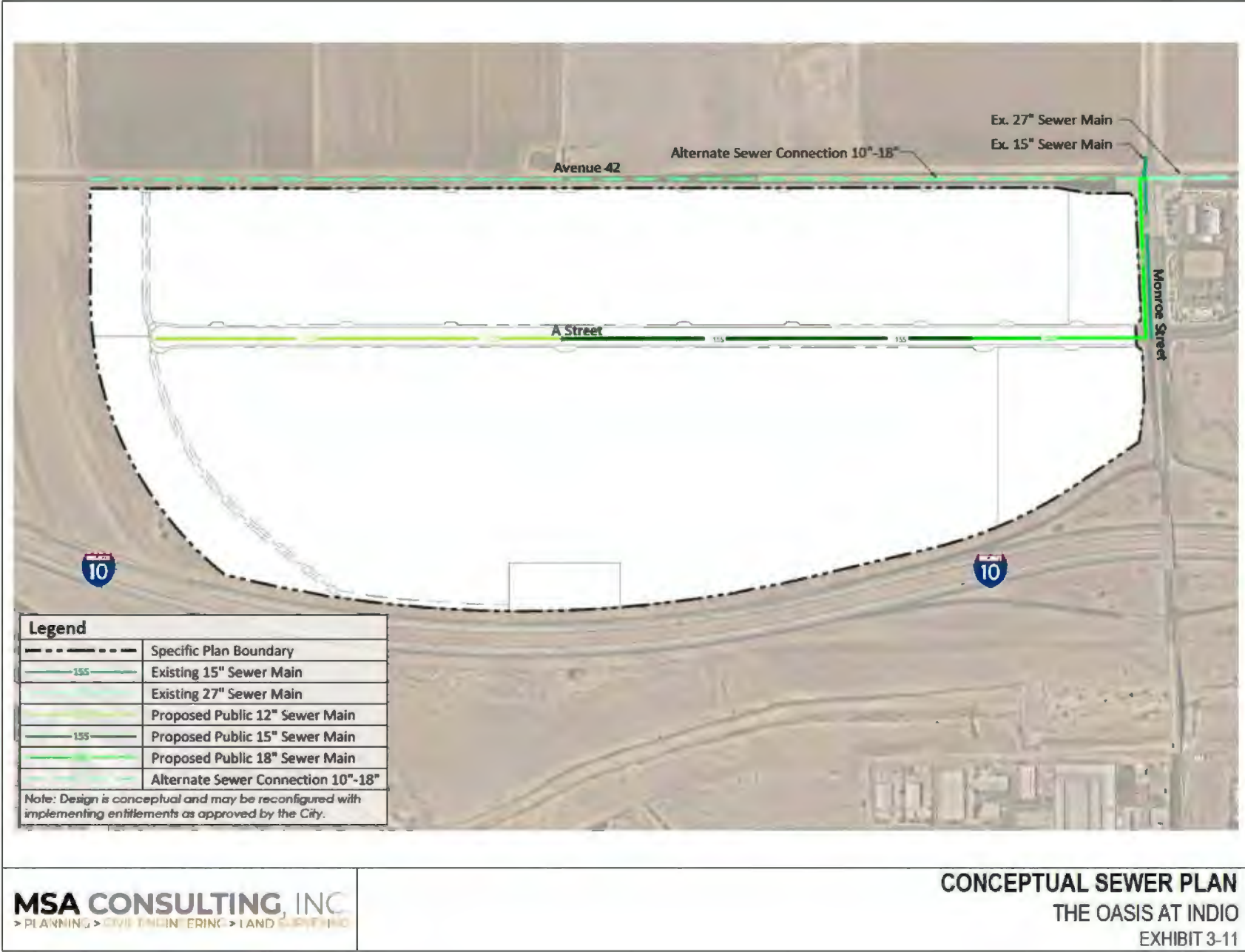
Water service for the Specific Plan area is provided by the Indio Water Authority (IWA). The IWA provides domestic water from groundwater pumped from deep aquifers in the Coachella Valley Subbasin. The project will connect to existing water lines along Avenue 42 and Monroe Street. The project proposes a public 18-inch water line along “A” Street alignment and underlies the access easements north of “A” Street connecting to the off-site water mains that underlie Monroe Street and Avenue 42. Private 12-inch lines will connect to the public 18-inch water main and provide water to the private developments.

The project will be required to conform to the requirements of the IWA’s programs and standards pertaining to water management and conservation. See **Exhibit 3-8** for the ***Conceptual Water Plan***.

Sewer

Sewer service for the Specific Plan area is provided by the Valley Sanitation District (VSD). The project will connect to an existing 27-inch sewer main at Monroe Street and Avenue 42 intersection. The project proposes a 12 to 18-inch sewer main along Street A. As determined by VSD, the project may need to construct offsite facilities, which may include a new 18” sewer main in Monroe Street from “A” Street to connect to the 27-inch sewer main in Avenue 42, replacing the existing 15-inch sewer main or extending a 15-inch sewer main along the project frontage in Avenue 42. See **Exhibit 3-9** for the ***Conceptual Sewer Plan***.





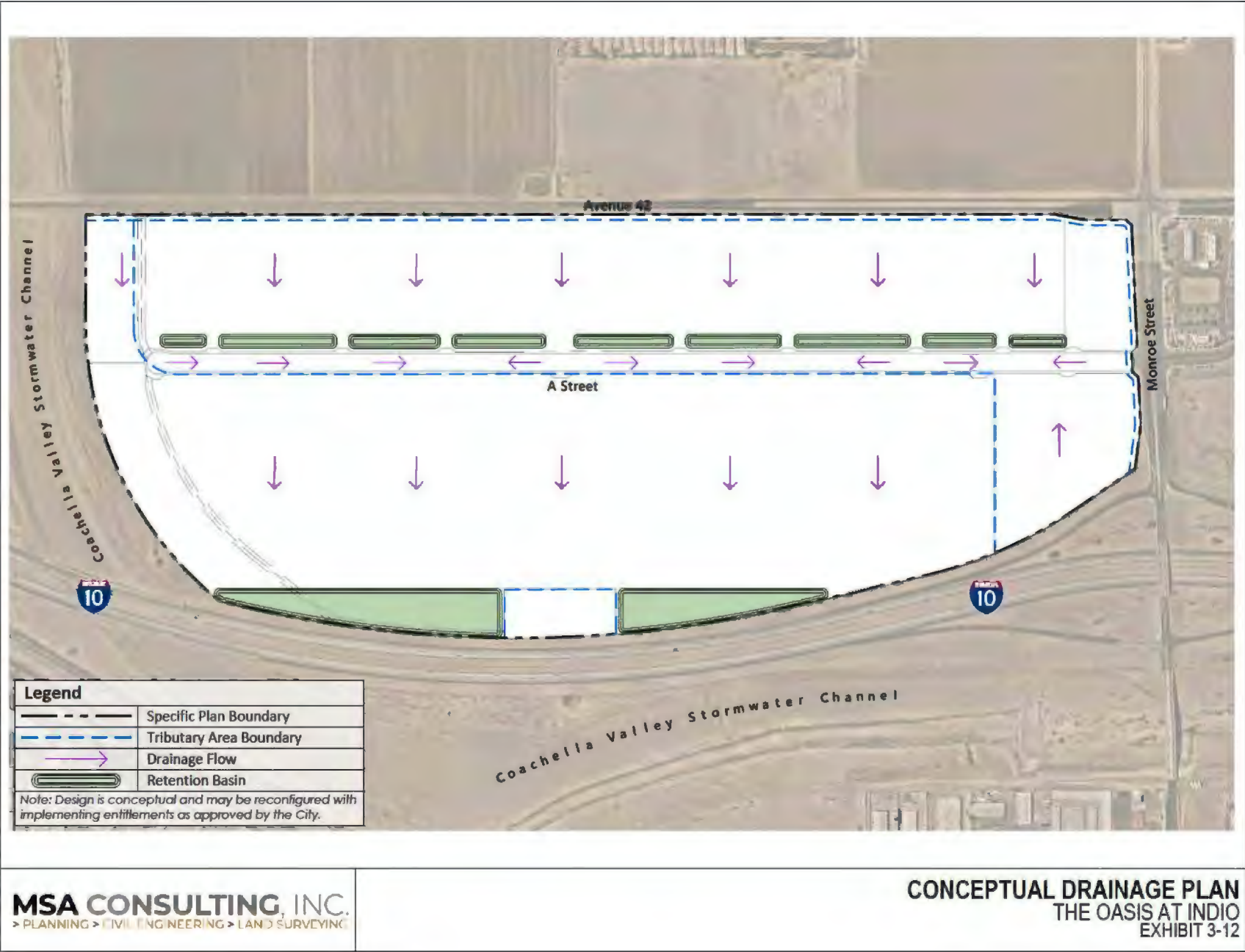
Grading and Drainage

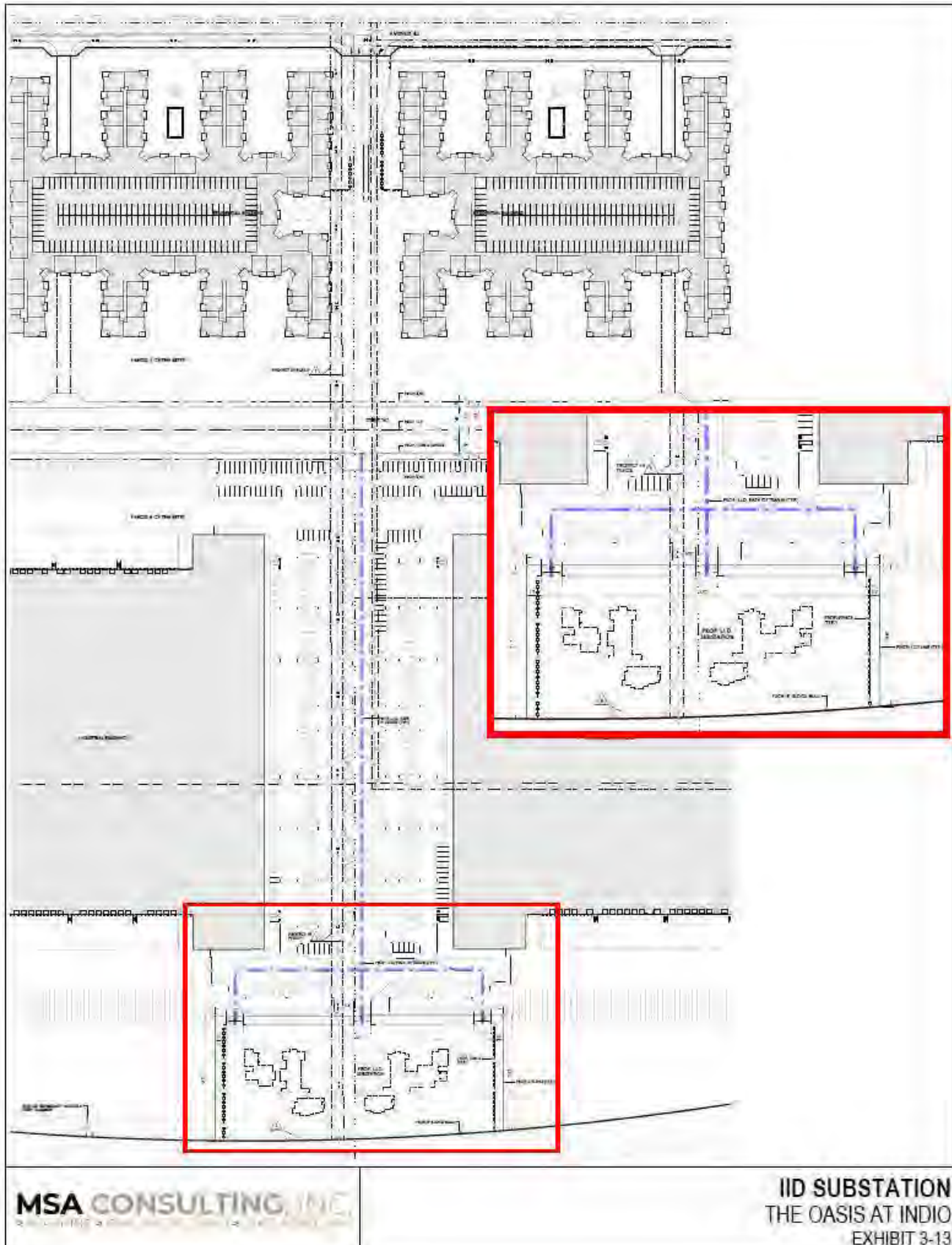
The City maintains local drainage facilities and generally conveys runoff from local streets to the regional facilities constructed, operated, and maintained by CVWD. The City of Indio's main regional flood control facility is the Coachella Valley Stormwater Channel. This channel is the main drainage 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 Interstate 10 freeway.

The site currently drains naturally from the northwest to the southeast. The local storm drain systems consist of gutters, engineered storm drains, and channels. An existing 36-inch storm drain line is located along Monroe Street. Onsite drainage will be managed by onsite retention basins and underground storage facilities, as shown in **Exhibit 3-12, *Conceptual Drainage Plan***. Retention basins will be constructed and sized to retain the worst-case flood volume from a 100-year storm event. These basins will also include water quality elements that serve as structural Best Management Practices (BMPs) in accordance with the Municipal Separate Storm Sewer System (MS-4) Whitewater River Watershed Municipal Stormwater Program.

Other Utilities

The site is within the Imperial Irrigation District's (IID) service area for electricity, Southern California Gas Company's service area for natural gas, and Verizon and Time Warner Cable for telecommunications. The project will construct an onsite power sub-station, including any required transmission line extensions and feeders that will provide power to the project and excess energy to the community grid to enhance electric system resilience in the area (see **Exhibit 3-13, *IID Substation***). Existing overhead electricity lines may be undergrounded based on size/capacity. The project also includes IID pole relocation west of Clinton Street. The project would relocate 16 existing poles from just east of Clinton Street to the westerly property line. The project will tie into the existing gas, cable, and telecommunications lines along Avenue 42 and Monroe Street. The project will not require or result in the relocation or construction of new natural gas, or telecommunication facilities.





3.9 Intended Uses of This EIR

This Draft EIR examines the environmental impacts of the project and identifies feasible measures to mitigate such impacts to the maximum extent reasonable. The Draft EIR allows the City of Indio, other responsible agencies, and interested parties to evaluate the proposed project and make informed decisions with respect to the requested entitlements.

The CEQA Guidelines stipulate that an EIR should include a statement outlining the intended uses of the EIR. This includes a list of agencies, such as the City of Indio and other responsible entities, who are expected to utilize the EIR in their decision-making processes. Additionally, it lists the permits and other approvals required for the implementation of the project, providing a comprehensive overview of the regulatory landscape.

The City of Indio will use this Draft EIR to provide information on the potential environmental effects of the following proposed actions:

- Certification of the EIR (EIR 23-0001)
- Adoption of a General Plan Amendment (GPA 23-0001)
- Adoption of a Zone Change (ZC 23-0001)
- Adoption of the Oasis at Indio Specific Plan (SP 23-0001)
- Approval of a Tentative Parcel Map (TPM 23-0001)
- Approval of Development Agreement (DA 23-0001)

Future entitlements, including TTMs will also be considered in the context of this EIR, and if found consistent, may utilize the EIR in their approval processes, as allowed by CEQA Section 15162.

3.10 Responsible Agencies

Section 15124 (d) of the State CEQA Guidelines requires that the Project Description in an EIR include a list of permits and other approvals required to implement a proposed project, the agencies expected to use the EIR in their decision making, and related environmental review and consultation requirements. The following are anticipated responsible agencies which may rely on this Draft EIR for their discretionary approvals required to implement the project:

Imperial Irrigation District

Approval or certification related to any other applicable general order, rule, or regulation concerning utility modification, conveyance, or delivery.

Indio Water Authority

Review and approval of the design and plans for the project's domestic water systems.

Valley Sanitation District

Review and approval of the design and plans for the project's wastewater systems.

Colorado Regional Water Quality Control Board (Region 7)

Approval may include but is not limited to: (1) General Construction Stormwater Permit, (2) Standard Urban Stormwater Mitigation Plan, and (3) Submittal of a Recycled Water Report for the use of recycled water as a dust control measure for construction. Additionally, approval of a Water Quality Certification under Section 401 of the Clean Water Act may be required to verify compliance with water quality requirements (waste discharge and water quality).

Riverside County Airport Land Use Commission

The Oasis at Indio Specific Plan is located within the influence area for the Bermuda Dunes Airport and Airport Compatibility Zones C, D, and E overlay the property. The Specific Plan was considered by the Riverside County Airport Land Use Commission on February 8, 2024, and found to be consistent with the Bermuda Dunes Airport Land Use Compatibility Plan.

South Coast Air Quality Management District (SCAQMD)

Approval may include but is not limited to the project's Dust Control Plan and authority to construct/permit to operate all stationary sources.

CalTrans

The Oasis at Indio Specific Plan's boundary abuts CalTrans' boundary to the southeast. CalTrans approval may include but is not limited to potential encroachment permits where the project's boundary meets CalTrans boundary.

Coachella Valley Water District

The project's western boundary lies adjacent to the Thousand Palms Stormwater Channel. CVWD approval may include, but is not limited to, potential encroachment permits and the abandoning of irrigation lines within the project.

Chapter 4.0 Environmental Impact Analysis

4.1 Introduction

This Draft EIR for the project provides analysis of impacts for 18 environmental resource categories under CEQA. **Sections 4.1** through **4.18** discuss the environmental impacts that may result with implementation of the project.

4.2 Resource Categories Addressed in the EIR

The following environmental resource categories are addressed in this chapter:

4.1	Aesthetics	4.10	Hydrology and Water Quality
4.2	Agriculture and Forestry	4.11	Land Use and Planning
4.3	Air Quality	4.12	Noise
4.4	Biological Resources	4.13	Population and Housing
4.5	Cultural Resources	4.14	Public Services
4.6	Energy	4.15	Recreation
4.7	Geology and Soils	4.16	Transportation
4.8	Greenhouse Gas Emissions	4.17	Tribal Cultural Resources
4.9	Hazards and Hazardous Materials	4.18	Utilities and Service Systems

The Draft EIR will address all environmental topics, excluding mineral resources and wildfires. The NOP determined that these sections would result in no impacts, and therefore, they are not required to be analyzed further in the Draft EIR. Please consult **Appendix A** and **Chapter 6.0, *Effects Found to have No Impact***, of this Draft EIR for an analysis of the environmental topics and conclusions of the agricultural and forestry resources, mineral resources, population and housing, recreation, and wildfire environmental topics.

4.3 Format of the EIR

Each section of this chapter is formatted with the following headings:

- Introduction
- Existing Conditions
- Regulatory Setting
- Project Impact Analysis, including Thresholds of Significance
- Cumulative Impacts
- Mitigation Measures
- Level of Significance After Mitigation

- Resources

Introduction

This section includes a brief introduction of the environmental impact to be analyzed within the section regarding the project and identifies sources used to evaluate the potential environmental effects.

Existing Conditions

This section discusses the existing conditions, services and physical environment of the project site and vicinity.

Regulatory Setting

This section includes the local, State and federal regulatory framework utilized in the analysis.

Project Impact Analysis

Thresholds of Significance

Determining the severity of project impacts is fundamental to achieving the objectives of CEQA Guidelines Section 15091, which requires that decision-makers mitigate, as entirely as is feasible, the significant impacts identified in the EIR. If the EIR identifies any significant unmitigated impacts, CEQA Guidelines Section 15093 requires decision-makers approving a project to adopt findings and a statement of overriding considerations that explain why the benefits of the project outweigh the adverse environmental consequences associated with the implementation of the project.

The significance level for each impact examined in the EIR was determined by considering the predicted magnitude of the impact against applicable significance criteria. Thresholds were developed using criteria from the CEQA Guidelines, State, federal, and local regulatory guidance, local/regional plans and ordinances, accepted practices, and consultation with recognized experts.

The following adjectives are explicitly used to define the degree of impact used in the Impact Analysis and Mitigation analysis.

An “**adverse**” impact is any negative environmental result of the project, however small. As a disclosure document, the finding of an impact as “adverse” merely indicates that the project will cause an impact compared to existing conditions, even though that impact may be less than significant. For example, the removal of vegetation from a vacant site might be considered adverse (i.e., “negative”), but it may not exceed a local threshold, such as loss of native plants or plant communities. Therefore, an impact may be adverse without being significant.

A “**significant**” impact is a substantial negative effect that exceeds a critical and accepted threshold for significant adverse environmental effects. CEQA defines a significant effect on the environment as “*a substantial or potentially substantial, adverse (i.e., negative) change in any of the physical conditions within the area by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic or aesthetic significance...*” (CEQA Guidelines, Section 15383). As recommended in the CEQA Guidelines, impacts are also identified as “**potentially significant**” prior to mitigation, which is the standard for determining which potential impacts are studied in the EIR.

Methodology

This section discusses the methodology used during the technical analysis where necessary.

Project Impact

The environmental impact analyses conducted for each environmental topic were undertaken under to the following CEQA Guidelines sections:

- Section 15126, *Consideration and Discussion of Environmental Impacts*;
- Section 15126.2, *Consideration and Discussion of Significant Environmental Impacts*; and

Each environmental impact discussion assesses project-specific environmental effects of the proposed project.

The results of the impact analyses discussed under each environmental topic were evaluated for significance relative to thresholds of significance identified at the beginning of each environmental impact discussion. The thresholds of significance presented are consistent with Appendix G *Environmental Checklist Form*, of the CEQA Guidelines, and where applicable, also include quantified performance standards.

Cumulative Impacts

The basis for the cumulative impact analyses provided in this Draft EIR is consistent with Section 15130, *Discussion of Cumulative Impacts*, of the CEQA Guidelines. In particular, Section 15130 (b)(1)(A) as follows:

The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as much detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

This discussion analyzes the project’s cumulative impacts in conjunction with the City of Indio General Plan buildout and other factors identified for each environmental topic.

Mitigation Measures

In some cases, following the impact discussion, reference is made to State and federal regulations and agency policies that would fully or partially mitigate the impact. In addition, policies and programs from applicable local land use plans that partially or fully mitigate the impact may be cited. Project-specific mitigation measures, beyond those contained in other documents, are offset with a summary heading and described using the format presented below:

AES-1 Project-specific mitigation is identified that would reduce the impact to the lowest degree feasible.

Level of Significance After Mitigation

This section identifies the resulting level of significance of the impact following mitigation.

Resources

This section lists the resources used to write the section. The resources can also be found in **Chapter 8.0, *References***, of this EIR.

4.1 Aesthetics

4.1.1 Introduction

This section of The Oasis at Indio Draft Environmental Impact Report (“Draft EIR”) describes the existing aesthetic character of the project site and surrounding area. This section also analyzes the potential impacts to the aesthetic quality of the site and surroundings and determines whether project implementation would result in significant impacts. Descriptions and analysis in this section are based on information contained in *The Oasis at Indio Specific Plan (Appendix A)*, the Indio General Plan, Indio Unified Development Code (“Development Code”), as well as other planning documents, including the Gateway Specific Plan, and aerial imagery of the project property and surrounding area. Sources used in the preparation of this section are identified in **Chapter 8.0, References**, at the end of this EIR. Please consult **Chapter 9.0** for a glossary of terms and acronyms used in this Draft EIR.

4.1.2 Existing Conditions

Aesthetic Value and Quality

The perception and uniqueness of scenic vistas and visual character can vary according to location and composition of its surrounding context. The subjective values attributed to views is affected by the presence and intensity of neighboring man-made improvements, such as structures, overhead utilities, and landscaping, often in relation to the aesthetic quality offered by a natural background that may include open space, mountain ranges, or a natural landmark feature. The proximity and massing of structures, landscaping and other visual barriers interact with the visibility of surrounding environments to restrict or enhance the value of local characteristic views. The evaluation of scenic vistas takes into consideration the physical compatibility of proposed projects in relation to land uses, transportation corridors, or other vantage points, where the enjoyment of unique vistas may exist, such as residential areas or scenic roads.

Existing Conditions

The project site encompasses an area of approximately 183 acres in the City of Indio. The site is bounded by Avenue 42 to the north, Monroe Street to the east, the Interstate 10 (I-10) to the south, and the Thousand Palms Stormwater Channel to the west. The local area is characterized as a developing area with a number of residential communities and agricultural land to the north, commercial uses to the east, the I-10, Coachella Valley Stormwater Channel, and industrial uses to the south, and open space to the west. Vacant, undeveloped lots are also scattered in areas north, east, and west of the project.

Topography

The topography of the region progresses from the flat desert floor, where Indio is located, to the top of dramatic mountaintops that rise over 10,000 feet. The contrast between the flat desert landscape and the mountain peaks surrounding it provides views of picturesque landscapes for residents and visitors. The City of Indio is located adjacent to the Indio Hills and Little San Bernardino Mountains to the north.

The project site is currently flat due to natural area topography and previous onsite disturbance associated with agricultural operations, which occupied the entire site. Previously existing scattered residential properties and automotive repair shop have been demolished. The site is cleared of vegetation and has remained in a vacant and undeveloped condition for at least four years in some portions and longer in other.

Existing Aesthetic Character

The City of Indio and the City's Sphere of Influence (SOI) is characterized by a mix of suburban areas, rural areas, and open space areas. The City is primarily characterized by suburban development, comprised of residential neighborhoods, resort properties, commercial shopping centers, office parks, golf courses, parks and community facilities built along landscaped boulevards with perimeter walls and landscaping, as well as curb, gutter, and sidewalk improvements. Buildings tend to be low-rise, which preserves views of the surrounding mountains from private and public lands. The southern portion of the City consists of rural residential development, while natural open space is concentrated within the SOI in the northern edges of the City.

According to the Indio General Plan (GP) Environmental Impact Report (EIR), aesthetic resources within the City consist of both natural elements and the built environment, including open space, areas of native vegetation, mature trees, rural lands, and historic landmarks. The City's physical setting in the Coachella Valley offers scenic views of the Little San Bernardino, Santa Rosa, and San Jacinto Mountains, Indio Hills, and other undeveloped hilly areas viewable throughout the City. Additional aesthetic resources within the Planning Area include historic structures and districts, architectural design, streetscapes, manufactured landscapes, as well as scenic tree resources, including those designated as "Heritage Trees" by the Municipal Code or distinguished with plaques and/or past commemoration¹.

The project site is located at the southwest corner of Avenue 42 and Monroe Street. The Interstate 10 (I-10) freeway followed by the Coachella Valley Stormwater Channel delineates the project's southern boundary, while the Thousand Palms Channel followed by Madison Street delineates the project's eastern boundary. The project property is currently undeveloped and vacant. Previous use of the site included agricultural operations, an automotive repair shop and scattered residential

¹ Indio General Plan Environmental Impact Report, Page 3-5

structures. The residential structures and automotive repair shop have been demolished, and no agricultural operations occur onsite, thus, the site's vacant character. Existing utility poles and associated easements occur along the project's northern boundary, and through the project property extending from Avenue 42 south along the Clinton Street alignment.

4.1.3 Regulatory Setting

State

Caltrans State Scenic Highways Program

Caltrans manages the State Scenic Highway Program, provides guidance, and assists local government agencies, community organizations and citizens with the process to officially designate scenic highways.

The California Scenic Highway Program was created in 1963 to protect and enhance the natural scenic beauty of California highways and adjacent corridors, through special conservation treatment. The Streets and Highways Code, Sections 260 to 263 governs the Scenic Highway Program by establishing and applying standard for, and undertaking the development of, official scenic highways. The department must take into consideration the concept of the "complete highway," which is a highway that incorporates not only safety, utility, and economy, but also beauty. In the development of official scenic highways, the department must give special attention both to the impact of the highway on the landscape and to the highway's visual appearance. Per Section 260 of Article 2.5, the designation of state scenic highways is intended to:

"to assign responsibility for the development of such scenic highways and for the establishment and application of specific planning and design standards and procedures appropriate thereto and to indicate, in broad statement terms, the location and extent of routes and areas requiring continuing and careful co-ordination of planning, design, construction, and regulation of land use and development, by state and local agencies as appropriate, to protect the social and economic values provided by the state's scenic resources."

According to the State Scenic Highway Program Route 62 and 74 are listed as state scenic highways in the Coachella Valley. Route Highway 111 from Bombay Beach in Salton Sea State Park to Route 195 near Mecca and from Route 74 (near Palm Desert) to Interstate 10 (near Whitewater) are both eligible scenic highways but are not "officially designated." No scenic highways occur in Indio, or near the project site.

Regional

Riverside County Ordinance No. 655, Regulating Light Pollution

Riverside County's Ordinance No. 655 is intended to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays which have a detrimental effect on astronomical observation and research at Mount Palomar. Per this ordinance, outdoor light fixtures refer to outdoor artificial illuminating devices, installed or portable, used for flood lighting, general illumination, or advertisement. Such devices shall include, but are not limited to, search spot, and flood lights for:

- Buildings and structures,
- Recreational facilities,
- Parking lots,
- Landscape lighting,
- Outdoor advertising displays and other signs,
- Street lighting on private streets, and
- Walkway lighting

As illustrated in Figure 4.4.1 of the Riverside County General Plan Environmental Impact Report (page 4.4-7), Indio lies within Zone B of the Palomar restricted nighttime light zone and must comply with the County standards.

Riverside County Airport Land Use Commission

The Airport Land Use Commission (ALUC) was established under the California State Aeronautics Act (Public Utility Code Section 21670). The main goal of the ALUC is to protect the public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to extensive noise and safety hazards within areas around airports. ALUC reviews land use compatibility issues for development surrounding airports including safety, noise, overflight, and airspace protection. These compatibility issues are identified and analyzed in the Airport Land Use Compatibility Plans (ALUCP) for each airport, and implementation of these Plans promotes compatible development around the airports, restricting building heights and uses that lie within certain airport zones. The project is partially located within the Bermuda Dunes ALUCP.

Bermuda Dunes Land Use Compatibility Plan

The Bermuda Dunes Airport is a privately owned airport, located south of Country Club Drive, and west of Jefferson Street. The Airport Land Use Compatibility Plan for the Bermuda Dunes Airport anticipates that the airport could eventually reach approximately 75,000 annual operations, an 80% increase over its estimated present activity level. This beyond-20-year projection is assumed to be the airport's capacity and is based upon the aircraft parking constraints. Activity at Bermuda Dunes Airport is highly seasonal. Airport management records indicate that average days during the peak season (winter) experience twice the number of aircraft operations as the annual average day and peak days can produce even higher activity levels. There are limits on the maximum structure height,

use restrictions, and mitigation and other treatments for new development built within the compatibility zones identified in the ALUCP. The project is located within Airport Zone C, D, and E.

Local

Indio General Plan

The Indio General Plan (GP) addresses various elements relevant to the growth of the community including elements specifically relevant to the aesthetic and visual character of the City in the Land Use and Urban Design Element.

According to the Land Use and Urban Design Element, the project site is located within the Mixed-Use Neighborhood and Regional Commercial land use designations. The building form and character established for the Mixed-Use Neighborhoods and Regional Commercial land use designations, as identified in the Indio General Plan, are provided below.

Mixed-Use Neighborhood:

Buildings are set back from the sidewalk to provide moderately sized front yards with porches and terraces except in mixed-use areas. In mixed-use areas, buildings are set near or at the back of the sidewalk to support outdoor dining and easy view of shopfronts. Buildings may include a variety of housing types up to four-stories, with mixed-use buildings up to four-stories focused on key intersections, along main corridors, and/or adjacent to public open space. This designation allows 20 to 40 dwelling units per acre, and a commercial floor area ratio (FAR) of 0.5.

Regional Commercial:

Buildings are entirely near or at the sidewalk to shape the streetscapes. Parking lots may be located on some frontages, if they are screened with low walls and/or plantings. Building frontages are continuous shopfronts unless broken by courtyards, paseos, or screened parking lots. Service functions, such as loading and trash pickups, should occur at the rear. Buildings can be up to three-stories. Commercial FAR should be 0.35 to 1.0 in this designation.

The Land Use and Urban Design Element identifies areas planned for residential, commercial, and public uses, and provides the initial framework for the design aspects and allowed uses within the various planned areas. The Land Use Element ensures that conflicting uses are not located adjacent to each other, and outlines goals, policies, and programs within each land use category. The goals and policies applicable to the proposed project are listed below.

Goal LU-1: Citywide Urban Structure. An urban structure that enhances the quality of life of residents, meets the community's vision for the future, and weaves new growth areas together with established Indio neighborhoods.

Policy LU-1.6 Bermuda Dunes Airport Influence Area compatibility zones. Projects within the Airport Influence Area (AIA) shall be consistent with the densities, intensities,

prohibited uses, and other development conditions defined in the Bermuda Dunes Airport Land Use Compatibility Plan, as adopted by the Riverside County Airport Land Use Commission (ALUC). For more information, see www.rcaluc.org

Goal LU-2: Active Places. Indio is a City with active and comfortable places that encourage social interaction and community gathering.

Policy LU-2.1 Walkable neighborhoods. Require all new neighborhoods to be pedestrian friendly by including features, such as short blocks, wide sidewalks, shaded streets, buildings that define and are oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets designed for pedestrians, cyclists, and vehicles.

Policy LU-2.2 Balanced land uses. Maintain a balanced land use pattern to support a broad range of housing choices, retail businesses, employment opportunities, educational and cultural institutions, entertainment spaces, and other supportive uses and within long-established Indio neighborhoods and new growth areas.

Policy LU-2.3 Access to amenities. Strive to create development patterns such that most residents are within one-half to one-mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, places of worship, cafes, dry cleaners, laundromats, banks, hair care, pharmacies, civic uses, and similar uses.

Goal LU-4: High-Quality Building Design. A beautiful city with a high-quality architecture and building design.

Policy LU-4.1 Quality design. Use simple, urban building forms made with permanent materials with high quality detailing that stands the test of time.

Policy LU-4.2 Scale and articulation. Use building organization and construction to derive scale and articulation rather than surface ornamentation.

Policy LU-4.3 Building materials. Convey façade articulation through the strength, depth, and permanence of building materials. Thinner cladding materials, such as stucco, stone and masonry veneers, and wood or simulated wood, may be used when finished to appear as durable and authentic of the materials they simulate.

Indio General Plan Environmental Impact Report

The Indio General Plan Environmental Impact Report (GP EIR) analyzes the impacts of buildout of the City on public views, scenic resources, visual character, and light and glare. Within the City of Indio, scenic resources consist of the natural and built environment, including open space, areas of native vegetation, mature trees, rural lands, and historic landmarks. Additional aesthetic resources within

the City include historic structures and districts, architectural design, streetscapes, manufactured landscaped, as well as scenic tree resources.

The community character of the City reflects a suburban atmosphere consistent with the balance of the Coachella Valley. Scenic vistas or public views are defined as views of scenic resources from public locations. Scenic viewpoints can be defined as singular vantage points that offer an unobstructed view of expansive visible landscape components. Due to the City's physical setting in the Coachella Valley, scenic views of the Santa Rosa Mountain, San Jacinto Mountain, Little San Bernardino Mountains, Indio Hills, and other undeveloped hilly areas are available throughout the City.

The Indio GP EIR determined that buildout of the City would not result in impacts to scenic resources, community character, or light and glare.

Indio Unified Development Code

The Indio Unified Development Code ("Development Code") acts to implement the City's General Plan and to protect, promote, and enhance the public health, safety, peace, comfort convenience, prosperity, and general welfare. Regulations regarding design standards and guidelines are provided throughout the Indio Development Code. Regulations include:

Section 3.02.11, *Outdoor Lighting*, which set standards for all new development and to exterior alterations and additions that involve replacement light fixtures or systems. Section 3.02.11 prohibits searchlights, hazardous lighting, mercury vapor, illumination of an entire building, large commercial antenna lighting, roof-mounted lighting, and flashing light types. General requirements include compliance with the International Dark Sky Association recommendations, outdoor lighting fixture heights, and the avoidance of light trespass.

Article 2 of the Development Code (Zone Regulations) establishes allowed land uses and corresponding requirements for permits and entitlements for each of the City's base and overlay zones. The development regulations provided for the zones establish lot size, building heights, setback requirements, parking standards, open space standards, and others.

Per the Indio Zoning Map, the project is located within Mixed Use Neighborhood (MUN) (Section 2.03 of Development Code), Regional Commercial (RC) (Section 2.04 of Development Code), and Specific Plan Mixed Use (MU-SP) zoning designations.

4.1.4 Project Impact Analysis

Thresholds of Significance

According to the CEQA Guidelines' Appendix G Environmental Checklist, to determine whether impacts to aesthetics are significant environmental effects, the following questions are analyzed and evaluated. Would the Project:

- a) Have a substantial adverse effect on a scenic vista?
- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Methodology

The analysis of the potential aesthetic impact of the proposed project is provided in the following discussion. Descriptions and analysis in this section are based on information contained in The Oasis at Indio Specific Plan. Aesthetic impacts are evaluated by considering proposed grading, landform alteration, building setbacks, scale, massing, typical construction materials, and landscaping features associated with the design of the project. The project's impact on scenic vistas and the existing scenic quality are objectively examined to determine whether development of the project would have significant impacts on the property and surrounding area. Currently the site is governed by the Indio Development Code on the east and Gateway Specific Plan on the west.

The project proposes a mixed-use development with commercial, residential, and industrial land uses split into four planning areas on approximately 183 acres. To allow the development of these uses, the project proposes the adoption of The Oasis at Indio Specific Plan ("Specific Plan"), which if approved, would govern the entire site. Per the Specific Plan, Planning Area (PA) 1 is proposed along the northern boundary and is proposed as a mixed-use district, but assumed for development of residential uses; Planning Area 2 is located east of PA 1 and proposes commercial/retail uses; PA 3 is located south of PA 2 and also proposes commercial/retail uses; and finally, PA 4 is located west of PA 3 and south of PA 1 and proposes industrial uses and an approximately 2.4-acre substation. The exhibit below illustrates the proposed planning areas within the project.



Source: MIG

The Maximum Buildout Scenario within the Specific Plan would include fifty dwelling units per acre in Planning Areas 1, 2 and 3 (up to a maximum of 3,240 dwelling units), 20,000 square feet of commercial non-residential uses in Planning Areas 2 and 3, and 1,806,290 square feet of industrial uses in Planning Area 4. An alternative buildout scenario – Scenario #2 – identified for informational and analysis purposes, and which complies with the Specific Plan’s maximum buildout intensity limits and the equivalency conversion rates – is assumed to include development of 20 dwelling units per acre in Planning Areas 1, 2 and 3 (totaling to 1,237 dwelling units), 71,600 square feet of commercial non-residential uses and a 128-key hotel/motel in Planning Areas 1, 2 and 3, and 1,806,290 square feet of industrial uses in Planning Area 4. As mentioned previously, this EIR is analyzing the maximum development potential with the most environmental impacts, which has been determined to be Maximum Buildout Scenario option with 3,240 dwelling units, 20,000-square-foot non-residential use, and 1,806,290-square-foot industrial use.

For analysis purposes, this Aesthetics discussion utilizes the Development Standards and Design Guidelines provided in Chapters 3 and 4 (respectively) of The Oasis at Indio Specific Plan. Chapter 4 establishes guidelines for the project to promote a high-quality and cohesive development, while allowing flexibility and variation. Chapter 3 outlines the development standards for the proposed planning areas, as indicated in the table below.

Table 4.1-1 Development Standards^{1, 2 & 3}

Standard	Mixed-Use District			Industrial	Additional Comments/Regulations
	MF Residential	MU	COM		
Lot and Density Standards					
Density (Units/Gross Acres)	20-50		--		See Indio Municipal Code Chapter 154 (Density Bonuses and Other Incentives for Low-Income and Senior Housing)
Min. Project Site	10,000 sf				
Min. Lot Width/Depth	N/A	N/A		N/A	
Max. Non-Residential Floor Area Ratio ⁴		0.50		0.60	
Max. Height (ft)/Stories	60 ft/4 stories	60 ft/4 stories	60 ft/3 stories	Zone C: 70 ft Zone D/E: 100 ft	Subject to the Bermuda Dunes Airport Land Use Compatibility Plan. FAA review would be required for any structures with top of roof exceeding 127 feet above mean sea level.

Standard	Mixed-Use District			Industrial	Additional Comments/Regulations
	MF Residential	MU	COM		
Max. Height (ft) – w Architectural Features	70 ft			---	
Max. Height (ft) - Accessory Building	30 ft	---	---	---	
Min. Ground Floor Height – Non-residential (Floor to Floor)	N/A	18 ft	---	---	
Minimum/Maximum Building Site Setback⁵					
Avenue 42	25 ft	10 ft/20 ft	10 ft	---	See IUDC Section 2.03.06 Mixed-Use & M-F Residential Design Standards, Figure 2.03.06-1 (<i>Building Frontage Location</i>)
Monroe Street	10 ft	10 ft	10 ft	---	
"A" Street ⁶	50 ft	15 ft	15 ft	10 ft	Muni Code: Per Section 95C.08 (A) Standing motor vehicles. No person shall operate or permit the operation of any motor vehicle with a gross vehicle weight rating in excess of 10,000 pounds, or any auxiliary equipment attached to such a vehicle, including but not limited to refrigerated truck compressors, for a period longer than 15 minutes in any hour while the vehicle is stationary and on a public right-of-way or public space, within 150 feet of a residential area between the hours of 7:00 p.m. and 7:00 a.m., except when movement of said vehicle is restricted by other traffic.
Private Street	5 ft	5 ft	5 ft		
Alley or Common Drive	5 ft	5 ft	5 ft	--	

Standard	Mixed-Use District			Industrial	Additional Comments/Regulations
	MF Residential	MU	COM		
Interior Property Line	5 ft	10 ft	10 ft	0 ft; 20 ft adjacent to residential	
Freeway Right-of-Way	20 ft	20 ft	10 ft	10 ft	
Distance between Structures	Minimum required by adopted Building and Fire Code.				
Parking Frontage ⁷					
Max. Surface Parking Along Avenue 42 and Monroe St. Frontage	30%	30%	---	---	No more than 30% of the primary street frontage shall be devoted to parking. (See IUDC Figure 2.03.03-1. Maximum Parking Frontage Along a Primary Street)
Minimum Open Space Standards					
	M-F	MU	COM	IND	Minimum private open space is six feet in either direction. Common open space includes roof decks and other shared common open areas. Minimum common open space dimension is twenty feet in either direction. Setback areas are not considered usable open space unless they are at least twenty feet wide. Up to 40 sf per unit can be provided in an indoor communal space so long as it opens directly on to a common outdoor space.
Minimum Per Unit	190sf/unit; Min. of 100 sf of private open space is required for ground- level units and 60 sf of private open space for upper- level units.	100 sf/unit; Mixed-Use Developments; a minimum of 50% of the units must have 60 sf of private open space.	---	---	
Min. Usable Open Space applies to mixed-use Commercial over 25K sf	---	3% of gross floor area	---	---	Could be common open space for employees or publicly accessible open space. If the open space is over 1,000 square feet and provided as publicly accessible, up to 50 percent may be counted towards the required

Standard	Mixed-Use District			Industrial	Additional Comments/Regulations
	MF Residential	MU	COM		
					residential common open space.
Min. Landscaping (% of lot)	10% of the lot, of which 50% must be planted with live plant material	10% of the lot, of which 25% must be live plant material.			
Minimum Parking Lot Landscaping	Fifteen percent of the total off-street open parking area shall be Landscaped. A min. one-third of the required landscaping shall be distributed within the interior of the parking facility and the remaining two-thirds shall be provided as peripheral planting on the exterior edges of the parking area.				

Other Standards	
Rules of Measurement	See IUDC Chapter 3.01
Accessory Structures	See IUDC Section 3.02.04
Setbacks and Encroachments	See IUDC Section 3.02.03
Utilities, Services Areas, and Building Equipment	See IUDC Section 3.02.07
Refuse and Recycling	See IUDC Section 3.02.08
Landscaping	See IUDC Section 3.02.09
Fences, Walls, and Screening	See IUDC Section 3.02.10
Outdoor Lighting	See IUDC Section 3.02.11
Off-Street Loading	See IUDC Section 3.03.10
Signs	See IUDC Chapter 3.05

Notes:

- Properties located within the Airport Influence Area (AIA) shall be subject to the requirements and standards of the Bermuda Dunes Airport Compatibility Plan (ALUCP).
- Densities and intensities shall be consistent with the criteria of the Bermuda Dunes Airport Compatibility Plan, including applicable County-wide criteria as may exist at the time of project review.
- Number of employees shall be based on the largest shift that occurs in a typical week.
- Individual parcels within PA 4 may exceed the maximum FAR provided that the sum of the industrial development FAR within PA 4 does not.
- Setbacks from public streets shall be measured from public right-of-way. "A" Street setbacks shall be measured from lot line/right-of-way.
- A 50-foot-wide minimum setback along the north side "A" Street in PA 1 shall include an enhanced landscaped transition zone. The landscape shall encompass a living desert landscape environment comprised of large canopied evergreen shade trees, shrubs, and semi-tropical flowering plants to create a natural lush low-water landscape with a variety of shapes,

intriguing color palettes, and textures. Landscaping may include walkways, benches, trellises, thematic fencing and walls, and related amenities.

7. Surface parking limitations are not applicable along “A” Street.

Landscape

The project’s landscaping plan will serve to achieve visual appeal, soften site design, promote compatibility, provide screening, and control stormwater runoff. The project will incorporate a desert-friendly landscape palette with low-water usage in compliance with the City’s Water Efficient Landscape Ordinance. Landscaping will occur throughout the project area, but most prominently along the various roadways and site frontage entryways. Street corners will include multiple layers of landscaping and identification monuments. Streetscape landscaping presents a combination of evergreen and deciduous trees, shrubs, and masses of groundcovers to create a sustainable and visually pleasing experience for pedestrians and passing motorists. Creative solutions along the northern boundary of PA 4 include berms, multiple layers of landscaping and use of decorative walls. An enhanced landscape transition zone along the southern boundary of PA 1 would provide passive pedestrian uses and serve as a bio-infiltration basin for development in PA 1. The basins would be planted within living desert landscape palette utilizing layers of large, canopied evergreen shade trees, shrubs, and semi-tropical flowering plants to create a natural lush low-water landscape with a variety of shapes, intriguing color palettes, and textures.

Two large bio-infiltration basins designed to capture, immobilize, and treat pollutants from stormwater runoff are provided along the southern boundary of PA 4. The essential component utilizes diverse native plant materials to maximize system performance and sustainability while simultaneously creating a green buffer area between the industrial use and Interstate 10.

The basins are designed to retain the incremental increase in developed flow and release stormwater at predevelopment levels so there is no impact on downstream properties.

Circulation

The project area is served by Monroe Street to the east, and Avenue 42 to the north. The Interstate 10 freeway (I-10), which is under the authority of Caltrans, delineates the project’s southern boundary. Development of project requires improvements to existing public streets as well as the development of Clinton Street a north-south roadway, and “A” Street an east-west internal roadway. All street improvements will be constructed in accordance with applicable City of Indio design standards and specifications. The surrounding and internal streets are described below, as they relate to the road improvements associated with the project, and the aesthetic quality of the area.

Monroe Street

Monroe Street, to the east, consists of two lanes in each direction with signalized turn lanes eastbound onto Showcase Parkway (existing) and westbound onto Avenue 42. Additional features include a non-landscaped median, sidewalks, and streetlights within the public right-of-way.

According to the Indio General Plan Mobility Element, Monroe Street is classified as a 6-lane major arterial with vehicular efficiency prioritized, as well as a designated truck route. Bicycle lanes can be provided and can be further enhanced or complemented by other facilities or off-street pathways. The existing segment of Monroe Street between Showcase Parkway and Avenue 42 is currently improved with an ultimate right-of-way (ROW) width of 134 feet with 116 feet of pavement including a four-foot-wide barrier curb, and curb and gutter improvements, and a nine-foot-wide parkway on both sides of the street. Caltrans proposes to widen Monroe Street, south of Showcase Parkway, to include a right turn west-bound I-10 access lane, a 10-foot-wide Class IV Bike Lane, two through traffic lanes, and 14 feet of a 28-foot-wide median.

Avenue 42

Avenue 42 currently consists of one lane in each direction with above-ground utility poles along the project area frontage, and a non-landscaped median, east of Clinton Street. Avenue 42 is a designated truck route within the Indio General Plan.

Avenue 42 would feature an ultimate 86-foot-wide ROW with 52 feet of pavement, a 12-foot-wide painted median, curb and gutter improvements, and an 11-foot-wide parkway on both sides of the street. Bicycle lanes and on-street vehicle parking are to be provided. Currently, there are no sidewalks along Avenue 42 west of Monroe Street. The widening of Avenue 42 will include a pedestrian sidewalk buffered from vehicle traffic using landscaping or parked vehicles on the south side of Avenue 42 along the Specific Plan's frontage.

Interstate 10 Freeway

Changes to the I-10 are not proposed as part of the project. However, improvements at the southeast corner of the project area (along the northwest quadrant of the I-10/Monroe Street on-ramp) are required by Caltrans. Development of the project will not affect Caltrans' plans for the Monroe Street on/off ramp improvements, operation, and maintenance of I-10.

Internal Circulation

Internal circulation through the project is provided by an east-west public collector street ("A" Street) that will connect to the existing signalized intersection on Monroe Street, and provides primary access to PA 2, PA 3 and PA 4, and secondary access to PA 1. "A" Street features a 100-foot right-of-way with 80 feet of pavement, a 12-foot-wide raised median, curb and gutter improvements, and a 10-foot-wide parkway on both sides of the street. Visually what is seen between the north and south edge conditions along "A" Street is primarily 185 feet or more of green space due to the extensive landscape setbacks and edge options.

Design Guidelines

The design guidelines, as established in Chapter 4 of The Oasis at Indio Specific Plan ("Specific Plan"), are intended to complement the Development Standards set forth in the Specific Plan (i.e., **Table 4.1-**

1, above) and to provide general directions on implementing the vision and fundamental concepts established by the Specific Plan for the future design of buildings, streetscapes, and other spaces. These guidelines are general and illustrative in nature and are intended to provide a range of flexibility to encourage creativity and variety on the part of designers. Chapter 4 outlines the design guidelines for the various planning areas for the project to achieve the following:

- Promote compatibility with surrounding uses.
- Ensure a site design that provides appropriate transitions and buffer space and/or design features that reduce negative impacts at the source.
- Provide guidelines that allow flexibility for practical application and creative expression.
- Ensure functional pedestrian and motor vehicle circulation within a project and convenient pedestrian connections between residential and retail commercial developments.
- Provide landscaping that improves the streetscape experience and is supportive of the site's character and the character of the surrounding community.

The design guidelines for the proposed multifamily, commercial, and industrial planning areas are provided below:

Planning Area 1, 2 and 3 – Multifamily Residential

The following principles, regarding design, were established for multifamily residential projects:

Site Design

- Ensure that new residential developments provide adequate on-site recreational and open space amenities, generous streetscapes, and landscaped front yards consistent with the values and standards of the community and the needs of new development.
- Buildings should be oriented to promote privacy for individual residential units to the greatest extent possible.
- Buildings should be grouped to create a functional and visual relationship between them and clustered when feasible to maximize the use of surface/ground level areas for other uses such as parks, useable open space, and paseos.
- Establish connections among buildings through structural and landscape elements.
- Provide an array of pedestrian amenities that are integrated into the overall design and character of the development, such as seating areas, drinking fountains, landscape planters, water fountains, shade canopies, and trash receptacles.
- Buildings should be oriented towards public spaces to provide “eyes on the street” to create welcoming and safe places for Indio residents.
- For multi-family buildings, front-street façades should be lined with dwelling units oriented to the street at ground level. Individual direct street access to ground-level units should also be provided when possible.

Building Form, Mass, and Scale

- Encourage sustainable building practices.
- Encourage the use of building techniques and materials that relate to Indio's warm and dry desert climate. Promote solar control and use of shade in building design and associated pedestrian amenities.
- Simple geometric forms shall constitute the overall building form. Rectangular forms are encouraged to promote balance and visual interest. Arbitrary, complicated building forms shall be avoided.
- Towers and other vertical/prominent building features should be used to accentuate key elements such as building entries, and pedestrian plazas or courtyards.
- Multi-family residential buildings should express a rhythm and pattern through repeated patterns of lines, shapes, forms, and/or colors that reflect the size and scale of a housing unit and/or individual rooms and spaces.
- Buildings greater than three stories in height with building facades greater than 150 feet in length shall have a minimum of one major mass break. Building facades greater than 300 feet in length shall have a minimum of two major mass breaks. Mass breaks shall be a minimum of:
 - Vertical shift modulation of five feet deep and ten feet wide and extend at minimum the full height of the building above the ground floor, including a break in the roofline.
- Building facades greater than 75 feet in length shall have at least one minor mass break. Minor breaks shall be a minimum of:
 - Vertical shift modulation of two feet deep and four feet wide and extend at minimum the full height of the building above the ground floor, including a break in the roofline.
- Reduce the visual impact of long building facades using various paint colors, building materials, recesses, offsets, reveals, decorative fixtures, landscaping, screen walls, and other methods.
- Use building organization and construction to derive scale and articulation rather than surface ornamentation.
- Small-scale articulation of building facades, roofs, materials, colors, and textures are appropriate at locations where pedestrians will experience them.
- Modulation and variation of building masses between adjacent buildings visible from public streets is encouraged.

Building Articulation

- All facades shall include a minimum of two of the following facade articulation strategies to create visual interest: change in texture, color, material, vertical and horizontal recesses (e.g., grouping of windows, panels, etc.) or projections (e.g., shading and weather protection

devices, decorative architectural details, etc.), screening devices (e.g., lattices, louvers, trellis elements, etc.), and variation of architectural styles.

- Building offsets or recesses may be used to accentuate building entries and form courtyards.

Roofs

- Roof styles and materials shall be architecturally and aesthetically compatible.
- Although most roof areas may be flat, the massing of visible elevations should be broken-up with elements such as sloping roofs, including hips or gable forms (as appropriate to the primary architectural style), variation in roof heights, or parapet treatments with architectural details.
- Roof pitch shall be in proportion to the design of the building and in conformance with code regulations for the roof material.

General Architectural Features and Accents

Materials and Colors

- Color and material should be used in a way that is consistent with the overall architectural expression.
- Materials and colors shall match and enhance the architectural style of the building.
- Materials should wrap architectural elements in their entirety on primary elevations and where exposed to primary public spaces.
- Material changes shall occur at inside corners, edges of building planes, changes in architectural features, building-score lines, or other similar changes in a facade.

Planning Area 1, 2 and 3 – Commercial/Retail and Mixed-Use Guidelines

Site Design

- Buildings should be oriented to the street and sidewalk, encourage activity at ground level, provide entrances from the sidewalk, and provide views into other portions of the site.
- Entry courtyards, plazas, entries, or outdoor eating areas should be located adjacent to the exterior property line to promote pedestrian activity along public streets. Establish connections among buildings and plazas through structural and landscape elements.
- Provide an array of pedestrian amenities that are integrated into the overall design and character of the development, such as seating areas, benches, drinking fountains, landscape planters, water fountains, shade canopies, and trash receptacles.
- On-site gathering spaces (plazas, courtyards, etc.) should include pedestrian-scale amenities, such as seating areas, benches, drinking fountains, landscaping planters, water fountains, shade canopies, and trash receptacles.

- Pedestrian amenities such as colonnades, arcades, loggias, arches, and overhangs are encouraged to shade the pedestrian space on either floor of the retail building and at entrances.
- Site design should provide a clear delineation between private and public space and natural access control between public and private space.
- Buildings should be located to define, connect, and activate public and private open spaces as usable plazas, and gathering spaces.
- Buildings should be grouped to create a functional and visual relationship between them and clustered when feasible to maximize use of surface/ground level areas for other uses such as parks, plazas, and paseos.
- Mixed-use projects should be woven together into one cohesive planning area and not isolated as individual uses.
- Mixed-use projects with residential and commercial uses in the same structure should provide separate entrances for each use.
- For mixed-use, non-residential uses should be located at ground level and oriented to the street. Individual street-front access to retail/commercial uses should be provided for each space. A portion of the ground-level street-oriented space in mixed-use buildings may also be used for residential units if applicable to the building type.
- Outdoor dining areas within front setbacks are encouraged to include planters or other landscape elements.
- Drop-off zones should be located along the curb or within parking facilities to promote sidewalk/street wall continuity and reduce conflicts with pedestrians.

Building Form, Mass, and Scale

- Simple geometric forms shall constitute the overall building form. Rectangular forms are encouraged to promote balance and visual interest. Arbitrary, complicated building forms shall be avoided.
- Towers and other vertical/prominent building features should be used to accentuate key elements such as building entries, and pedestrian plazas or courtyards.
- Residential mixed-use buildings should express a rhythm and pattern through repeated patterns of lines, shapes, forms, and/or colors that reflect the size and scale of a housing unit and/or individual rooms and spaces.
- Buildings greater than three stories in height with building facades greater than 150 feet in length shall have a minimum of one major mass break. Building facades greater than 300 feet in length shall have a minimum of two major mass breaks. Mass breaks shall be a minimum of:
 - Vertical shift modulation of five feet deep and ten feet wide and extend at minimum the full height of the building above the ground floor, including a break in the roofline.

- Building facades greater than 75 feet in length shall have at least one minor mass break. Minor breaks shall be a minimum of:
 - Vertical shift modulation of two feet deep and four feet wide and extend at minimum the full height of the building above the ground floor, including a break in the roofline.
- Reduce the visual impact of long building facades using various paint colors, building materials, recesses, offsets, reveals, decorative fixtures, landscaping, screen walls, and other methods.
- Use building organization and construction to derive scale and articulation rather than surface ornamentation.
- Small-scale articulation of building facades, roofs, materials, colors, and textures are appropriate at locations where pedestrians will experience them.
- Modulation and variation of building masses between adjacent buildings visible from public streets is encouraged.

Building Articulation

- All facades shall include a minimum of two of the following facade articulation strategies to create visual interest: change in texture, color, material, vertical and horizontal recesses (e.g., grouping of windows, panels, etc.) or projections (e.g., shading and weather protection devices, decorative architectural details, etc.), screening devices (e.g., lattices, louvers, trellis elements, etc.), and variation of architectural styles.
- Building offsets or recesses may be used to accentuate building entries and form courtyards.
- Façade articulation is expected to be used for commercial facing I-10, but at a scale appropriate to fast-moving vehicles and not for pedestrians.

Roofs

- Roof styles and materials shall be architecturally and aesthetically compatible.
- Although most roof areas may be flat, the massing of visible elevations should be broken-up with elements such as sloping roofs, including hips or gable forms (as appropriate to the primary architectural style), variation in roof heights, or parapet treatments with architectural details.
- Roof pitch shall be in proportion to the design of the building and in conformance with code regulations for the roof material.

General Architectural Features and Accents

- One architectural style shall apply to all buildings within the commercial/retail land use planning area, although variation from the chosen theme is allowed for major national retail chains that must maintain certain characteristics for identification.

- Variation on the architectural theme is encouraged through simple changes such as color palette and entry treatments.

Materials and Colors

- Color and material should be used in a way that is consistent with the overall architectural expression.
- A dominant building material and color should be clearly established in each building. Accents and variations may then occur within the background established by that dominant base. The dominant colors for buildings should be more neutral in nature, with the more intense colors used in the accents.
- Materials and colors should match and enhance the architectural style of the building.
- All materials shall wrap architectural elements in their entirety on primary elevations and where exposed to primary public spaces.
- Material changes shall occur at inside corners, edges of building planes, changes in architectural features, building-score lines, or other similar changes in a façade.

Planning Area 4 – Industrial

Site Design

- Buildings should be oriented to facilitate the ease of truck parking and loading.
- Buildings should be designed with the vehicle in mind, requiring less pedestrian-scale articulation than buildings in the other land use planning areas.
- Interior driveways and drive aisles shall be designed to provide adequate stacking and prevent queuing of vehicles on public streets.
- Service entrances shall be sited such that they do not interfere with owner/tenant/customer access.
- Loading areas shall be designed to provide for backing and maneuvering on-site and not from a public street.
- Appropriate on-site service vehicle parking/turnouts shall be provided in an efficient, non-obtrusive location appropriate to the scale and needs of the development.
- Loading vehicles, when parked, shall not impede normal traffic flow.

Building Form, Massing and Scale

- Simple geometric forms shall constitute the overall building form. Rectangular forms are encouraged to promote balance and visual interest. Arbitrary, complicated building forms shall be avoided.
- Reduce the visual impact of long building facades using various paint colors, building materials, recesses, reveals, offsets, decorative fixtures, landscaping, screen walls, and other methods.

- Small-scale articulation of building facades, roofs, materials, colors, and textures are appropriate at locations where pedestrians will experience them.
- Long horizontal wall planes visible from a public street shall include periodic changes in exterior building materials, color, decorative accents, and/or articulated features.
- Modulation and variation of building masses between adjacent buildings visible from public streets is encouraged.
- Pedestrian entrances to buildings should be made obvious through changes in massing, color, and/or building materials.
- Pedestrian and ground-level building entries should be recessed or covered by architectural projections, roofs, or arcades in order to provide shade and visual relief.
- Architectural and trim detailing on building façades shall be clean, simplistic, and not overly complicated.
- Materials applied to any elevations shall turn the corner of the building to a logical termination point in relation to architectural features or massing.

Roofs

- Roof styles and materials shall be architecturally and aesthetically compatible.
- Although most roof areas may be flat, the massing of visible elevations should be broken-up with elements such as variation in roof heights or parapet treatments with architectural details.
- Arched, gable, hip, and shed roof forms shall not be used as a primary roof form but may be used as a secondary/accent roof form.
- All rooftop-mounted equipment shall be screened from public view using materials complementary to those used on the main structure.

General Architectural Features and Accents

- Architectural design should be clean, simple, and streamlined for a modern appearance.
- Variation on the architectural theme is encouraged through simple changes such as color palette and entry treatments.

Materials and Colors

- All facilities shall be constructed of permanent finished materials such as concrete, masonry, and glass. Acceptable exterior finish materials include concrete with textured, sandblasted, or painted finishes; stone or brick; stucco; or masonry with textured or sandblasted finishes. Glass, glazing systems, glass block, ceramic or natural stone tile, decorative metal, and metal panel systems are appropriate when used as accents. Metal siding may be used as an architectural detail or only when it serves a practical purpose (e.g., refrigeration units) and is limited to 15 percent of an elevation.

- Exterior building colors are light and warm tones with darker or more vibrant accent colors on wall planes at focal points, such as around building entrances and near outdoor gathering spaces. Additionally, architectural designs may mix colors, materials, and textures to articulate façades and create visual appeal. Materials and colors shall match and enhance the architectural style of the building.
- Material changes shall occur at corners, edges of building planes, changes in architectural features, building-score lines, or other similar changes in a facade.
- Materials applied to any elevations shall turn the corner of the building to a logical point in relation to architectural features or massing.

Substation

A 2.4-acre substation will be required by the Imperial Irrigation District (IID) to provide electricity service to the project property. The substation will be situated in PA 4, north of the I-10 freeway. Electricity infrastructure will be underground, apart from lines greater than 92 kV.

A typical IID substation will include lighting arresters, conductors, insulators, instrument transformers, electrical power transformers, relays, circuit breakers, bus bars, etc. The proposed substation will be designed in compliance with IID's site requirements (IID RGSTD-0001), which requires two 30-foot (width) access roads and fencing (either chain-link or block wall). Landscaping is allowed around substations; however, if proposed, they must include low-maintenance plants, and can include non-vegetative groundcovers (i.e., crushed rock, river rock, or compacted sand and rock). Plants must maintain a 52-inch minimum clearance from the fence, and trees shall be planted 12 feet from the fence. Trees are not allowed to be planted under or near transmission lines, distribution lines, or near poles or structures. Landscape plans must be submitted to IID engineering for approval.

Offsite Infrastructure

The project will be required to connect to existing water and sewer lines along surrounding rights-of-way north and east of the project. The project will connect to existing water lines along Avenue 42 and an existing water line at the intersection of Monroe Street and Street A. The project proposes 12 to 18-inch sewer main along Street A. As determined by VSD, the project may need to construct offsite facilities which may include a new 18" sewer main in Monroe Street from "A" Street to connect to the 27-inch sewer main in Avenue 42, replacing the existing 15-inch sewer main or extending a 15-inch sewer main along the project frontage in Avenue 42. Improvements will occur along the existing rights-of-way.

Project Impacts

According to the CEQA Guidelines' Appendix G Environmental Checklist, to determine whether impacts to aesthetic resources are significant environmental effects, the following thresholds are analyzed and evaluated. Would the Project:

a. Have a substantial adverse effect on a scenic vista?

Scenic vistas are defined as views of scenic resources from public locations². Natural scenic vistas can be influenced both negatively and positively by man-made features. Although subjective depending on the individual's perspective, features such as overhead power lines, landscaping, buildings, and additional improvements can impact the scenery of the area. The evaluation of scenic vistas takes into consideration the physical compatibility of proposed projects in relation to land uses, transportation corridors, or other vantage points, where the enjoyment of unique vistas may exist, such as residential areas.

To avoid the negative impacts new development can potentially inflict on scenic vistas, the Indio Unified Development Code establishes standards and guidelines, such as limiting structure height and controlling building mass and scale, for various zones within the City.

According to the Indio GP EIR, scenic vistas or public views are defined as views of scenic resources from public locations. Scenic viewpoints can be defined as singular vantage points that offer an unobstructed view of expansive visible landscape components. Due to the City's physical setting in the Coachella Valley, scenic views of resources, such as the Santa Rosa Mountains to the south, San Jacinto Mountains to the west, and Little San Bernardino Mountains to the north and east, Indio Hills to the north, and other undeveloped hilly areas, are available throughout the City.

The primary scenic resources observed from public locations near the project site include the surrounding mountain ranges. From the project property, the San Jacinto Mountains to the west, the Santa Rosa Mountains to the south, the Little San Bernardino Mountains to the north and east, and the Indio Hills to the north are distant and unobstructed. Baseline views of the surrounding mountains are interrupted by existing buildings, landscaping, and infrastructure (i.e., utility poles). However, the mid-range and peak views can be observed from the project site.

Impacts to Scenic Vistas from Adjacent Public Rights-of-Way

As stated previously, the proposed project is located south of Avenue 42, west of Monroe Street, and north of the Interstate 10 freeway. Although the City of Indio has not adopted any designated scenic views, corridors, or vistas, the roadways provide public views of scenic resources listed above, and are therefore, analyzed below. However, it should also be noted that the surrounding roadways provide limited opportunities to view scenic resources since motorists are focused on driving versus the surrounding mountain ranges.

² Indio General Plan Environmental Impact Report, page 4.1-2.

Avenue 42

Avenue 42, located along the northern boundary of the project site, is a paved east-west trending roadway. Avenue 42 is not a designated scenic vista; however, it does provide limited public views of scenic resources (i.e., mountain ranges). From the segment of Avenue 42 adjacent to the project site, views of the San Jacinto Mountains to the west, Little San Bernardino Mountains to the north and east, Indio Hills to the north, and Santa Rosa Mountains to the south are distant and relatively unobstructed, due to their distance from the site and undeveloped character of the surrounding area. Existing vegetation, buildings, and manmade infrastructure partially obstruct the base views of the regional landforms. Existing utility poles and lines run along the western Avenue 42 frontage. Power lines and poles likewise traverse the site along Clinton Street. **Exhibits 4.1-2** through **4.1-5** illustrates the existing views of the mountains from the segment of Avenue 42³. It should be noted that the primary scenic vistas viewed from Avenue 42 include the San Jacinto Mountains to the west, and the Little San Bernardino Mountains to the east, due to the east-west trending fashion of the roadway.

Due to the project's location south of Avenue 42, development of the project will not obstruct views of the Little San Bernardino Mountains to the north and east, and Indio Hills to the north from motorists travelling along the right-of-way (**Exhibits 4.1-2 – 4.1-4**).

³ Images taken from Google Maps application. Location from the center of the northern, eastern, and southern boundaries of the project site (i.e., Avenue 42, Monroe Street, and Interstate 10, respectively).



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AVENUE 42 VIEW TO THE NORTH
THE OASIS AT INDIO
EXHIBIT 4.1-2



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AVENUE 42 VIEW TO THE EAST
 THE OASIS AT INDIO
 EXHIBIT 4.1-3

As illustrated in **Exhibit 4.1-5**, the vacant and undeveloped project site does not create obstructions to views of the mountains from motorists traveling along Avenue 42. The Santa Rosa Mountains to the south and San Jacinto Mountains to the west are distant and overall unobstructed due to its size and scale. However, existing features partially obstruct views of these landforms from Avenue 42 include utility power poles, existing structures, and landscaping south of the I-10 and along Avenue 42.



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AVENUE 42 VIEW TO THE SOUTH
 THE OASIS AT INDIO
 EXHIBIT 4.1-4



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AVENUE 42 VIEW TO THE WEST
 THE OASIS AT INDIO
 EXHIBIT 4.1-5

Any development on the project site would result in obstructions to the distant views of the Santa Rosa Mountains to the south and a portion of the San Jacinto Mountains to the west when viewed from the segment of Avenue 42 along the project boundary. The project proposes a mixed-use development consisting of residential, commercial, and industrial land uses on the 183-acre site. Planning Areas 1 and 2 are located adjacent to Avenue 42 and will be visible from the right-of-way. Both PA 1 and PA 2 propose the development of commercial and/or multifamily uses. For these land uses the maximum height proposed, per the SP, is 60 feet (or 4 stories) and 70 feet with architectural features.

Although the proposed buildings would result in obstructions to the south- and west-lying landforms, building form, mass, and scale standards are established in The Oasis at Indio Specific Plan to reduce potential impacts to scenic vistas and impacts to the scenic quality in the area (see discussion c.). Multifamily residential and mixed uses proposed in PA 1 and PA 2 will use simple geometric forms for the overall building form. Rectangular forms are encouraged to promote balance and visual interest, while arbitrary, complicated building forms shall be avoided. Multi-family residential buildings and residential mixed-use buildings should express a rhythm and pattern through repeated patterns of lines, shapes, forms, and/or colors that reflect the size and scale of a housing unit and/or individual rooms and spaces. Additional design guidelines for multifamily residential and mixed-use planning areas include the following:

- Buildings greater than three stories in height with building facades greater than 150 feet in length shall have a minimum of one major mass break. Building facades greater than 300 feet in length shall have a minimum of two major mass breaks. Mass breaks shall be a minimum of:
 - Vertical shift modulation of five feet deep and ten feet wide and extend at minimum the full height of the building above the ground floor, including a break in the roofline.
- Building facades greater than 75 feet in length shall have at least one minor mass break. Minor breaks shall be a minimum of:
 - Vertical shift modulation of two feet deep and four feet wide and extend at minimum the full height of the building above the ground floor, including a break in the roofline.
- Modulation and variation of building masses between adjacent buildings visible from public streets is encouraged.
- Reduce the visual impact of long building facades using various paint colors, building materials, recesses, offsets, reveals, decorative fixtures, landscaping, screen walls, and other methods.

Building breaks, modulation, and variation established in The Oasis at Indio Specific Plan allows for the opportunity of views of the scenic resources to occur along Avenue 42. As previously stated, Avenue 42 is not a designated scenic vista in the City; however, analysis is provided for informational purposes. Existing infrastructure (i.e., electric power lines and poles) contribute to the obstruction of

the scenic resources when viewed from Avenue 42. Development of the project site would result in some visual obstruction to the distant south- and west-lying landforms; however, design guidelines will reduce the impacts to the greatest extent feasible. Additionally, as a standard requirement, the project site plan and design will undergo review by the City to ensure impacts are less than significant. No impacts to the views to the Little San Bernardino Mountains, and Indio Hills are anticipated from project development.

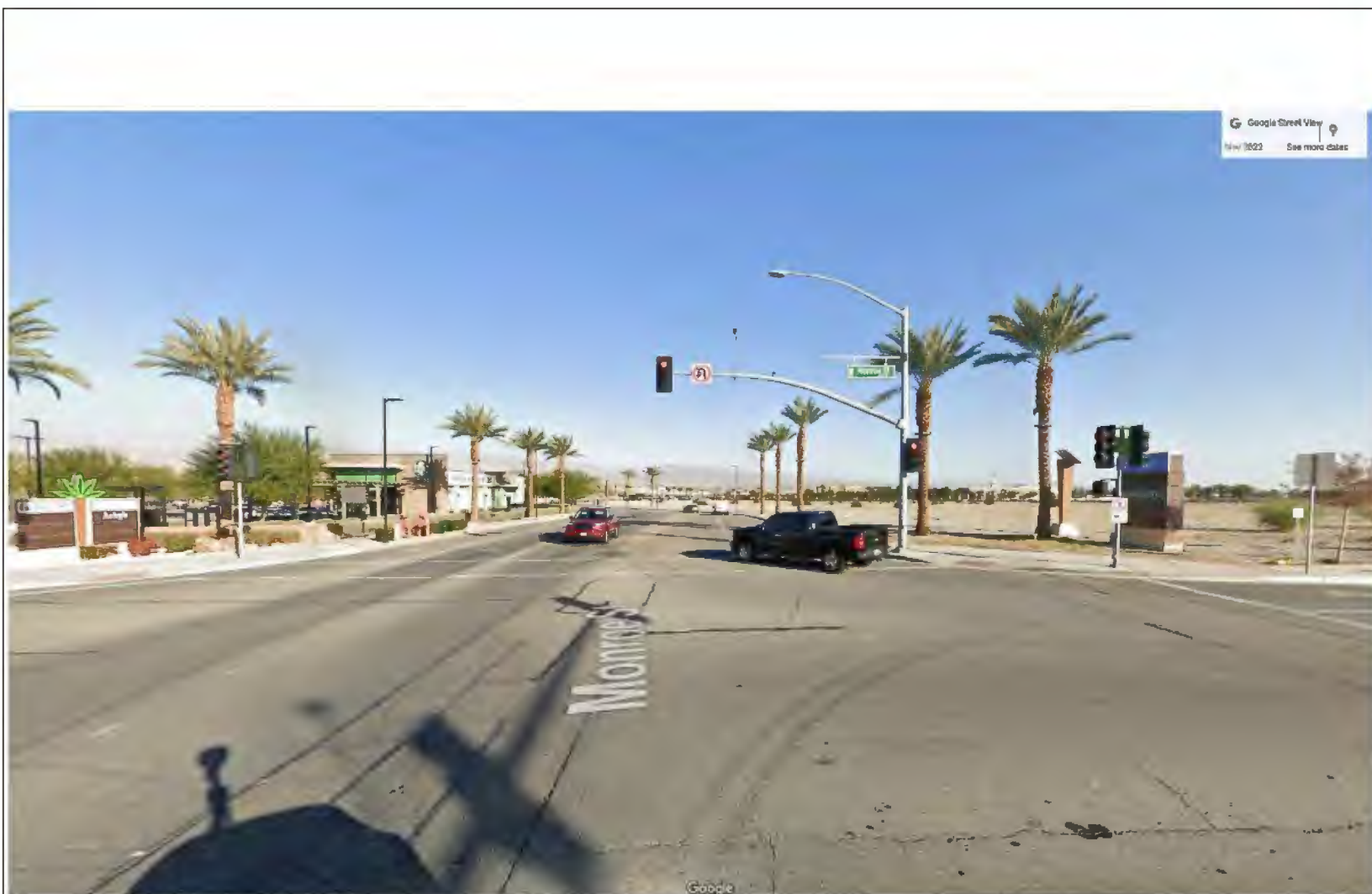
Monroe Street

Monroe Street, located along the eastern boundary of the project site, is a paved north-south trending roadway. Monroe Street, like Avenue 42, does not provide recognized scenic vistas, however, the right-of-way does provide obstructed public views of scenic resources (i.e., mountain ranges). The views offered are typical of the urban environment, with power lines, roadways, and light poles, trees, and building obscuring views of the mountains. From the segment of Monroe Street adjacent to the project site, views of the San Jacinto Mountains to the west, Little San Bernardino Mountains to the north and east, and Indio Hills to the north, are distant and unobstructed. Existing vegetation, buildings, and manmade infrastructure partially obstruct the base views of the regional landforms. The Santa Rosa Mountains to the south are partially obstructed by the Monroe Street bridge that crosses over the Interstate 10, and views of the Little San Bernardino Mountains to the northeast and east are obstructed by the existing commercial plaza east of Monroe Street. **Exhibits 4.1-6 through 4.1-9** illustrates the existing views of the mountains from the segment of Monroe Street⁴. It should be noted that the primary resources viewable from Monroe Street include the Indio Hills and Little San Bernardino Mountains to the north, from the northbound lane, due to the north-south trending fashion of the roadway.

Due to the project's location west of Monroe Street, development of the project will not obstruct views of the Indio Hills and Little San Bernardino Mountains to the north from motorists travelling along the right-of-way (**Exhibits 4.1-6 through 4.1-8**).

⁴ Images taken from Google Maps application. Location from the center of the northern, eastern, and southern boundaries of the project site (i.e., Avenue 42, Monroe Street, and Interstate 10, respectively).





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MONROE STREET VIEW TO THE EAST
THE OASIS AT INDIO
EXHIBIT 4.1-7



As illustrated in **Exhibit 4.1-9**, the vacant and undeveloped project site does not create obstructions to views of the mountains from motorists traveling along Monroe Street. The San Jacinto Mountains to the west are distant and overall unobstructed due to its size and scale. However, existing features that partially obstruct views of this landform from Monroe Street include utility power poles, traffic signals, and signage.



Any development on the project site would result in obstructions to the distant views of the San Jacinto Mountains to the west when viewed from the segment of Monroe Street along the project boundary. The project proposes a mixed-use development consisting of residential, commercial, and industrial land uses on the 183-acre site. Planning Areas 2 and 3 are located adjacent to Monroe Street and will be the primary planning areas visible from the right-of-way. PA 2 and 3 propose the development of commercial/retail and mixed commercial and multifamily uses. For these land uses the maximum height proposed, per the SP, is 60 feet (or 4 stories) for PA 2 and 60 ft (or 3 stories) for PA 3. Both allow a 70-foot building height maximum with architectural features (The Oasis at Indio Specific Plan). However, the construction of Street A will maintain some unobstructed views to the west.

Although the proposed buildings would result in obstructions to the west-lying landform, building form, mass, and scale standards are established in The Oasis at Indio Specific Plan to reduce potential impacts to scenic vistas and impacts to the scenic quality in the area (see discussion c.). The mixed uses proposed in PA 2 and PA 3 will use simple geometric forms for the overall building form. Rectangular forms are encouraged to promote balance and visual interest, while arbitrary, complicated building forms shall be avoided. Multi-family residential buildings and residential mixed-use buildings should express a rhythm and pattern through repeated patterns of lines, shapes, forms, and/or colors that reflect the size and scale of a housing unit and/or individual rooms and spaces. Additional design guidelines for multifamily residential and mixed-use planning areas include the following:

- Buildings greater than three stories in height with building facades greater than 150 feet in length shall have a minimum of one major mass break. Building facades greater than 300 feet in length shall have a minimum of two major mass breaks. Mass breaks shall be a minimum of:
 - Vertical shift modulation of five feet deep and ten feet wide and extend at minimum the full height of the building above the ground floor, including a break in the roofline.
- Building facades greater than 75 feet in length shall have at least one minor mass break. Minor breaks shall be a minimum of:
 - Vertical shift modulation of two feet deep and four feet wide and extend at minimum the full height of the building above the ground floor, including a break in the roofline.
- Modulation and variation of building masses between adjacent buildings visible from public streets is encouraged.
- Reduce the visual impact of long building facades using various paint colors, building materials, recesses, offsets, reveals, decorative fixtures, landscaping, screen walls, and other methods.

Building breaks, modulation, and variation established in The Oasis at Indio Specific Plan allows for the opportunity of views of the scenic resources to occur along Monroe Street and Street A. As

previously stated, Monroe Street is not a designated scenic vista in the City. The existing infrastructure (i.e., signs, traffic signals) contribute to the obstruction of the scenic resource when viewed from Avenue 42. Although the development of the project site would result in some visual obstruction to the west-lying landform, these design guidelines will reduce impacts to the greatest extent feasible. Additionally, as a standard requirement, the project site plan and design will undergo review by the City to ensure impacts are less than significant.

Interstate 10 Freeway

The Interstate 10 freeway (I-10), located along the southern boundary of the project site, is a paved east-west trending roadway. Similar to Avenue 42 and Monroe Street, I-10 is not a City-designated scenic vista, however, the right-of-way provides public views of scenic resources (i.e., mountain ranges), albeit obstructed. From the segment of Interstate 10 adjacent to the project site, views of the Little San Bernardino Mountain and Indio Hills to the north are unobstructed. Therefore, development of the proposed project will partially obstruct views of Little San Bernardino Mountains and Indio Hills when observed from Interstate 10. Existing vegetation, buildings, and manmade infrastructure partially obstruct the base views of the regional landforms. **Exhibits 4.1-10** through **4.1-13** illustrates the existing views of the mountains from the segment of I-10⁵. It should be noted that the primary scenic vistas viewed from I-10 include the San Jacinto Mountains to the west, and the Little San Bernardino Mountains to the east, due to the east-west trending fashion of the roadway. The project's location north of I-10 means that development of the project will not obstruct views of the Santa Rosa Mountains to the south, Little San Bernardino Mountains to the east, and San Jacinto Mountains to the west from motorists travelling along the right-of-way (**Exhibits 4.1-10 – 4.1-12**).

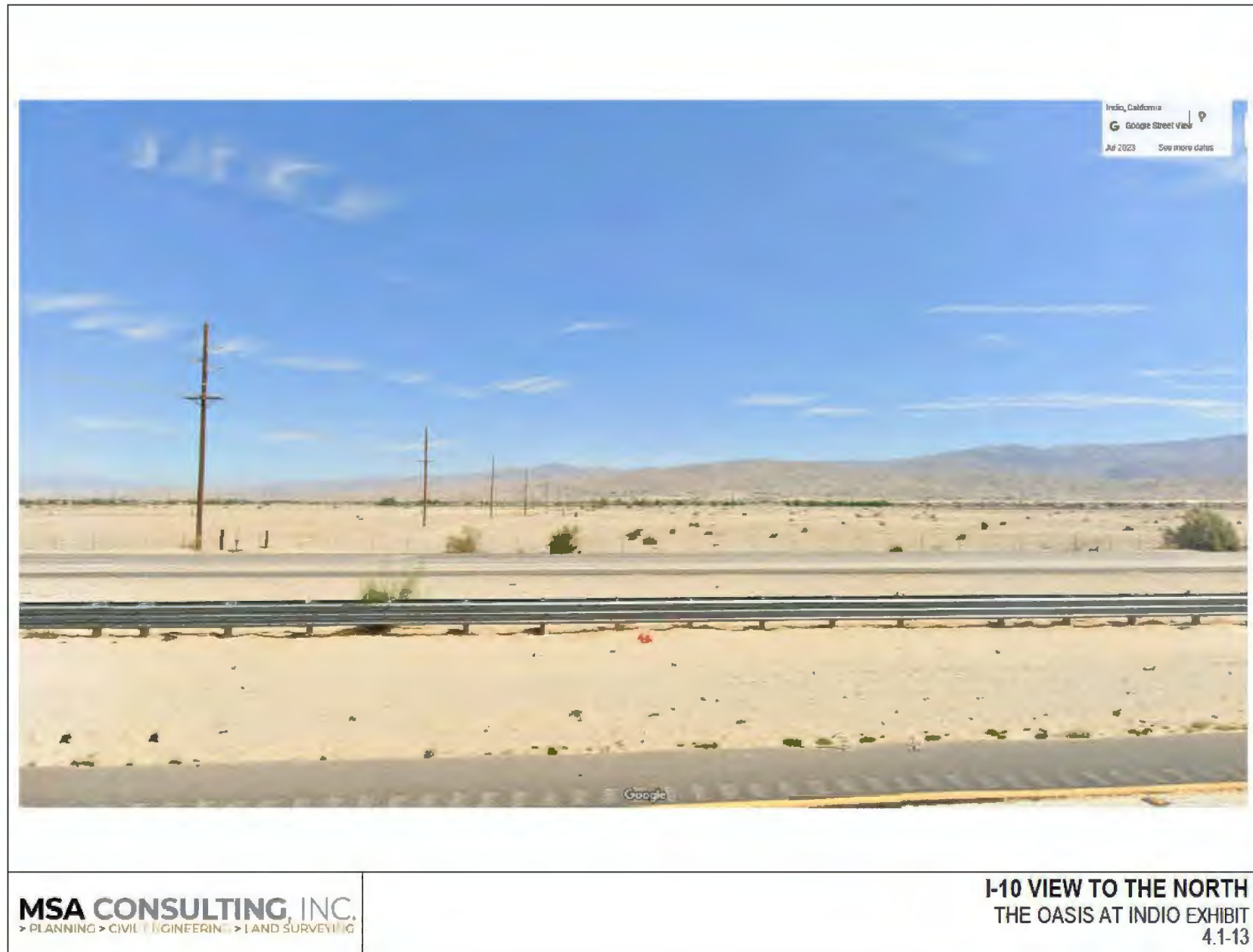
⁵ Images taken from Google Maps application. Location from the center of the northern, eastern, and southern boundaries of the project site (i.e., Avenue 42, Monroe Street, and Interstate 10, respectively).







As illustrated in **Exhibit 4.1-13**, the vacant and undeveloped project site does not create obstructions to views of the mountains from motorists traveling along I-10. The Little San Bernardino Mountains and Indio Hills to the north are distant and overall unobstructed due to its size and scale. However, existing features that partially obstruct views of this landform from I-10 include utility power poles, and existing structures and landscaping obstructing base views of the landforms.



Any development on the project site would result in obstructions to the distant views of the Little San Bernardino Mountains and Indio Hills to the north when viewed from the segment of I-10 along the project boundary. Due to Planning Areas 3 and 4's location adjacent to the I-10 freeway, development within these areas will impact the views of the scenic vistas (i.e., Little San Bernardino Mountains and Indio Hills). PA 3 proposes commercial retail uses, while PA 4 would develop 1,806,290 square feet of industrial uses and a substation. According to the Specific Plan, buildings in PA 3 will not exceed 60 feet or three stories, while buildings in PA 4 will not exceed 100 feet. Development of these planning areas will result in obstructions to the natural landforms north of the I-10 from motorists.

The Oasis at Indio Specific Plan establishes guidelines for building size, massing, and form to reduce the buildings' impact on the existing aesthetic environment. Both PA 3 and PA 4 will include simple geometric forms shall constitute the overall building form, and rectangular forms are encouraged to promote balance and visual interest. Various paint colors, building materials, recesses, reveals, offsets, decorative fixtures, landscaping, and screen walls are outlined in the SP to reduce the visual impact of long building facades. Long horizontal wall planes visible from a public street shall include periodic changes in exterior building materials, color, decorative accents, and/or articulated features, and modulation and variation of building masses between adjacent buildings visible from public streets is encouraged. Major mass breaks in buildings are required in PA 3 to reduce the visual impact of long buildings. Industrial buildings, doors, and loading docks proposed in PA 4 facing I-10 are not required to be fully blocked from view but will include landscape treatments. Truck loading docks shall be screened from pedestrian-level, public view from the streets. Screening may be aesthetically compatible landscaping or comparable materials that blend with the architectural and landscape treatments of the site and perimeter landscaping. The screening of the buildings, and the favorable building forms and massing, as established in the SP, would reduce the building's impact on scenic resources. Additionally, two large retention basins are proposed along the southern boundary of PA 4. The retention basins provide a green buffer area between the industrial use and Interstate 10.

A 2.4-acre substation will be required by the Imperial Irrigation District (IID) to provide electricity service to the project property. The substation is proposed in PA 4, adjacent to the I-10 freeway. The substation will be constructed during the construction of the first buildings. Electricity transmission/distribution infrastructure extending from the substation will be underground, apart from lines greater than 92 kV. Due to the substation's proposed location adjacent to the I-10 freeway, it will obstruct views of the Little San Bernardino Mountains and Indio Hills from motorists travelling along the I-10. A typical IID substation will include lighting arresters, conductors, insulators, instrument transformers, electrical power transformers, relays, circuit breakers, bus bars, etc. The proposed substation will be designed in compliance with IID's site requirements (IID RGSTD-0001), which requires two 30-foot (width) access roads and fencing (either chain-link or block wall). Landscaping is allowed around substations; however, if proposed, they must include low-maintenance plants, and can include non-vegetative groundcovers (i.e., crushed rock, river rock, or

compacted sand and rock). Plants must maintain a 52-inch minimum clearance from the fence, and trees shall be planted 12 feet from the fence. Trees are not allowed to be planted under or near transmission lines, distribution lines, or near poles or structures. Landscape plans must be submitted to IID engineering for approval.

The vacant project property provides views of the north-lying landscape from adjacent roadways, apart from the existing utility power lines and poles, which provide brief obstructions. Development of the project could potentially result in brief obstructions to scenic resources when viewed from the I-10 (north). However, as previously stated, the I-10 does not have any City-designated scenic vistas, which is consistent with its function as an interstate highway. Nonetheless, building breaks, modulation, variation, and setbacks established in the Specific Plan allows the opportunity for views the scenic resources to occur along I-10. The use of breaks between buildings result in visual corridors allowing passing motorists to see brief views of these landforms. Additionally, building setbacks from the I-10 would reduce the scale of the buildings from the viewpoint location (I-10). The setbacks will include the development of retention basins, along the southern boundary of PA4, designed to capture, immobilize, and treat onsite pollutants from stormwater runoff. The essential component utilizes diverse native plant materials to maximize system performance and sustainability while simultaneously creating a buffer area between the industrial use and I-10. Moreover, the interruption of views north will be very brief for passing vehicles.

The project would not result in significant impacts to the surrounding scenic vistas when viewed from the adjacent roadways, and building design, setbacks, and massing guidelines established in the SP would reduce the project's impacts to the scenic resources when viewed from the I-10 freeway. As a standard requirement, the project site plan and design will undergo review by the City to ensure impacts are less than significant. Therefore, impacts to scenic vistas from this location would be less than significant.

Impacts to Off-Site Properties

As previously discussed, the project is surrounded by existing rights-of-way, agricultural land, vacant properties, commercial uses, and open space stormwater channels. Private residential properties, which could enjoy the views of the surrounding mountain ranges, are not located adjacent to the project. The closest residential community is located approximately 650 feet north of the project, with their rear yards facing the project. Views of the south-lying mountain range from the residential properties are obstructed by existing block walls surrounding the community and existing landscaping⁶. Additionally, due to the distance of the Santa Rosa Mountains from the existing residential community, it is likely that midrange or peak views of the mountains are not visible from the backyards. Moreover, the project site is not likely to obstruct views of scenic resources from the

⁶ CEQA does not generally require that projects analyze private views (i.e., personal backyards), discussion from the existing residential property is included for informational purposes.

residential properties due to the distance of these residential properties from the project site. Impacts will be less than significant.

Off-Site Improvements

The project is also required to connect to existing water, sewer, and natural gas infrastructure. These improvements would take place in the rights-of-way on Avenue 42 and Monroe Street. All infrastructure will be underground and will have no impact on scenic vistas.

Conclusion

As determined in the discussion above, the project site will result in the partial obstruction of views of the Santa Rosa Mountains when viewed from Avenue 42, the San Jacinto Mountains when viewed from Monroe Street, and the Little San Bernardino Mountains and Indio Hills when viewed from I-10. Currently, these views are unobstructed, due to the undeveloped and vacant nature of the project site. Therefore, development of the project property would result in obstructed and partially obstructed views of these scenic resources. The project proposes perimeter landscaping and walls at the frontages of the public-rights-of-way. The project property and frontages will be designed to complement the natural and existing environment. However, due to the size and distances of the surrounding landforms, peak views may remain visible depending on viewpoint location. Additionally, residential, commercial, and industrial uses are typical within the City and along the City roadways. As a standard requirement, the project site plan and design will undergo review by the City to ensure impacts are less than significant. Therefore, impacts to scenic vistas from this location would be less than significant.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor?

The proposed project occurs south of Avenue 42, west of Monroe Street, north of the I-10, and west of the Thousand Palms Storm Channel and Madison Street. The project site is currently vacant and undeveloped. 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 a designated State Scenic Highway. Although there are no adopted designated scenic views, scenic corridors, or vista points/viewpoints in the City, the County of Riverside Western Coachella Valley Area Plan (WCVAP) identifies I-10 as a County-eligible scenic highway. The I-10 provides views of the desert and mountains located in the surrounding area. The I-10 is located immediately south of the project property. As stated in discussion a. above, from the segment of Interstate 10 adjacent to the project site, existing views of the Little San Bernardino Mountain and Indio Hills to the north are unobstructed. Thus, development of the proposed project will partially obstruct views of Little San Bernardino Mountains and Indio Hills when observed from Interstate 10.

However, views of the San Jacinto Mountains and Santa Rosa Mountains would not be obstructed by the project. Discussion a. determined that the screening of the buildings, and the favorable building forms and massing, as established in the SP, would reduce the building's impact on scenic resources.

Development of the proposed project would not damage the scenic resources (i.e., surrounding mountains) due to their distance from the project site. The project does not propose construction on or near any scenic resources, therefore, no impacts are expected. See discussion a. for analysis of the project's potential to visually obstruct the scenic resources. Discussion a. determined that impacts would be less than significant.

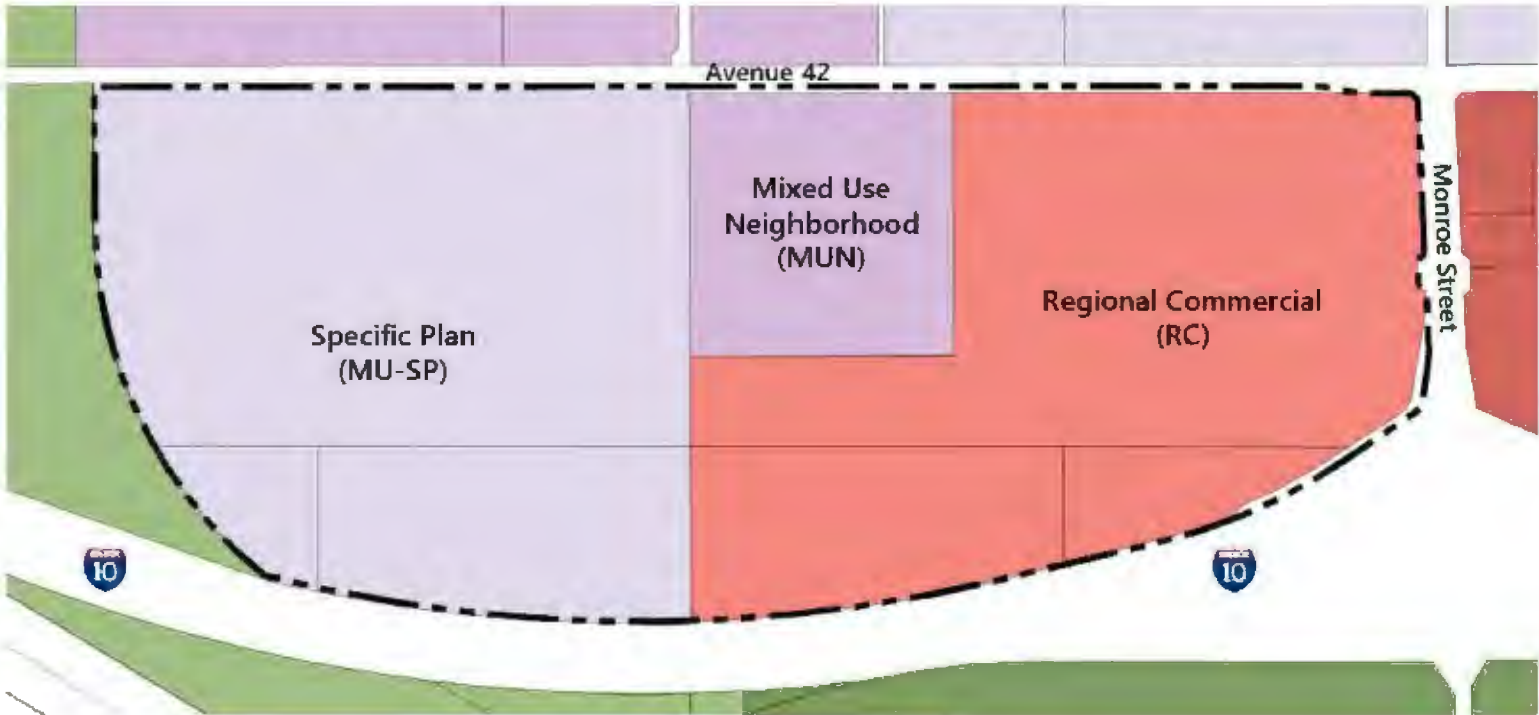
Although development of the project would obscure views of the mountains north of the I-10 freeway, building standards and design guidelines are established in the Specific Plan to reduce these impacts. These standards and guidelines include the use of breaks between buildings, resulting in visual corridors, allowing passing motorists to see brief views of these landforms. Additionally, building setbacks from the I-10 would reduce the scale of the buildings from the viewpoint location (I-10). The setbacks will include the development of basins along the southern boundary of PA4 which are designed to capture, immobilize, and treat pollutants from onsite stormwater runoff. Overall, impacts to scenic resources within a State scenic highway corridor would be less than significant.

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?

The project site is in a developing area in the City of Indio. Developed areas include commercial structures to the east, agriculture and residential uses to the north, the I-10 and Coachella Valley Stormwater Channel to the south, and Thousand Palms Stormwater Channel and Madison Street to the west. Vacant lots are scattered north and east of the project. Thus, the surrounding area is characterized as developing and urbanized.

The 183-acre project property is currently undeveloped and vacant. Previous use of the site included agricultural operations, an automotive repair shop and scattered residential structures. The residential structures and automotive repair shop have been demolished, and no agricultural operations occur onsite, thus, the site's vacant and fallow character. The site is cleared of vegetation and has remained in a vacant and undeveloped condition for at least four years in some portions and longer in others. Existing utility poles and associated easements occur along the project's northern boundary, and through the project property extending from Avenue 42 south along the Clinton Street alignment. The fallow and vacant project site does not contribute to the developing visual character of the area.

According to the Indio zoning map, the eastern side of the site (east of the Clinton Street alignment) is designated Regional Commercial (RC) and Mixed-Use Neighborhood (MUN), while the western side of the site (west of the Clinton Street alignment) is designated Specific Plan, mixed-use (MU-SP). See **Exhibit 4.1-14** below.



CURRENT ZONING PLAN

Legend	
	Specific Plan Boundary
Current	
	Mixed Use Neighborhood (MUN)
	Regional Commercial (RC)
	Specific Plan (MU-SP)
	Parks and Open Space (OS)

As stated throughout this Aesthetics section, the project proposes mixed uses (residential and commercial), and industrial uses in four planning areas. Planning Areas (PA) 1, 2 and 3 propose mixed use commercial and multifamily residential uses, and PA 4 proposes industrial uses. To allow these uses, the proposed project intends to submit a Specific Plan for the entire property to replace the existing MUN, RC, and SP zones, with one Specific Plan zoning designation associated with The Oasis at Indio Specific Plan (see the exhibit below). The proposed mixed use and industrial uses will be implemented under The Oasis at Indio Specific Plan, if approved. The Specific Plan establishes all the development guidelines and design standards for the entire project site (see Methodology discussion of this Aesthetics Section). The Oasis at Indio Specific Plan, if approved, would function as the document governing the development of the project (including development standards and design guidelines).



The project is proposed to be a place where businesses can locate, thrive, have access to goods and services, and where multi-family homes in an urban residential area are within walking distance to shopping, employment opportunities, and a variety of transportation modes. The Oasis at Indio Specific Plan establishes the design guidelines for the 183-acre project site, to create a high-quality and cohesive project while allowing for variation and flexibility within the planning areas. Specifically, the Specific Plan outlines guidelines influencing site design, exterior design, and architectural features and accents for the proposed commercial, residential, mixed use, and industrial uses. These design guidelines are intended to result in a cohesive, high-quality project that will enhance the character of the site and maintain consistency with the existing developments in the project area. These design guidelines for the proposed project are summarized subsequently.

Multifamily buildings, allowed within PA 1, 2 and 3, will be oriented to promote privacy for individual residential units to the greatest extent possible and grouped to create a functional and visual relationship between the buildings. Residences will have access to open space amenities and landscaped front yards. Commercial and mixed-use structures, allowed within PA 1, 2 and 3, will be oriented to the street and sidewalk, encourage activity at ground level, provide entrances from the sidewalk, and provide views into other portions of the site. For mixed-use, non-residential uses should be located at ground level and oriented to the street. Individual street-front access to retail/commercial uses should be provided for each space. A portion of the ground-level street-oriented space in mixed-use buildings may also be used for residential units if applicable to the building type. Pedestrian amenities within PA 1, 2 and 3 will be integrated into the overall design and character of the development, such as seating areas, drinking fountains, landscape planters, water fountains, shade canopies, and trash receptacles. The project's accessibility to amenities and walkable neighborhoods is consistent with *Goal LU-2*, and *Policies LU-2.1*, *LU-2.2*, and *LU-2.3* of the Indio General Plan, which promote pedestrian friendly features and a balanced mix of land uses.

The industrial area, allowed in PA 4, is proposed to be designed with vehicle circulation in mind, requiring less pedestrian-scale articulation than buildings in the other land use planning areas. Site design should facilitate the ease of truck parking and loading, safe pedestrian access, and avoidance of truck stacking.

Exterior design for the project encourages simple geometric forms. Rectangular forms are encouraged to promote balance and visual interest, while arbitrary, complicated building forms are to be avoided. Buildings are proposed to express a rhythm and pattern through repeated patterns of lines, shapes, forms, and/or colors that reflect the size and scale of a housing unit and/or individual rooms and spaces. Buildings greater than three stories in height with building facades greater than 150 feet in length shall have a minimum of one major mass break. Building facades greater than 300 feet in length shall have a minimum of two major mass breaks (see discussion a. for analysis of building mass breaks). To reduce the visual impact of long building facades, various paint colors, building materials, recesses, offsets, reveals, decorative fixtures, landscaping, screen walls, and other methods would be

utilized. Small-scale articulation of building facades, roofs, materials, colors, and textures are appropriate at locations where pedestrians will experience them. Modulation and variation of building masses between adjacent buildings visible from public streets is encouraged. The project would not introduce large building masses or inappropriately scaled buildings to the project site.

Durable and high-quality materials are appropriate for the project buildings. Plaster, ceramic tile, granite, stone, marble, and split-face concrete block are appropriate for the mixed-use portion. While industrial facilities shall be constructed of permanent finished materials such as concrete, masonry, and glass. Acceptable exterior finish materials include concrete with textured, sandblasted, or painted finishes; stone or brick; stucco; or masonry with textured or sandblasted finishes. Glass, glazing systems, glass block, ceramic or natural stone tile, decorative metal, and metal panel systems are appropriate when used as accents. Exterior building colors for the industrial buildings will include light and warm tones with darker or more vibrant accent colors on wall planes at focal points, such as around building entrances and near outdoor gathering spaces. Additionally, architectural designs may mix colors, materials, and textures to articulate façades and create visual appeal. Materials and colors shall match and enhance the architectural style of the building throughout the project. The materials and exterior design of the project, as established in the Specific Plan, is consistent with *Goal LU-4*, and *Policies LU-4.1*, *LU-4.2*, and *LU-4.3* of the Indio General Plan, which promote developments with high-quality architecture and building design. *Policies LU-4.1* and *LU-4.3* encourage durable materials that will last, while *Policy LU-4.2* focuses on appropriate building scale and articulation.

Screening of above-ground utilities and equipment (e.g., electric and gas meters, fire sprinkler valves, irrigation backflow prevention devices, etc.), service areas, and outdoor storage areas should be integrated into building and landscape design and located to minimize impact on the pedestrian experience and neighboring properties. Screening shall be made of a primary exterior finish material used on other portions of the building, architectural grade wood or masonry, metal, or landscape screening that forms an opaque barrier when planted. Truck loading docks facing the other planning areas shall be screened from pedestrian-level, public view from the streets. Screening may be aesthetically compatible landscaping or comparable materials that blend with the architectural and landscape treatments of the site and perimeter landscaping.

All proposed development within the project area is required to be cohesive and complementary to the adjacent land uses by incorporating improvements such as landscaping and block walls along the perimeter of the project. To ensure visual consistency throughout the project area, the project will include shared design guidelines for building materials, roof products, building massing and scale, and walls and fences throughout the project, as discussed above. Shared design guidelines within Planning Areas 1, 2, 3 and 4 are established in The Oasis at Indio Specific Plan to maintain visual consistency and scenic quality throughout the project property.

With the design guidelines summarized above, the proposed project design will be consistent with the existing scenic quality of the area, which is characterized by existing commercial uses to the east

and residential uses to the north. The project's perimeter landscaping, block walls, and the entry points will be similar in appearance and quality to the existing communities. The uses within the project will be subject to the regulations outlined within the Specific Plan. It will be consistent with the prevailing desert-themed architectural styles of other developments in the City. The proposed project is consistent with *Goal LU-1* of the Indio General Plan, which encourages development that enhance the quality of life of residents, meets the community's vision for the future, and weaves new growth areas together with established Indio neighborhoods. Impacts associated with scenic quality will be less than significant.

Moreover, as a standard requirement, the project site plan, design, and development standards will undergo review by the City to ensure impacts are less than significant. With the foregoing analysis, the project would not result in significant impacts to scenic quality.

Airport Land Use Compatibility Plan (ALUCP)

Due to the project's proximity to the Bermuda Dunes Airport (approximately 1 mile to the west), the project is located within the Airport's LUCP, Zones C, D and E. Therefore, properties located within the Airport Influence Area (AIA) shall be subject to the requirements and standards of the Bermuda Dunes ALUCP. This will ensure that building heights are not exceeded within the ALUCP's area. This is consistent with *Policy LU-1.6* of the Indio General Plan, which regulates development within the Bermuda Dunes Airport Influence Area.

Off-Site Improvements

The project is also required to connect to existing offsite infrastructure along Avenue 42 and Monroe Street to provide utilities to the site. Construction of these utility connections will occur within the rights-of-way and operation of these utilities will not be visible. Overall, the project's connection to existing utilities will have no impact on the scenic quality of the area.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project site does not currently have existing sources of lighting. Presently, existing sources of fixed nighttime lighting in the project vicinity can be attributed to the existing residential areas located north, commercial uses to the west, and the surrounding roadways. The closest residential property to the project site is approximately 700 feet to the north. The residential properties north of the project contribute to low-intensity lighting, which includes wall-mounted, downward-oriented fixtures in the patio, side, and front yards of the homes. Additionally, the vacant properties surrounding the project property (to the north, south, east, and west) do not contribute to the area's existing ambient lighting. Street lighting (i.e., light posts, traffic signals) occurs on the roadways adjacent to the project site. Signalized traffic intersections are located at the Avenue 42 and Monroe

Street intersection, Monroe Street and Showcase Parkway intersection, and the Monroe Street and I-10 on- and off-ramp intersection.

Proposed project access would be located from multiple entry points at Avenue 42 (north), one entry point on Monroe Street (east). The northern entries will provide access to the multifamily residential planning area. The Monroe Street entry (at the Showcase Parkway alignment) will provide access to the residential, commercial, and industrial uses of the project. Monroe Street may be used to allow access to some multifamily residences.

The proposed entries and landscape improvements to the Avenue 42 and Monroe Street frontages will incorporate a uniform landscape and lighting plan outside of the perimeter walls that conforms to standards of the City. The light fixtures will accentuate the proposed signage, trees, and other landscaping features, making them compatible with the existing landscaped frontage along Monroe Street associated with the commercial uses. A traffic signal is proposed at the main entrance to PA1, which will contribute to some daytime and nighttime lighting. However, the new traffic signal's contribution to daytime and nighttime lighting is typical along Avenue 42, and consistent with General Plan buildout of the roadway (see **Section 4.16, Transportation**).

For purposes of nighttime safety, the proposed parking lots, entry points, common areas, courtyards, and pedestrian paths are also expected to include the appropriate levels of illumination consistent with the City's Unified Development Code. Outdoor lighting in PA 2 through 4 would comply with the standards in Indio Unified Development Code Section 3.02.11, which prohibits searchlights, hazardous lighting, mercury vapor, illumination of entire buildings, large commercial antenna lighting, roof-mounted lighting, flashing lights. Additionally, Section 3.02.11 requires that projects be Dark-Sky compliant, including color temperature of outdoor lighting not exceeding 3,000 Kelvins. All outdoor lighting shall be designed, located, installed, directed downward or toward structures, fully shielded, and maintained in order to prevent glare, light trespass, and light pollution and away from adjoining properties and public rights-of-way, so that no light fixture directly illuminates an area outside of the project site intended to be illuminated. Fully shielded means the fixture shall be shielded in such a manner that light rays emitted by the fixture, either directly from the lamp or indirectly from the fixture, are projected below a horizontal plane running through the lowest point on the fixture where light is emitted, thus preventing the emission of light above the horizontal. All exterior lighting shall be located and directed so as not to emit light on adjacent properties. Lighting fixtures shall be weather, and vandal resistant, burnt-out, and broken light bulbs shall be replaced, and maintenance of lighting fixtures shall be maintained in good working order. Onsite lighting within PA 1, PA 2, PA 3 and PA 4 will comply with standards stated in Section 3.002.11 and will result in lighting levels consistent with those of surrounding developments and the requirements of the Development Code and will be less than significant. In addition to complying with these standards, the proposed landscaping treatment will function as a visual screen to further attenuate the visibility of light fixtures from the existing surrounding vantage points that may be sensitive during the evening hours. Per

Section 3.02.11 of the Development Code, the illumination of public and private street lighting, athletic field lights, safety and security lighting, construction and emergency lighting, and temporary lighting (i.e., lights used for holiday decorations, etc.) are exempt from the requirements of Section 3.02.11.

Utility infrastructure such as substations typically include lighting for security purposes and to deter vandalism. It provides safety for line crews who may be performing maintenance at night. Substation light fixtures at newer facilities are typically downward oriented to mitigate light spillage onto adjacent properties and to reduce light pollution. Additionally, a means of switching off a portion of the lights at night to provide reduced lighting may make the site more acceptable to the surrounding community. The proposed substation would contain permanent night lighting. Lighting at the substation would consist of downward-oriented fixtures in areas where nighttime operations or maintenance activities would occur. Lights for maintenance would be turned off during times when lights are not needed. Lights at substation facilities typically include fixtures that do not cause spillover onto adjacent properties, while providing security for the substation. The use of downward-oriented fixtures reduces light spillover onto adjacent properties, reducing potential lighting impacts from the facilities. Additionally, the substation would be located adjacent to I-10, which contributes to existing ambient lighting from passing vehicles and streetlights. Overall, impacts would be less than significant.

According to Chapter 4, Design Guidelines, in The Oasis at Indio Specific Plan, the buildings, color and material should be used in a way that is consistent with the overall architectural design. A dominant building material and color should be clearly established in each building. Accents and variations may then occur within the background established by the dominant base. The dominant colors for buildings should be more neutral in nature, with the more intense colors used for the accents. The proposed structures are expected to have majority neutral finishes (including white and earth-tones) that do not have highly reflective properties or other conditions that would cause substantial daytime or nighttime glare. In order to reduce the visual impact of long building facades, the project will use various paint colors, building materials, recesses, offsets, reveals, decorative fixtures, landscaping, screen walls, and other methods.

Moreover, all industrial facilities shall be constructed of permanent finished materials, such as concrete or masonry. Acceptable exterior finish materials include concrete with textured or sandblasted finishes. Glass, glazing systems, glass block, ceramic or natural stone tile, decorative metal, and metal panel systems are appropriate when used as accents. Metal siding may be used as an agricultural detail or only when it serves a practical purpose (e.g., refrigeration units) and is limited to 15 percent of an elevation. Exterior building colors are light with warm tones with darker or more vibrant accent colors on wall planes at focal points, such as around building entrances and near outdoor gathering spaces. Additionally, architectural designs may mix colors, materials, and textures

to articulate facades and create visual appeal. Materials and colors shall match and enhance the architectural style of the building.

Overall, the project will not substantially contribute to light or glare.

4.1.5 Cumulative Impacts

Cumulative impacts are those resulting from past, present, and reasonably near future actions, combined with the potential visual impacts of this project. Visual resources in Indio at buildout of the General Plan were considered to determine the extent to which the project would impact the resources, consistent the CEQA Guideline 15130(b)(1)(B) approach of using a summary of planned growth projections in an adopted plan. General Plan and zoning policies and standards relating to aesthetic resources and lighting were also analyzed. The project site's current land use designations include Mixed Use Neighborhood and Regional Commercial.

As determined in this analysis of project impacts to aesthetic resources, the project would result in impacts to the existing views of scenic resources, however, the project-building design guidelines and setbacks would be established to minimize those impacts. Additionally, the project proposes mixed uses (industrial, commercial, and residential) that are typical along the I-10 freeway in the City of Indio. Furthermore, the existing context of the surrounding area includes commercial uses to the east (east of Monroe Street) and industrial uses to the south (south of the I-10 and the Coachella Valley Stormwater Channel).

The project site, which is currently undeveloped and vacant, provides views of the San Jacinto Mountains, Little San Bernardino Mountains, Santa Rosa Mountains, and Indio Hills from public rights-of-ways. As determined throughout this analysis of project impacts on aesthetic resources, the development of the proposed project will obscure existing views of the Little San Bernardino Mountains, Indio Hills, San Jacinto Mountain, and Santa Rosa Mountains from adjacent roadways. However, there are no officially recognized scenic vistas that would be impacted by the project. The project's proposed perimeter walls and landscaping, as well as structures adjacent to the rights-of-way would result in full and partial obstruction of the surrounding landforms depending on viewpoint from the public roads. This is typical of design in the City of Indio, where public views are partially or briefly obstructed by development. Additionally, the Indio General Plan outlines various goals, policies and standards for land use categories, urban design, and building architecture, which impact the scenic quality of the City. The project's partial obstruction of views of the surrounding mountains, principally the lower slopes, will contribute to cumulative impacts to scenic resources resulting from development on vacant sites throughout Indio. The project, and other projects planned and permitted by the General Plan, will obstruct the local views of the surrounding mountain ranges, but generally, due to the height limitations included in the Municipal Code and the policies and programs of the General Plan, will preserve the views of the mid-range slopes and peaks to the greatest extent feasible. As a City-wide visual resource, the cumulative impacts associated with obstructed views of

the surrounding mountains are expected to remain less than significant with build out of the General Plan, as the overall view of the surrounding mountains will remain visible throughout the City due to their size and scale.

Development of vacant areas throughout the City of Indio will diminish the number of areas that provide largely unobstructed views of the scenic vistas viewed along public rights-of-ways. Typically, vacant lots, since they do not have buildings or associated structures, allow motorists and pedestrians to view the natural landscape without obstructions. The development of these vacant lots would result in the removal of the opportunities for scenic viewsheds. Future development in the City would be required to abide by the standards of the Development Code or future Specific Plans. Review of these projects for consistency with goals, policies and programs established in the General Plan will occur as projects are proposed. Build out of the General Plan is expected to have less than significant impacts on visual character due to the impositions of these regulations.

Cumulative impacts associated with light and glare will result from further development of vacant land as the City continues to build out. The same standards requiring limited lighting, directional and screened lighting, and the prohibitions associated with high-intensity lighting included in the Development Code will be applied to future projects, as they are proposed. The implementation of these standards and requirements is designed specifically to minimize the impacts of light and glare on adjacent properties and throughout the City. Therefore, although lighting levels will increase as development occurs in the City, the cumulative impacts of light and glare are expected to be less than significant at General Plan build out.

4.1.6 Mitigation Measures

Impacts will be less than significant, and no mitigation measures are required.

4.1.7 Level of Significance after Mitigation

Through compliance with the proposed Specific Plan design guidelines and development standards, development of the project would result in less than significant impacts to aesthetic resources and no mitigation is required.

4.1.8 Resources

1. State Scenic Highways, Caltrans, website <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>.
2. Streets and Highways Code – SHC; Division 1. State Highways, Chapter 2. The State Highway System, Article 2.5 State Scenic Highways, California Legislative Information, https://leginfo.ca.gov/faces/codes_displayText.xhtml?lawCode=SHC&division=1.&title=&part=&chapter=2.&article=2.5.

4.2 Agricultural Resources and Forestry Resources

4.2.1 Introduction

This section describes the existing agricultural and forest resources and potential effects from implementation of the proposed project. Descriptions and analysis in this section are based on information contained in the *City of Indio General Update EIR* (2019), the *City of Indio 2040 General Plan*, and the *Farmland Mapping and Monitoring Program* (FMMP) developed by the California Department of Conservation (DOC) (2010). Sources used in the preparation of this section are identified in subsection 4.2.8, *Resources*, at the end of this section, and **Chapter 8.0, References**, at the end of this Draft EIR.

4.2.2 Existing Conditions

The City of Indio's location and combination of climate and soil types of support production of off-season and specialty crops, including grapes, citrus, dates, and other fruit and vegetable crops. There is a wide variety of soils within the City that vary appreciably in origin, degree of weathering, depth, and texture. Many locations in the City still have the productive soil and availability to water to be well suited for agricultural purposes.

The project site occupies approximately 183 acres of land at the southwest corner of Avenue 42 and Monroe Street, in the City of Indio. Surrounding land uses include agriculture, residential community, and vacant land to the north (separated from the project by Avenue 42); a gas station, commercial center, and vacant land to the east (separated by Monroe Street); vacant land with a dune berm and Thousand Palms Canyon Wash to the west; and the Coachella Valley Stormwater Channel and vacant lands to the south (separated by the Interstate 10 freeway). There is an unpaved road through the middle of the project, Clinton Street, which does not continue north of Avenue 42.

From the early 1930s to 2009, the project site consisted of agricultural land, residential homes, a barn, and a mechanical/auto repair area in a portion of the property. The most recent agricultural use on the site was growing sod grass, which ceased by 2005. Remnants of agricultural and commercial land uses include several concrete pads, irrigation standpipes, and a circular feature resembling a possible hydraulic lift piston on the northwestern side of the subject property. Based on an onsite reconnaissance of the property for the Phase 1 Environmental Site Assessment, the hydraulic piston was still physically situated within the ground below the concrete pad.

The current land condition includes minimal vegetation consisting of both native and nonnative vegetation commonly found in areas of human disturbance. The project site is covered in fine windblown dune sands originating from dunes adjacent to the western side of the property and agricultural uses to the north. The property is in an area dominated by very fine sandy loam Indio

soils. Indio soils, which have a type of aridic soil moisture regime, are very deep, well, or moderately well drained and formed in alluvium which is derived from mixed rock sources with slow runoff, and moderate permeability.

The most recent State Important Farmland Map for Riverside County was prepared in 2018 by the California Department of Conservation. According to the State Important Farmland Map, 174 of the 183 acres of the project site is identified as Farmland of Local Importance. A western section of the site consisting of 12.9 acres is designated as Other Land, described as vacant and nonagricultural land surrounded by urban development.

The City's Zoning Map zoned the project site as Regional Commercial (RC) on the eastern side of the project, Mixed-Use Neighborhood (MUN) on a portion of the eastern side of the project site adjacent to Clinton Street and Avenue 42, and Specific Plan (MU-SP) on the western side of the project site, west of Clinton Street.

4.2.3 Regulatory Setting

Federal

Farmland Protection Policy of 1981 – [7 U.S.C. Sections 4201 to 4209 and 7 C.F.R. Part 658]

The Farmland Protection Policy Act (FPPA, 7 U.S.C. Section 4101 et seq.) is intended to protect farmland and requires federal agencies to coordinate with the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), if their activities may irreversibly convert farmland to nonagricultural use, either directly or indirectly. The stated purpose of the FPPA is to “minimize the extent to which federal programs contribute to the unnecessary conversion of farmland to nonagricultural uses.”

State

California Land Conservation Act of 1965 (Williamson Act)

The California Land Conservation Act of 1965 (the Williamson Act, Government Code Sections 51200 through 51297.4) encourages the preservation of agricultural lands through tax incentives due to the increasing trend toward the conversion of agricultural lands to urban uses. The act enables counties and cities to designate agricultural preserves (Williamson Act lands) and within these preserves, offer preferential taxation to agricultural landowners based on the agricultural income producing value of the property. This approach ties real estate tax rates to the agricultural value of the land rather than the market rate, which can escalate rapidly as areas around a farm or dairy convert to urban uses. In return for the preferential tax rate, the landowner is required to sign a contract with the county or city agreeing not to develop the land with non-agricultural uses for a minimum of ten years. On the

ten-year anniversary date of the contract, it is renewed automatically, unless a notice of non-renewal or petition for cancellation is filed.

State Farmland Mapping and Monitoring Program

The California Department of Conservation (DOC) established the Farmland Mapping and Monitoring Program (FMMP) in 1982. The FMMP is a non-regulatory program and provides a consistent and impartial analysis of agricultural land use and land use changes throughout California. The FMMP produces maps and statistical data used for analyzing impacts on California's agricultural resources. Land is rated according to soil quality and irrigation status and identified by the following categories, collectively referred to as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, Farmland of Local Importance, Urban and Built-Up Land, or Other Land. Additionally, FMMP can identify previous agricultural land as "fallow," based on the criteria described below. Descriptions of these categories and their applicability to the Project area are discussed as followed:

Prime Farmland

Prime farmland is considered as land that has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Farmland of Statewide Importance

Farmland of Statewide Importance is like Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agriculture at some time during the four years prior to the mapping date.

Unique Farmland

Unique Farmland consists of lesser quality requirements for soils used to produce the State's leading agricultural crops. Unique Farmland is usually irrigated but can include non-irrigated orchards or vineyards as found in some climatic zones in California. To be designated as Unique Farmland, the Land would have to have been planted at some time during the past four years prior to the mapping date.

Farmland of Local Importance

Farmland of Local Importance is land that a local unit has designated as having local significance and will take priority over some other classification by the state. Much of the proposed project site is labeled as Farmland of Local Importance.

Grazing Land

Grazing Land is land on which existing vegetation is suited to the grazing of livestock. Grazing Land does not occur in the Coachella Valley.

Urban and Built-Up Land

Urban and Built-Up Land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sewage treatment, and water control structures.

Other Land

Other Land is defined as 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, strip mines, borrow pits, and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded by urban development and greater than forty acres is mapped and identified as “Other Land.”

Other Land occurs in the western portion of the project property. Additionally, Other Land occurs in areas south and west of the project site.

Fallow Land

As described in the *California Department of Conservation Division of Land Resource Protection Farmland Mapping and Monitoring Program (FMMP) Protocol for Removing Agricultural Land on Important Farmland Maps*, fallow land is agricultural land that has not been used for irrigated agriculture for four or more years. FMMP interprets aerial photography to determine and track land use, irrigation status, and periods of land use transition. When FMMP staff note irrigated farmland as fallow or non-irrigated, that is the zero-year mark, and the land continues to be mapped as Irrigated Farmland until it can be determined that the agricultural land has not been used for irrigated agriculture for at least four years. Before making a final land use change, FMMP staff will attempt to make a windshield site visit via a public road.

FMMP has mapped the project site as Farmland of Local Importance and Other Land. However, the City of Indio has mapped the majority of the project site as fallow land. The remainder of the site not mapped as fallow land was neither mapped as active farmland (See Figure 4.2-2, *Agricultural Land Status* in the City’s General Plan). The City considers land to be “fallow” versus “active” through field verifications, GIS data from Riverside County and FMMP data instead of wholly using FMMP data that relies on aerial photography.

California Farmland Conservancy Program Act (Public Resources Code Sections 10200 to 10277)

This act provides a mechanism for the DOC to establish agricultural conservation easements on farmland. “Agricultural conservation easement” means an interest in land, less than fee simple, which represents the right to prevent the development or improvement of the land for any purpose other than agricultural production. The easement is granted for the California Farmland Conservancy Program.

Regional and Local***Riverside County Agricultural Commissioner’s Office***

The Riverside County Agricultural Commissioner’s Office promotes and protects the agricultural industry of the County and its environment. The first County agricultural commissioner was appointed in 1909, after the establishment of the Riverside County Board of Horticulture in 1893. The Commission ensures the health and safety of the County’s citizens and fosters confidence and equity in the marketplace through education and the fair and uniform enforcement of laws, regulations, and ordinances enacted by the people of the State of California and the County of Riverside.

According to the Riverside County General Plan, one of Riverside County’s most important land uses in terms of historic character and economic strength is widespread and diverse agriculture lands. Agriculture production is one of the largest industries in terms of dollar value in the County and competes successfully in the global economy. The County’s Agriculture (AG) land use designation was established to help conserve productive agricultural lands within the county. These include row crops, nurseries, citrus groves and vineyards, dairies, ranches, poultry and hog farms, and other agricultural related uses.

City of Indio 2040 General Plan

The Indio General Plan provides long-term guidance and policies for maintaining and improving the quality of life as well as the man-made and natural resources of the community. The Conservation Element of the City’s General Plan addresses the conservation, development, and sustainable use of Indio’s natural resources, including, but not limited to, water, soils, natural gas, fossil fuels, renewable energy sources and mineral deposits.

Applicable goals and policies established in the Conservation Element regarding the protection of soils for agriculture use are as follows:

Goal CE-6: The protection of soils from erosion by wind and water, and from the build-up of salts on agricultural lands.

Policy CE-6.1 Minimize grading of land to project specific efforts to limit the impact of soil erosion from wind, water, and landslides in areas of unstable slopes, and reduce negative aesthetic impacts in areas of significant landforms.

Policy CE-6.2 Continue to work with agricultural property owners and operators to minimize the impacts of tilling and grading on soil erosion.

City of Indio General Plan Update Environmental Impact Report (EIR)

The City of Indio General Plan Update EIR is to be used to facilitate and encourage improvements that will help realize the community's vision for Indio. Section 4.2 *Agriculture Resources*, in the Indio General Plan Update EIR describes existing soil and water conditions in the City, as well as regulations related to the protection of agricultural resources. The section includes a summary of Farmland Mapping and Monitoring Program (FMMP) land within the City limits and fallow and active farmland in the City. The section also addresses potential impacts to agricultural resources because of development facilitated by the General Plan Update EIR. The proposed development facilitated by the General Plan Update EIR could impact 520.7 acres of active farmland and 1,441.8 acres of fallow farmland, as these active and fallow farmlands have proposed land use types that allow non-agricultural uses. There are no policies or mitigation measures available to mitigate the irreplaceable loss of Prime, Unique, Locally Important, and fallow farmland. The project site is currently designated as fallow land due to the lack of agricultural activities onsite. The unavoidable impact to agricultural land in the City is further discussed in the project Impacts section.

4.2.4 Project Impact Analysis

Thresholds of Significance

According to the CEQA Guidelines' Appendix G Environmental Checklist, to determine whether impacts to agricultural resources are significant environmental effects, the following questions are analyzed and evaluated. Would the Project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c) Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?
- d) Result in the loss of forest land or conversion of forest land to non-forest use?

- e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Methodology

This analysis of agriculture was based on review of current uses of the project site, soil characteristics of the project area, and the project area's farmland classifications per the USDA-NRCS and the FMMP. This information was used to determine the proposed project's specific agriculture-related impacts, paying particular attention to the potential direct and indirect conversion of farmland. The impact analysis below focuses on whether those impacts would be significant and if so, whether existing regulations would mitigate impacts.

Project Impacts

a&e Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland); or Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use.

The site contained active agricultural land from the 1930s to 2005; however, it is currently vacant. According to the 2018 Important Farmland Map prepared by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP), the site is designated as Farmland of Local Importance and Other Land. Approximately 174 acres of the approximately 183 acres of project site are designated as Farmland of Local Importance, and 12.9 acres are designated as Other Land.

According to Table 4.2-1, *Important Farmlands in Indio*, in the Agricultural Resources section of the General Plan Update EIR, the City of Indio is comprised of 982 acres of Prime Farmland, 253 acres of Unique Farmland, 2,092 acres of Farmland of Local Importance, 11,665 acres of Urban and Built-Up Land, and 6,235 acres of Other Land. Table 4.2-2, *Important Farmlands in Indio City Limits*, details fallow and active agricultural land within the City. The City recognizes that there is a discrepancy between the most recent available data for the FMMP categories and the actual land use throughout much of the Planning Area. Therefore, the City considers land to be "fallow" versus "active" through field verifications, GIS data from Riverside County and FMMP data instead of wholly using FMMP data that relies on aerial photography. Fallow agricultural land is defined as areas of past agricultural use that have not been used for irrigated agricultural productions for multiple years. Approximately 520 acres of land within the City is active farmland, while approximately 1,441 acres of agricultural land is fallow, and 19,670 acres are disturbed or developed. According to Figure 4.2-2, *Agricultural Land Status*, the project site is categorized as fallow land.

Based on the City's Zoning Map, the project site is zoned Regional Commercial (RC) on the eastern side of the project, Mixed-Use Neighborhood (MUN) on the southeastern corner of Avenue 42 and of Clinton Street, and Specific Plan (MU-SP) on the western side of the project site. Surrounding zoning to the north of the project site include MUN, MU-SP, Project Master Plan (PMP), and Sun City Shadow Hills PMP. Zoning to the east of the project site is RC. Zoning to the south includes Heavy Industrial (IH), Parks and Open Space (OS), Light industrial (IL), Suburban Neighborhood-8 (SN-8), and Mobile Home (MH). Finally, zoning to the west includes MU-SP, OS, and IL. The project site and the surrounding land zoning designations do not promote agricultural developments. Based on the City's Zoning Map, the City does not have exclusive agricultural land use designations for future developments. Rising land values, water costs, increasing taxes, and other land use conflicts have contributed to a substantial reduction in agricultural viability within the City.

Although the project would convert previously utilized farmland, which is identified as Farmland of Local Importance, the project is not designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or active farmland, and thus, will not convert these land designations to non-agricultural uses. Additionally, according to the City Zoning Map, the project site and surrounding areas are not zoned for agricultural uses, and the loss of agricultural land in the City is anticipated by the General Plan. Moreover, reflective of the difficult conditions to cultivate farmland in the City of Indio, the site has not been used for agricultural in 20 years. During that time, the City has planned for conversion of the project site to urban uses, including housing and industrial uses. For the reasons identified above, including that the project would not convert actively cultivated (or recently actively cultivated) farmland and the intention of the City to develop the project site and surrounding areas, the project would result in less than significant impacts.

b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract

The Williamson Act enables counties and cities to designate agricultural preserves (Williamson Act lands) and within these preserves, offer preferential taxation to agricultural landowners based on the agricultural income producing value of the property. There are active Williamson Act Contracts within the City limits and additional acreage designated as agricultural preserves by the County of Riverside.

As stated in the previous discussion, the project site and the surrounding land is not zoned for agricultural use. The project site is zoned RC, MUN, and MU-SP. Land zoning to the north includes MUN, MU-SP, PMP, Sun City Shadow Hills PMP. Land zoning to the east is RC. Land zoning to the south (separated by Interstate 10 freeway) is IH, OS, IL, SN-8, and MH. Land to the west is zoned MU-SP, OS, and IL. According to the City's zoning map and the City's General Plan Update EIR, there are no exclusive agricultural land use designations; therefore, development facilitated by the General Plan could eventually convert Farmland of Local Importance, like the project site, to non-agricultural uses. In addition, although there are 30 acres of designated lands under Williamson Act Contract in the City, the General Plan Update EIR does not identify land use types to support agricultural production.

The project site is not subject to a Williamson Act contract and is not located near areas designated under a Williamson Act contract. Although agricultural properties are located north of the project, that land is not designated as Williamson Act contracted lands. According to the Williamson Act Land Conservation Act Map 2015-2016, the closest Williamson Act Contract property is located approximately 4.8 miles southeast of the project. Therefore, impacts to zoning for agricultural use or Williamson Act Contract land is less than significant.

c&d. Conflict with existing zoning for, or cause rezoning of, forest land, timberland or timberland zoned Timberland Production or result in loss of forest land or conversion of forest land to non-forest use

The City of Indio does not have land designated as forest land, timberland, or timberland zoned Timberland Production within the City boundaries. Additionally, these activities do not occur within the City. Therefore, implementation of the proposed project would not conflict with zoning or rezoning of forest land, timberland, or timberland zoned Timberland Production, or result in the loss of forest land or conversion of forest land to non-forest use. Impacts are less than significant.

4.2.5 Cumulative Impacts

Cumulative impacts are those resulting from past, present, and reasonably near future actions, combined with the potential visual impacts of this proposed project. Agricultural resources in Indio at buildout of the General Plan were considered to determine the extent to which the project would impact the resources. General Plan zoning polices and standards relating to land uses were also analyzed.

Although active agricultural properties occur within the City boundaries, the Indio General Plan Land Use Map does not designate areas within the City for agricultural uses. The General Plan EIR identifies that implementation of the City's General Plan Update would result in the potential conversion of fallow and active farmlands to urban uses and therefore, identifies that City buildout could result in significant and unavoidable cumulative impacts. Approximately 520.7 acres of land within the City of Indio is designated as active farmland, while approximately 1,441.8 acres are fallow, and 19,670.7 acres is disturbed/developed. Per the Indio General Plan EIR, agriculture has been an important factor in the City of Indio's history and local economy; however, rising land values, water costs, increasing taxes, and other land use conflicts have contributed to a substantial reduction in agricultural viability within the City.

The project's current land use designations include MUN and RC. Although the project site was once active agricultural land, it has been fallow since 2005. Additionally, the project site is not located in an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As determined in this analysis of project impacts to agricultural resources, the project would not result

in impacts to agricultural or forestry resources. Therefore, implementation of the proposed project would not result in cumulatively considerable contribution to this cumulative impact.

4.2.6 Mitigation Measures

No Mitigation Measures are required.

4.2.7 Level of Significance after Mitigation

Not applicable.

4.2.8 Resources

1. 2022 City of Indio Zoning Map: <https://www.indio.org/departments/community-development-department/gis-map>
2. City of Indio General Plan:
<https://www.indio.org/home/showpublisheddocument/3321/638053330127130000>
3. City of Indio General Plan Update EIR:
<https://www.indio.org/home/showpublisheddocument/924/637874293008870000>
4. Farmland Mapping and Monitoring Program (FMMP), California Department of Conservation, available at <https://www.conservation.ca.gov/dlrp/fmmp>
5. Williamson Act Program, California Department of Conservation, <https://www.conservation.ca.gov/dlrp/wa>
6. Phase 1 Environmental Site Assessment Report by Partner Engineering and Science, Inc., 2022

4.3 Air Quality

4.3.1 Introduction

The purpose of this section is to discuss the existing air quality setting in the Coachella Valley and analyze the potential impacts resulting from implementation of the proposed project. The air quality principles, descriptions and supporting analysis rely on the relevant background research and information made available in various public regulatory and reference documents cited throughout this section.

Reference documents include pertinent sections of the Federal *Clean Air Act* (CAA); *Final 2022 Air Quality Management Plan* (AQMP), by South Coast Air Quality Management District (SCAQMD), adopted by SCAQMD on December 2, 2022 and approved by CARB Board of Directors on January 26, 2023; *Final 2016 Air Quality Management Plan* (AQMP), by South Coast Air Quality Management District (SCAQMD), March 2017; *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; *Draft Coachella Valley Extreme Plan for 1997 8-Hour Ozone Standard*, by SCAQMD, September 2020; *Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard*, Public Consultation Meeting Presentation by SCAQMD, September 2020; *Coachella Valley Extreme Area Plan for the 1997 8-Hour Ozone Standard Fact Sheet*, by SCAQMD, September 2020; and the SCAQMD Rule Book.

At the project-specific level, the analytical and quantitative findings are based on the findings and conclusions of the project-specific *Oasis at Indio Specific Plan, Air Quality and Health Risk Assessment Report* (AQHRA), completed on December 4, 2023 to evaluate and document the potential air quality and health risk impacts associated with the construction and operation of the proposed Oasis at Indio Specific Plan (proposed project) as a new specific plan that would guide land use and development decisions for an area of approximately 183 acres in the north-central part of the city of Indio, in the Coachella Valley region of Riverside County, California. If approved, the proposed Project would support the sustainable development of both residential and non-residential land uses. The AQHRA is consistent with the guidance and recommendations contained in the South Coast Air Quality Management District's (SCAQMD) California Environmental Quality Act (CEQA) Air Quality Handbook, as amended, and supplemented. The AQHRA and this section of the DEIR are intended to assist the CEQA Lead Agency (the City of Indio) with its review of potential Project-related air quality and health risk impacts in compliance with the State CEQA Statutes and Guidelines, particularly in respect to the air quality issues identified in Appendix G of the State CEQA Guidelines.

The AQHRA documentation referenced in this section is provided in the Appendices of this Draft EIR (**Appendix B**).

4.3.2 Existing Conditions

Regional Air Basin Conditions

Air quality is a function of pollutant emissions with topographic and meteorological influences. The amount of pollutants emitted into the air and the physical features and atmospheric conditions of a geographic region interact to affect the movement and dispersion of pollutants and determine the quality of its air.

The U.S. EPA and CARB are the federal and state agencies charged with maintaining air quality in the nation and state, respectively. The U.S. EPA delegates much of its authority over air quality to CARB. CARB has geographically divided the state into 15 air basins for the purposes of managing air quality on a regional basis. An air basin is a CARB-designated management unit with similar meteorological and geographic conditions. The proposed Project is in the County of Riverside, within the Salton Sea Air Basin (SSAB). The SSAB includes portions of Riverside County and Imperial County.

Regulated Air Pollutants

The U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six common air pollutants: ozone (O_3), particulate matter (PM), which consists of “inhalable coarse” PM (particles with an aerodynamic diameter between 2.5 and 10 microns in diameter, or PM_{10}) and “fine” PM (particles with an aerodynamic diameter smaller than 2.5 microns, or $PM_{2.5}$), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. The U.S. EPA refers to these six common pollutants as “criteria” pollutants because the agency regulates the pollutants on the basis of human health and/or environmentally based criteria. CARB has established California Ambient Air Quality Standards (CAAQS) for the six common air pollutants regulated by the federal Clean Air Act (the CAAQS are more stringent than the NAAQS) plus the following additional air pollutants: hydrogen sulfide (H_2S), sulfates (SO_x), vinyl chloride, and visibility reducing particles. A description of the regulated air pollutants associated with the proposed Project is provided below.

Ground-level ozone, or smog, is not emitted directly into the atmosphere. It is created from chemical reactions between oxides of nitrogen (NO_x) and volatile organic compounds (VOCs), also called reactive organic gases (ROG), in the presence of sunlight (U.S. EPA, 2022a). Thus, ozone formation is typically highest on hot sunny days in urban areas with NO_x and ROG pollution. Ozone irritates the nose, throat, and air pathways and can cause or aggravate shortness of breath, coughing, asthma attacks, and lung diseases such as emphysema and bronchitis.

ROG is a term defined by CARB as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, and includes several low-reactive organic compounds which have been exempted by the U.S. EPA.

VOC is a term defined by the U.S. EPA as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in

atmospheric photochemical reactions. VOCs do not include organic compounds of carbon which have been determined to have negligible photochemical reactivity such as methane, ethane, and methylene chloride.

Particulate matter (PM), also known as particle pollution, is a mixture of extremely small solid and liquid particles made up of a variety of components such as organic chemicals, metals, and soil and dust particles.

PM₁₀, also known as inhalable coarse, respirable, or suspended PM₁₀, consists of particles less than or equal to 10 micrometers in diameter (approximately 1/7th the thickness of a human hair). These particles can be inhaled deep into the lungs and possibly enter the blood stream, causing health effects that include, but are not limited to, increased respiratory symptoms (e.g., irritation, coughing), decreased lung capacity, aggravated asthma, irregular heartbeats, heart attacks, and premature death in people with heart or lung disease.

PM_{2.5}, also known as fine PM, consists of particles less than or equal to 2.5 micrometers in diameter (approximately 1/30th the thickness of a human hair). These particles pose an increased risk because they can penetrate the deepest parts of the lung, leading to and exacerbating heart and lung health effects.

Carbon Monoxide (CO) is an odorless, colorless gas that is formed by the incomplete combustion of fuels. Motor vehicles are the single largest source of carbon monoxide in the SSAB. At high concentrations, CO reduces the oxygen-carrying capacity of the blood and can aggravate cardiovascular disease and cause headaches, dizziness, unconsciousness, and even death.

Nitrogen Dioxide (NO₂) is a by-product of combustion. NO₂ is not directly emitted but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO₂ are collectively referred to as NO_x and are major contributors to ozone formation. NO₂ also contributes to the formation of particulate matter. NO₂ can cause breathing difficulties at high concentrations.

Sulfur Dioxide (SO₂) is one of a group of highly reactive gases known as oxides of sulfur (SO_x). Fossil fuel combustion in power plants and industrial facilities are the largest emitters of SO₂. Short-term effects of SO₂ exposure can include adverse respiratory effects such as asthma symptoms. SO₂ and other SO_x can react to form PM.

Sulfates (SO₄²⁻) are the fully oxidized ionic form of sulfur. SO₄²⁻ are primarily produced from fuel combustion. Sulfur compounds in the fuel are oxidized to SO₂ during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Sulfate exposure can increase risks of respiratory disease.

In addition to criteria air pollutants, the U.S. EPA and CARB have classified certain pollutants as hazardous air pollutants (HAPs) or toxic air contaminants (TACs), respectively. These pollutants can cause severe health effects at very low concentrations, and many are suspected or confirmed carcinogens. The U.S. EPA has identified 187 HAPs, including such substances as arsenic and chlorine; CARB considers all U.S. EPA designated HAPs, as well as particulate emissions from diesel-fueled engines (DPM) and other

substances, to be a TAC. Since CARB's list of TACs references and includes U.S. EPA's list of HAPs, this document uses the term TAC when referring to HAPs and TACs. A description of the TACs associated with the proposed project and its vicinity is provided below.

Gasoline-Powered Mobile Sources. According to the SCAQMD's *Multiple Air Toxics Exposure Study in the South Coast Air Basin*, or MATES V, gasoline-powered vehicles emit TACs, such as benzene, which can have adverse health risks. Gasoline-powered sources emit TACs in much smaller amounts than diesel-powered vehicles.

Diesel Particulate Matter (DPM). Diesel engines emit both gaseous and solid material; the solid material is known as DPM. Almost all DPM is less than 1 micrometer (μm) in diameter, and thus is a subset of $\text{PM}_{2.5}$. DPM is typically composed of carbon particles and numerous organic compounds. Diesel exhaust also contains gaseous pollutants, including VOCs and NO_x . The primary sources of diesel emissions are ships, trains, trucks, rail yards and heavily traveled roadways. These sources are often located near highly populated areas, resulting in greater DPM related health consequences in urban areas. The majority of DPM is small enough to be inhaled into the lungs and what particles are not exhaled can be deposited on the lung surface and in the deepest regions of the lungs where the lung is most susceptible to injury. In 1998, CARB identified DPM as a toxic air contaminant based on evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. DPM also contributes to the same non-cancer health effects as $\text{PM}_{2.5}$ exposure (CARB 2016).

Common criteria air pollutants, such as ozone precursors, SO_2 , and PM, are emitted by a large number of sources and have effects on a regional basis (i.e., throughout the SSAB); other pollutants, such as HAPs, TACs, and fugitive dust, are generally not as prevalent and/or emitted by fewer and more specific sources. As such, these pollutants have much greater effects on local air quality conditions and local receptors.

Salton Sea Air Basin Climate, Topography, and Meteorology

The Coachella Valley Planning Area, which consists of portions of Riverside County located in the SSAB, has a desert climate, and can experience frequent strong winds. The Coachella Valley Planning Area is bound by the San Jacinto Mountains to the west and the eastern boundary of the Coachella Valley to the east.

Pollutants generated in the South Coast Air Basin are transported by wind through the San Geronio Pass to the Coachella Valley. The Pacific high-pressure system drives the prevailing winds in the South Coast Basin. In the summer, an inversion layer is created over the coastal areas and increases ozone levels. A temperature inversion is created when a layer of cool air is overlain by a layer of warmer air; this can occur over coastal areas when cool, dense air that originates over the ocean is blown onto land and flows underneath the warmer, drier air that is present over land. In the winter, areas throughout the South Coast Air Basin often experience a shallow inversion layer that prevents the dispersion of surface level air pollutants, resulting in higher concentrations of criteria air pollutants such as CO and NO_x . These meteorological conditions contribute to the pollution transported from the South Coast Air

Basin into the Coachella Valley. High winds also generate wind-blown sand and dust, creating high PM₁₀ concentrations in the Coachella Valley Planning Area.

Temperatures near the project area range from a high of 107 degrees Fahrenheit (F) in July to a low of 39 degrees Fahrenheit in December and January. Annual precipitation is approximately 3 inches, falling mostly from December through February.

The SCAQMD maintains publicly meteorological data for use in air quality analyses. The closest meteorological station with data representative of those at the project area is from the Palm Springs Airport, approximately 8.4 miles northwest of the project area.

Regional Air Quality Conditions and Attainment Status

The federal and state governments have established emission standards and limits for air pollutants which may be anticipated to endanger public health or welfare. These standards typically take one of two forms: standards or requirements that are applicable to specific types of facilities or equipment (e.g., petroleum refining, metal smelting), or concentration-based standards that are applicable to overall ambient air quality. Air quality conditions are best described and understood in the context of these standards; areas that meet, or attain, concentration-based ambient air quality standards are considered to have levels of pollutants in the ambient air that, based on the latest scientific knowledge, do not endanger public health or welfare.

The U.S. EPA, CARB, and the SCAQMD assess the air quality of an area by measuring and monitoring the amount of pollutants in the ambient air and comparing pollutant levels against NAAQS and CAAQS. Based on these comparisons, regions are classified into one of the following categories:

Attainment: A region is “in attainment” if monitoring shows ambient concentrations of a specific pollutant are less than or equal to NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a “maintenance area” for 10 years to ensure that the air quality improvements are sustained.

Nonattainment: If the NAAQS or CAAQS are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS and CAAQS require multiple exceedances of the standard for a region to be classified as nonattainment. Federal and state laws require nonattainment areas to develop strategies, plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.

Unclassified: An area is unclassified if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment.

The Coachella Valley is currently in nonattainment for state and federal ozone and PM₁₀ standards.

Pollution problems in the Coachella Valley are caused by emissions in the South Coast Air Basin and in Coachella Valley, and the specific meteorology that promotes pollutant concentrations. Emissions sources vary widely from smaller sources such as individual residential water heaters and short-term grading activities to extensive operational sources including long-term operation of electrical power plants and other intense industrial use. Additionally, pollutants in the South Coast Basin are blown inward to the

Coachella Valley from coastal areas by sea breezes from the Pacific Ocean. Most ozone pollution in the Coachella Valley was generated upwind and transported to the area. Ozone concentrations and exceedances in Coachella Valley are highest in late spring and summer. Unlike ozone, PM₁₀ is mostly generated within Coachella Valley. High PM₁₀ concentrations and exceedances are caused by fugitive dust from sources such as construction activities, road travel, and winds that generate dust.

Table 4.3-1 Summary of Ambient Air Quality Standards and Attainment Status in Coachella Valley

Pollutant	Averaging Time(B)	California Standards(A)		National Standards(A)	
		Standard(C)	Attainment Status	Standard(C)	Attainment Status
Ozone	1-Hour (1979)	--	--	240 µg/m ³	Attainment
	1-Hour (Current)	180 µg/m ³	Nonattainment	--	--
	8-Hour (1997)	--	--	160 µg/m ³	Nonattainment
	8-Hour (2008)	--	--	147 µg/m ³	Nonattainment
	8-Hour (Current)	137 µg/m ³	Nonattainment	137 µg/m ³	Nonattainment
PM ₁₀	24-Hour	50 µg/m ³	Nonattainment	150 µg/m ³	Nonattainment
	Annual Average	20 µg/m ³	Nonattainment	--	--
PM _{2.5}	24-Hour	--	--	35 µg/m ³	Attainment
	Annual Average (1997)	--	--	15 µg/m ³	Unclassifiable/Attainment
	Annual Average (Current)	12 µg/m ³	Attainment	12 µg/m ³	Unclassifiable/Attainment
Carbon Monoxide	1-Hour	23,000 µg/m ³	Attainment	40,000 µg/m ³	Unclassifiable/Attainment
	8-Hour	10,000 µg/m ³	Attainment	10,000 µg/m ³	Unclassifiable/Attainment
Nitrogen Dioxide	1-Hour	339 µg/m ³	Attainment	188 µg/m ³	Unclassifiable/Attainment
	Annual Average	57 µg/m ³	Attainment	100 µg/m ³	Unclassifiable/Attainment
Sulfur Dioxide	1-Hour	655 µg/m ³	Attainment	196 µg/m ³	--
	24-Hour	105 µg/m ³	Attainment	367 µg/m ³	Unclassifiable/Attainment
	Annual Average	--	--	79 µg/m ³	Unclassifiable/Attainment
Lead	3-Months Rolling	--	--	0.15 µg/m ³	Unclassifiable/Attainment
Hydrogen Sulfide	1-Hour	42 µg/m ³	Attainment	--	--
Sulfates	24-Hour	25 µg/m ³	Attainment	--	--
Vinyl Chloride	24-Hour	26 µg/m ³	Unclassified	--	--

Source: SCAQMD 2022, modified by MIG.

- (A) This table summarizes the CAAQS and NAAQS and the SSAB's attainments status. This table does not prevent comprehensive information regarding the CAAQS and NAAQS. Each CAAQS and NAAQS has its own averaging time, standard unit of measurement, measurement method, and statistical test for determining if a specific standard has been exceeded. Standards are not presented for visibility reducing particles, which are not concentration-based. The Basin is unclassified for visibility reducing particles.
- (B) Ambient air standards have changed over time. This table presents information on the standards previously used by the U.S. EPA for which the SSAB does not meet attainment.
- (C) All standards are shown in terms of micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) rounded to the nearest whole number for comparison purposes (with the exception of lead, which has a standard less than $1 \mu\text{g}/\text{m}^3$). The actual CAAQS and NAAQS standards specify units for each pollutant measurement.

Local Environmental Setting

The proposed project is in the center of Riverside County, in the north-central portion of the City of Indio, approximately 65 feet north of I-10. Existing residences are located north of the site. The existing commercial uses surrounding the project area, as well as vehicles on the I-10 and local roadways, and overhead aircraft all contribute to the local air quality conditions in proximity to the project area.

Local Air Quality Conditions

Air pollution levels are measured at monitoring stations located throughout the SSAB. The project area is in SCAQMD Source Receptor Area (SRA) 30 – Indio. The station closest to the project area is identified as Coachella Valley 2 by the SCAQMD. The station is approximately 2.5 miles southeast of the project area, at 46990 Jackson St, Indio, and monitors O_3 , PM_{10} and $\text{PM}_{2.5}$. Coachella Valley 1, which is approximately 18.3 miles northwest of the project area at 590 E Racquet Club Road, Palm Springs, is the closest station that monitors CO and NO_2 . These monitoring stations represent the best approximation of the air quality conditions near the project area.

Sensitive Air Quality Receptors

Some people are more affected by air pollution than others. Sensitive air quality receptors include specific subsets of the general population that are susceptible to poor air quality and the potential adverse health effects associated with poor air quality. Both CARB and the SCAQMD consider residences, schools, parks and playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes to be sensitive air quality land uses and receptors. The sensitive air quality receptors within $\frac{1}{4}$ mile (1,320 feet) of the proposed project include:

- Single-family residences in the Sun City Shadow Hills neighborhood approximately 650 feet north of the project area;
- Mobile home residences approximately 1,118 feet south of the project area across I-10 and Indio Boulevard;
- A dog park approximately 1,196 feet northwest of the project area across Madison Street and Avenue 42

- Single-family residences approximately south of the project area across the I-10, starting approximately 1,320 feet from the project area.

Existing Health Risks and Disadvantaged Communities

The existing sensitive air quality receptors located adjacent or near the project area, are exposed to air pollution associated with motor vehicles operating on the I-10 and roadways (e.g., Monroe Street), overhead aircraft, and commercial facilities in proximity of the site. The following subsections identify existing sources of information that attempt to quantify community health risks based on the sources of pollution they are exposed to.

Existing and Planned Warehouses

The Project area is not located within 0.25 miles of any existing or planned warehouse facilities which would contribute to existing air pollution in the region. The closest warehouse greater than 50,000 square feet is located approximately 3,000 east of the project area on Showcase Parkway.

SCAQMD MATES V Carcinogenic Risk Map

According to the SCAQMD's MATES V Carcinogenic Risk Map, the existing carcinogenic risk in the vicinity of the project is approximately 270 incremental cancer cases per million population, with DPM attributable for 74.4% of the total incremental risk (SCAQMD, 2021b). The other 25.6% of risk is attributable to benzene (9.3%), formaldehyde (7.4%), and other pollutants (8.9%). This estimate reflects regional modeling efforts that largely do not account for site specific emission rates and dispersion characteristics that typically result in refined and substantially lower health risk estimates.

CalEnviroScreen and Disadvantaged Communities (Senate Bill 535)

CalEnviroScreen is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. While CalEnviroScreen was originally developed as part of Senate Bill (SB) 535 and used to identify disadvantaged communities for the purposes of allocating funding from the State's Cap-and-Trade regulation, its application and scope have expanded over the years. The tool uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The CalEnviroScreen model is made up of four components – two pollution burden components (exposures and environmental effects) and two population characteristics components (sensitive populations and socioeconomic factors). The four components are further divided into 20 indicators. An indicator is a measure of either environmental conditions, in the case of pollution burden indicators, or health and vulnerability factors, in the case of population characteristic indicators.

Exposure indicators are based on the measurements of diverse types of pollution that people may come into contact with. Exposure indicators include:

- Air Quality: Ozone
- Air Quality: PM_{2.5}
- Children's Lead Risk from Housing
- Diesel Particular Matter
- Drinking Water Contaminants

- Pesticide Use
- Toxic Releases from Facilities
- Traffic Density

Environmental effects indicators are based on the locations of toxic chemicals in or near communities.

Environmental effects indicators include:

- Cleanup Sites
- Groundwater Threats
- Hazardous Waste Generators and Facilities
- Impaired Water Bodies
- Solid Waste Sites and Facilities

Sensitive population indicators measure the number of people in a community who may be more severely affected by pollution because of their age or health. Sensitive population indicators include:

- Asthma
- Cardiovascular Disease
- Low Birth Weight Infants

Socioeconomic factor indicators are conditions that may increase people's stress or make healthy living difficult and cause them to be more sensitive to pollution's effects (OEHHA 2018). Socioeconomic factors include:

- Educational Attainment
- Housing Burden
- Linguistic Isolation
- Poverty
- Unemployment

Each census tract receives scores for as many of the 20 indicators as possible, and the scores are then mapped so that different communities can be compared. Percentiles are assigned to each census tract based on the census tract's score in relation to the rest of the state. An area with a high percentile is one that experiences a much higher pollution burden than areas with low scores. For example, if a census tract has an indicator in the 40th percentile, it means that indicator's percentile is higher than 40 percent of the census tracts in the state. CalEnviroScreen also provides a total (or cumulative) score, which is the product of multiplying the 10 pollution burden components by the 10 population characteristics. This total / cumulative score helps contextualize how multiple contaminants from multiple sources affect people, while considering their living conditions (e.g., nonchemical factors such as socioeconomic and health status). Communities that are within the top 25th percentile for total CalEnviroScreen scores are considered disadvantaged communities pursuant to SB 535.

According to the Office of Environmental Health Hazard Assessment (OEHHA) CalEnviroScreen 4.0 Map, the proposed project is in Census Tract 6065045216. This area shows an average pollution indicator percentile of 24% based on the CalEnviroScreen indicators (e.g., exposure, environmental effects, population characteristics, socioeconomic factors) and has a population of 2,407 people (OEHHA, 2021b). The CalEnviroScreen data indicates approximately 28 in 10,000 people in the project area's census tract visited an emergency facility for asthma-related health issues. This rate places the project

area's census tract in the 23rd percentile, meaning the asthma rate in this census tract is higher than 23% of the census tracts in the State.

Census Tract 6065045216 is within the top 80% of total CalEnviroScreen percentiles throughout the State. It is burdened by exposure to ozone but overall is subject to relatively low levels of pollution and underlying conditions. Census tract 6065045216 is in the 91st percentile for ozone, meaning this census tract has higher exposure to ozone than 91% of census tracts in the State. However, because of low exposure to other pollutants, the census tract's overall pollution burden is in the 18th percentile, meaning it has a higher pollution burden than 18% of all California census tracts. For example, Census tract 6065045216 is in the 3rd percentile for diesel particulate matter, meaning that only 3% of census tracts in the State have lower exposure to diesel particulate matter. In addition, the census tract is not heavily burdened by socioeconomic factors, with a Population Characteristics Percentile of 24. The total CalEnviroScreen Percentile is 24, which is not in the top 25% percentile. Since this census tract is not within the top 25% in scoring, according to the CalEnviroScreen methodology, it is not considered a disadvantaged community pursuant to SB 535.

4.3.3 Environmental and Regulatory Setting

Federal Air Quality Regulations

The Federal Clean Air Act (CAA) defines the U.S. EPA's responsibilities for protecting and improving the United States air quality and ozone layer. Key components of the CAA include reducing ambient concentrations of air pollutants that cause health and aesthetic problems, reducing emission of toxic air pollutants, and stopping production and use of chemicals that destroy the ozone.

Federal clean air laws require areas with unhealthy levels of ozone, inhalable particulate matter, Carbon monoxide, nitrogen dioxide, and sulfur dioxide to develop State Implementation Plans (SIPs); comprehensive documents that identify how an area will attain NAAQS. Deadlines for attainment were established in the 1990 amendments to the CAA based on the severity of an area's air pollution problem. Failure to meet air quality deadlines can result in sanctions against the State or the U.S. EPA taking over enforcement of the CAA in the affected area. SIPs are a compilation of new and previously submitted plans, programs, district rules, and State and Federal regulations. The SCAQMD implements the required provisions of an applicable SIP through its Air Quality Management Plan (AQMP). Currently, SCAQMD implements the 2012 Lead SIP for the Los Angeles County portion of South Coast Air Basin through the 2012 AQMP, and the 8-hr Ozone, 1-hr Ozone, 24-hr PM_{2.5}, and annual PM_{2.5} SIPs through the 2016 AQMP. The 2022 AQMP was published in December 2022. The SCAQMD also implements the 2003 Coachella Valley PM₁₀ State Implementation Plan (CVSIP) for PM₁₀ in the Coachella Valley.

Safe Affordable Fuel-Efficient Rule

On September 27, 2019, the U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) published the SAFE Vehicles Rule Part One: One National Program.” (84 Fed. Reg. 51,310 (Sept. 27, 2019)). The Part One Rule revoked California's authority to set its own greenhouse gas emissions standards and set zero emission vehicle mandates in California. As a result of the loss of the zero emission

vehicles (ZEV) sales requirements in California, there may be fewer ZEVs sold and thus additional gasoline-fueled vehicles sold in future years.

In April 2020, the U.S. EPA and NHTSA issued the SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) that relaxed federal greenhouse gas emissions and fuel economy standards. The Final SAFE Rule relaxed federal greenhouse gas emissions and Corporate Average Fuel Economy (CAFE) standards to increase in stringency at approximately 1.5 percent per year from model year (MY) 2020 levels over MYs 2021–2026. The previously established emission standards and related “augural” fuel economy standards would have achieved approximately 4 percent per year improvements through MY 2025. The Final SAFE Rule affects both upstream (production and delivery) and downstream (tailpipe exhaust) CO₂ emissions (CARB 2020) and has been challenged by 23 states. NHTSA repealed and the U.S. EPA rescinded the SAFE Rule Part One in December 2021 and March 2022, respectively, restoring California’s authority to implement its GHG standards and ZEV mandates.

State Air Quality Regulations

California Clean Air Act

The California CAA of 1988 was enacted to develop plans and strategies for attaining the CAAQS. CARB, which is part of the California Environmental Protection Agency (Cal-EPA), develops statewide air quality regulations, including industry-specific limits on criteria, toxic, and nuisance pollutants. The California CAA is more stringent than Federal law in several ways including revised standards for PM₁₀ and ozone and state-specific standards for visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

In-Use Off-Road Diesel Equipment Program

CARB’s In-Use Off-Road Diesel Equipment regulation is intended to reduce emissions of NO_x and PM from off-road diesel vehicles, including construction equipment, operating within California. The regulation imposes limits on idling; requires reporting equipment and engine information and labeling all vehicles reported; restricts adding older vehicles to fleets; and requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing exhaust retrofits for PM. The requirements and compliance dates of the off-road regulation vary by fleet size, and large fleets (fleets with more than 5,000 horsepower) must meet average targets or comply with Best Available Control Technology (BACT) requirements beginning in 2014. CARB has off-road anti-idling regulations affecting self-propelled diesel-fueled vehicles of 25 horsepower and up. The off-road anti-idling regulations limit idling on applicable equipment to no more than five minutes, unless exempted due to safety, operation, or maintenance requirements. In 2022, CARB approved amendments requiring the use of renewable diesel fuel starting January 1, 2024. Fleets comprised of Tier 4 Final equipment, or zero emission equipment are exempt from this requirement.

On-road Heavy-Duty Vehicles (In-Use) Regulation

CARB’s In-Use Heavy-Duty Diesel-Fueled regulation (also known as the Truck and Bus Regulation) is intended to reduce emissions of NO_x, PM, and other criteria pollutants generated from existing on-road diesel vehicles operating in California. The regulation applies to nearly all diesel-fueled trucks and buses

with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned, and for privately and publicly owned school buses. Heavier trucks and buses with a GVWR greater than 26,000 pounds must comply with a schedule by engine model year or owners can report to show compliance with more flexible options. Fleets complying with the heavier trucks and buses schedule must install the best available PM filter on 1996 model year and newer engines and replace the vehicle 8 years later. Trucks with 1995 model year and older engines had to be replaced starting in 2015. Replacements with a 2010 model year or newer engine meet the final requirements, but owners can also replace the equipment with used trucks that have a future compliance date (as specified in regulation). By 2023, all trucks and buses must have at least 2010 model year engines, with few exceptions. In 2022, CARB approved amendments requiring the use of renewable diesel fuel starting January 1, 2024. Fleets comprised of Tier 4 Final equipment, or zero emission equipment are exempt from this requirement. CARB indicates implementing the use of renewable diesel in Tier 4 Interim and older engines would result in a 10 percent reduction of NO_x emissions and a 30 percent reduction of PM emissions.

CARB Stationary Diesel Engines – Emissions Regulations

In 1998, CARB identified DPM as a TAC. To reduce public exposure to DPM, in 2000, the Board approved the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (Risk Reduction Plan). Integral to this plan is the implementation of control measures to reduce DPM such as the control measures for stationary diesel-fueled engines. As such, diesel generators must comply with regulations under CARB's amendments to Airborne Toxic Control Measure for Stationary Compression Ignition Engines and be permitted by the SCAQMD.

CARB Air Quality and Land Use Handbook

CARB's Air Quality and Land Use Handbook is intended to serve as a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process (CARB, 2005). The CARB Handbook recommends that planning agencies consider proximity to air pollution sources when considering new locations for "sensitive" land uses, such as residences, medical facilities, daycare centers, schools, and playgrounds. Air pollution sources of concern include freeways, rail yards, ports, refineries, distribution centers, chrome plating facilities, dry cleaners, and large gasoline service stations. Key recommendations in the Handbook relative to the Project Area include taking steps to consider or avoid siting new, sensitive land uses:

Within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day;

Within 300 feet of gasoline fueling stations; or

Within 300 feet of dry-cleaning operations (dry cleaning with TACs is being phased out and will be prohibited in 2023).

CARB prepared a technical supplement to the Handbook, a Technical Advisory on Strategies to Reduce Air Pollution Exposure Near High Volume Roadways (CARB 2017b), that provides recommendations for strategies to minimize exposure of the public to air pollutants due to proximity to high volume roadways.

Air Toxics “Hot Spots” Program

State requirements specifically address emissions of air toxics through Assembly Bill (AB) 1807 (known as the Tanner Bill) that established the State Air Toxics “Hot Spots” Program and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588) (California Health and Safety Code Section 44300 et seq.). Under the Air Toxics Hot Spots Information and Assessment Act of 1987 (or Air Toxics “Hot Spots” Act) and Air Toxics Hot Spots Program, the State (CARB) must collect data on toxic emissions from stationary sources (facilities) throughout the State and ascertain potential health risks that these emissions pose to members of community for developing cancer or for resulting in non-cancer health effects. California’s Children’s Environmental Health Protection Act of 1999 (California Health and Safety Code Section 39606) also requires explicit consideration of infants and children in assessing risks from air toxics.

Substances regulated under California’s Air Toxics Hot Spots Program are defined in statute and include a list of substances developed by the following sources:

- International Agency for Research on Cancer (IARC);
- U.S. EPA;
- U.S. National Toxicology Program (NTP);
- CARB Toxic Air Contaminant Identification Program List;
- Hazard Evaluation System and Information Service (HESIS) (State of California);
- Proposition 65 (Safe Drinking Water and Toxic Enforcement Act of 1986) list of carcinogens and reproductive toxicants (State of California); and
- Any additional substance recognized by the State Board as presenting a chronic or acute threat to public health when present in the ambient air.

California Building Industry Association vs. Bay Area Air Quality Management District

The California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015) ruled that CEQA review is focused on a project’s impact on the environment “and not the environment’s impact on the project.” The opinion also holds that when a project has “potentially significant exacerbating effects on existing environmental hazards” those impacts are properly within the scope of CEQA because they can be viewed as impacts of the project on “existing conditions” rather than impacts of the environment on the project. The Supreme Court provided the example of a project that threatens to disperse existing buried environmental contaminants that would otherwise remain undisturbed. The Court concluded that it is proper under CEQA to undertake an analysis of the dispersal of existing contaminants because such an analysis would be focused on how the project “would worsen existing conditions.” The court also found that the limited number of express CEQA provisions that require analysis of the impacts of the existing environment on a project – such as impacts associated with school siting and airports – should be viewed as specific statutory exceptions to the general rule that such impacts are not properly within CEQA’s scope.

Regional Air Quality Regulations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a Joint Powers Authority under California State Law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. SCAG encompasses the counties of Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial.

SCAG is designated as a Metropolitan Planning Organization (MPO) and as a Regional Transportation Planning Agency. Under SB 375, SCAG, as a designated MPO, is required to prepare a Sustainable Communities Strategy (SCS) as an integral part of its Regional Transportation Plan (RTP). On September 3, 2020, SCAG's Regional Council adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS). The 2020 RTP/SCS is a long-range visioning plan that focuses on land use and transportation strategies. Demographic and economic growth projections, travel activity data, strategies, and control measures contained in the 2020 RTP/SCS Information forms the basis for the transportation control strategy portion of the AQMP and are utilized in the preparation of air quality forecasts and consistency analysis included in the AQMP.

SCAQMD Air Quality Management Plans

The purpose of an AQMP is to bring an air basin into compliance with federal and state air quality standards and is a multi-tiered document that builds on previously adopted AQMPs. There are two relevant AQMP's for the Coachella Valley Planning Area: the Coachella Valley PM₁₀ State Implementation Plan (CVSIP) and the 2022 AQMP.

The CVSIP was adopted by the SCAQMD in 2002 and updated in 2003. The CVSIP contains control strategies for PM₁₀ in the Coachella Valley in response to the region's nonattainment of PM₁₀ NAAQS in 1999 through 2001.

The 2022 AQMP replaces the 2016 AQMP for the South Coast Air Basin and the Coachella Valley Planning Area, which provided comprehensive planning to demonstrate how the SCAQMD, in coordination with other federal, state, regional, and local entities, would bring the Coachella Valley Planning Area back into attainment for the 1997 8-hour Ozone and 2008 8-hour Ozone NAAQS. The 2022 AQMP focuses on bringing the South Coast Air Basin and the SSAB into compliance with the 2015 8-hour ozone standard. The Coachella Valley Planning Area, which is in severe nonattainment, has an attainment year of 2032 for the 2015 8-hour ozone NAAQS. The 2022 AQMP includes growth projections developed by SCAG for the 2020 RTP/SCS that help inform emissions inventories. The 2022 AQMP plans to reduce NO_x emissions to 60 tons per day in the South Coast Air Basin, where most of the ozone in the Coachella Valley Planning Area is transported from. The 2022 AQMP notes that widespread adoption of zero emission technologies across all sectors and a combination of local, state, and federal action will be required to achieve the projected NO_x reductions.

The SCAQMD proposes incentive programs and 49 control measures that, with state and federal control measures, can achieve the required NO_x reductions. SCAQMD's incentive programs would focus on promoting deployment of existing zero emission and low NO_x technology and on developing new zero

emission and ultra-low NO_x technologies. SCAQMD's control measures consist of 30 measures that target stationary sources and 18 that target mobile sources. The 2022 AQMP includes stationary source measures that seek to reduce NO_x from residential combustion sources, commercial combustion sources, and large combustion sources, as further described below.

- Residential control measures focus on reducing NO_x by replacing appliances and devices (e.g., for heating and cooking) with zero emission and low-NO_x appliances.
- Commercial control measures are identified reduce NO_x from commercial appliances, cooking devices, and small internal combustion engines and commercial combustion equipment.
- Large combustion control measures have been included reduce NO_x from sources including boilers, engines, and facilities.

In addition, the 2022 AQMP includes stationary source measures to reduce VOC, including reducing leaks and providing incentive funding for the adoption of low-VOC technology. The 2022 AQMP also includes co-benefit measures that quantify the reduction in criteria air pollutants from energy and climate change measures. Other stationary source measures (e.g., education and outreach) seek to reduce all criteria pollutants.

Finally, the 2022 AQMP includes mobile source control measures grouped into the following categories:

- Emission growth management, which mitigate emissions from new or redevelopment projects.
- Facility based, which focus on mobile sources at port, railyards, and intermodal facilities.
- On-road and off-road mobile sources, which focus on vehicles and equipment used during construction and operation at industrial sites.
- Incentives, for early deployment of cleaner technology.
- Other measures (e.g., infrastructure planning).

SCAQMD Rule Book

To control air pollution in the SSAB, the SCAQMD adopts rules that establish permissible air pollutant emissions and governs a variety of businesses, processes, operations, and products to implement the AQMP and the various federal and state air quality requirements. SCAQMD does not adopt rules for mobile sources; those are established by CARB or the U.S. EPA. In general, the SCAQMD rules that are anticipated to be applicable to the development of the proposed Project, include:

Rule 203 (Permit to Operate) sets forth the requirement that the use or operation any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, must receive a written permit to operate from the Executive Officer.

Rule 401 (Visible Emissions) prohibits discharge into the atmosphere from any sole source of emission for any contaminant for a period or periods aggregating more than three minutes in any one hour that is as dark or darker in shade than that designated as No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.

Rule 402 (Nuisance) prohibits discharges of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Rule 403 (Fugitive Dust) prohibits emissions of fugitive dust from any active operation (e.g., demolition or grading), storage pile, or other disturbed surface area if it crosses the project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent capacity in the air). Rule 403 requires the implementation of Best Available Control Measures and includes additional provisions that differ depending on whether a project is less than five acres, more than five acres, or more than 50 acres. Control measures are specified for earth moving activities, active and inactive disturbed surface areas, unpaved roads, open storage piles, and track out control.

SCAQMD Rule 403.1 (Supplemental Fugitive Dust Control Requirements for Coachella Valley Sources) further prohibits fugitive dust emission from man-made sources in the Coachella Valley. This rule requires the preparation of a Fugitive Dust Control Plan for any active construction operation with a disturbed surface area of more than 5,000 square feet that describes the best available control measures that will be used to control fugitive dust during active construction operations. It also requires that operations in the Coachella Valley Blowsand Zone stabilize new deposits of bulk materials from off-site undisturbed natural desert areas.

SCAQMD Rule 461 (Gasoline Transfer and Dispensing) applies to the transfer of gasoline from any tank truck, trailer, or railroad tank car into any stationary storage tank or mobile fueler, and from any stationary storage tank or mobile fueler into any mobile fueler or vehicle fuel tank. The rule prohibits transfer and dispensing of gasoline in equipment that does not meet CARB Phase I and Phase II vapor recovery requirements that provide between 95% and 98% control of gasoline vapors.

Rule 481 (Spray Coating Operations) imposes equipment and operational restrictions during construction for all spray painting and spray coating operations.

Rule 1108 (Cutback Asphalt) prohibits the sale or use of any cutback asphalt containing more than 0.5 percent by volume organic compounds which evaporate at 260°C (500°F) or lower.

Rule 1113 (Architectural Coatings) establishes maximum concentrations of VOCs in paints and other applications and establishes the thresholds for low-VOC coatings.

Rule 1143 (Consumer Paint Thinners and Multi-Purpose Solvents) prohibits the supply, sale, manufacture, blend, package or repackage of any consumer paint thinner or multi-purpose solvent for use in the SCAQMD unless consumer paint thinners or other multi-purpose solvents comply with applicable VOC content limits.

Rule 1301 (New Source Review) sets forth pre-construction review requirements for new, modified, or relocated facilities, to ensure that the operation of such facilities does not interfere with progress in attainment of the national ambient air quality standards, and that future economic growth within the SCAQMD is not unnecessarily restricted.

Rule 1401 (New Source Review of Toxic Air Contaminants) establishes limits for maximum individual cancer risk (MICR), cancer burden, and noncancer acute and chronic hazard index (HI) from new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants. This rule establishes allowable risks for sources requiring new permits pursuant to Rules 201 or 203.

Rule 2202 (On-Road Motor Vehicle Mitigation Options) provides employers with options to reduce mobile source emissions generated from employee commutes. The rule applies to any employer who employs 250 or more employees on a full or part time basis at a worksite for a consecutive six-month period.

Rule 2305 (Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program) was adopted by the SCAQMD Governing Board on May 7, 2021, and sets forth requirements that regulated warehouse owners and operators must follow. Rule 2305 specifies that warehouse operators (for warehouses with an indoor floor space of 100,000 square feet or more and operate at least 50,000 square feet of that space for warehousing activities) must achieve a specified number of WAIRE Points (also referred to as the WAIRE Point Compliance Obligation, or WPCO) every year using either a menu of options, developing and implementing a custom plan, or paying a mitigation fee. Regardless of size, warehouse operators are required to submit a Warehouse Operations Notification (WON): 1) within 14 days of a new warehouse operator having access to at least 50,000 square feet of space for warehousing purposes, 2) within 30 days after a renovation that alters the size of the warehouse, or 3) within three days of a request from the SCAQMD. An Initial Site Information Report (ISIR) must also be submitted by an authorized official of the warehouse operator through the WAIRE Program Online Portal. No additional reporting is required in the ISIR if 1) the total square footage that may be used for warehousing activities in that facility is less than 100,000 square feet, or 2) the warehouse operator's lease does not allow them to use more than 50,000 square feet for warehousing activities.

City of Indio General Plan

The Conservation Chapter and the Health and Equity Chapter of the General Plan contain the following policies related to air quality (City of Indio 2019):

- **CE-3.6 Zero Net Energy Use.** Implement building design requirements to achieve zero net energy use for new residential development by 2020 and zero net energy use for new commercial development by 2030 consistent with the California Public Utilities Commission's California Long Term Energy Efficiency Strategic Plan.
- **CE-3.8 Building Energy Use.** Encourage the use of building placement, design, and construction techniques to limit energy consumption, reduce the heat island effect, increase renewable energy use, and maintain solar access.

- **HE-3.1 Regional Air Quality Planning Efforts.** Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health and minimize the disproportionate impacts on sensitive population groups.
- **HE-3.3 Construction Pollution.** Reduce particulate emissions from paved and unpaved roads, construction activities, and agricultural operations.
- **HE-3.4 Sensitive-Receptor Uses.** Discourage development of sensitive land uses – defined as schools, hospitals, residences, and elder and childcare facilities – near air pollution sources that pose health risks – including freeways and polluting industrial sites.
- **HE-3.5 Truck Routes.** Designate truck routes to avoid sensitive land uses, where feasible.
- **HE-3.10 Lower-Emission Fuel Technologies.** Support collaboration between State, regional, and local agencies to continue transitioning goods movement and transit vehicles to lower-emission fuel technologies to reduce vehicle air pollution.

Municipal Code

The City of Indio Municipal Code establishes certain specific requirements for fugitive dust control, truck idling, employee vehicle trip reductions, construction hours, and grading/erosion control. Below is a summary of these requirements.

Title IX (General Regulations), Chapter 95A (Nuisances), Fugitive Dust Control: This code chapter (Code Sections 95A.131 to 95A.135) establishes minimum requirements for construction, demolition, and other sources to reduce man-made fugitive dust and corresponding PM₁₀ emissions. In general, the minimum requirements include the use of one or more Best Available Control Measures, as identified in the Coachella Valley Fugitive Dust Control Handbook, to control fugitive dust from any potential dust-generating activity. For all fugitive dust sources subject to the code, no person shall cause or allow visible fugitive dust emission to exceed 20% opacity, extend more than 100 feet either horizontally or vertically from the origin of a source, or cross any property line. Additional requirements apply based on the size of a project, such as the need to prepare a Fugitive Dust Control Plan for any grading permit or building permit activity with a disturbed surface area of more than 5,000 square feet and the need to operate a water application system for dust generating activity on a site with a disturbed surface area greater than one acre. The code also establishes specific fugitive dust control requirements and performance standards for specific dust-generating activities, such as construction, demolition, and weed abatement activities, and specific fugitive dust sources such as disturbed vacant lands, unpaved roads, and unpaved parking lots.

Title IX (General Regulations), Chapter 95C (Noise Control): This code chapter (Code Sections 95C.01 to 95C.14) prohibits the operation of any motor vehicle with a gross vehicle weight rating in excess of 10,000 pounds, or any auxiliary equipment attached to such a vehicle, including but not limited to refrigerated truck compressors, for longer than 15 minutes in any hour while the vehicle is stationary and on a public right-of-way or public space, within 150 feet of a residential area between the hours of 7 PM and 7 AM.

Title XV (Land Usage), Chapter 151 (Buildings), Construction Related Regulations: This code section (Code Section 151.160) establishes permitted work hours for construction. The code sets forth that no

person pursuant to a building permit shall construct, erect, alter, repair, add to, or improve any building, structure, road, or improvement to realty except between the hours set forth as follows:

Pacific Standard Time: Monday through Friday, 7 AM to 6 PM; Saturday, 8 AM to 6 PM; and Sunday and Government Code Holidays, 9 AM to 5 PM

Pacific Daylight Time: Monday through Friday, 6 AM to 6 PM; Saturday, 9 AM to 5 PM; and Sunday and Government Code Holidays, 9 AM to 5 PM

Title XV (Land Usage), Chapter 152 (Dust Control): This code chapter (Code Sections 152.01 to 152.99) establishes a duty to control dust. The code sets forth that the surface of the soil on any land in the City for shall not be disturbed for excavation, grading, or building construction without first providing adequate dust control upon the site, including water trucks during grading and sprinkler systems upon the completion of grading, and to provide for the control of dust until construction has been completed and surface of the soil is permanent stabilized.

Title XV (Land Usage), Chapter 160 (Transportation Demand Management): This code chapter (Code Sections 160.01 to 160.12) reduces pollution caused by vehicle trips and vehicle miles travelled by requiring all new development projects and or change of use projects that are estimated to employ at total of 100 or more persons to submit a Transportation Demand Management (TDM) Plan that reduces work related vehicle trips by 10% from the expected number of trips related to the project.

Title XV (Land Usage), Chapter 162 (Grading): This code chapter (Code Sections 162.010 to 162.999) regulates grading activities in the City and sets forth that no person shall conduct any grading, excavation, earth moving, filing, clearing, brushing, or grubbing on natural or existing grade, or perform work that is preparatory to grading, without first having obtained a valid grading permit, with certain exceptions. The code also requires identification of haul routes for grading projects including substantial earth material hauling and prohibits grading work between October 15 and the following April 15 when the Director of Public Works determines erosion, mudflow, or sediment of silt discharge may adversely affect downstream properties, drainages, streets, etc. unless an approved erosion control system has been implemented on the site. If required, the plans for the erosion control system shall be prepared and submitted for review and approval by the Director of Public Works by September 15 of each year and must include information on compliance with federal, state, and local regulations applicable to PM₁₀ plans.

4.3.4 Project Impact Analysis

Thresholds of Significance

The following thresholds or criteria are derived from Appendix G of the CEQA Guidelines and are used to determine the level of potential effect. The significance determination is based on the recommended criteria set forth in Section 15064 of the CEQA Guidelines. For analysis purposes, buildout of The Oasis at Indio project would have a significant effect on air quality emissions if it were determined that the project will:

- a. Conflict with or obstruct implementation of the applicable air quality plan?
- b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
- c. Expose sensitive receptors to substantial pollutant concentrations?
- d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Methodology

The findings of this analysis are based on the Air Quality and Health Risk Assessment Report (AQHRA) prepared by MIG, Inc. (MIG) to evaluate the potential construction- and operations-related air quality and health risk impacts of the proposed Project. MIG has prepared the AQHRA using project-specific information contained in the specific plan, as well as supplemental materials prepared in support of the specific plan (e.g., site plans, transportation study, etc.).

The AQHRA and this analysis are intended for use by the City to assess the potential air quality impacts of the proposed project in compliance with the California Environmental Quality Act (CEQA; Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines (Title 14 of the California Code of Regulations [CCR] Section 15000 et seq.), particularly in respect to the air quality issues identified in Appendix G of the State CEQA Guidelines.

The following project description, location context, construction, operational factors, and assumptions were incorporated into the AQHRA methodology. The proposed project's construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.20, and other SCAQMD-recommended methods. CalEEMod is a computer program recommended for use by the SCAQMD for use in preparing emission estimates for land use and development projects.

Although some of the following discussions are provided elsewhere in the DEIR, they are included below in the context of the AQHRA methodology. These descriptions will also help explain the modeling of land development scenarios that will be used to demonstrate the findings and conclusions.

Project Description: The proposed project would be located between Avenue 42 and Interstate 10 (I-10), in the north-central part of the city of Indio. The project area is an approximately 183-acre, irregularly shaped, undeveloped area surrounded by a mix of agricultural, commercial, undeveloped, and residential land uses. There are no schools within ¼ mile of the proposed project area.

The proposed project includes two primary land use districts in four planning areas (PA). A Mixed-Use District would permit multi-family residential uses (20 to 50 dwelling units (DU) per acre) and a variety of commercial non-residential uses (up to 0.50 floor to area ratio, or FAR), including lodging (i.e., a hotel or motel), in PA 1, PA 2, and PA 3. An Industrial District would allow a variety of light-industrial land uses (up to 0.60 FAR) in PA 4. The proposed project would also set aside land for public right-of-way (ROW) dedication and internal circulation needs.

For analysis purposes, two development patterns have been developed each of which are consistent with the Specific Plan. Both development patterns are conceptual in nature and are not necessarily

indicative of the project's actual final development pattern. Nonetheless, these two development patterns, referred to as the Maximum Buildout Scenario and Scenario 2, help contextualize, describe, and assess potential impacts that could be associated with future development in the project area. Both land use options are consistent with the proposed project's maximum allowable development density and other applicable standards. The Maximum Buildout Scenario and Scenario 2 would result in the same amount of industrial non-residential development in PA 4 (1,806,290 square feet), as well as the same amount of acreage allocated for public ROW and internal circulation needs. The primary difference between the two options is the amount of residential and commercial development. Whereas the Maximum Buildout Scenario assumes maximum residential development in PA 1, PA 2, and PA 3, resulting in 3,240 dwelling units and 20,000 square feet of commercial non-residential space, Scenario 2 assumes less residential development and more non-residential development in PA 1, PA 2, and PA 3, resulting in 1,237 dwelling units, 71,600 square feet of commercial non-residential space, and a 128-key hotel or motel development. The proposed project is anticipated to be fully developed by 2033.

Project Location: The proposed project would be located between Avenue 42 and Interstate 10 (I-10), in the north-central part of Indio. The project area is an approximately 183-acre, irregularly shaped, undeveloped area comprised of 7 parcels of land (Assessor's Parcel Numbers (APN) 610-020-001, -010, -012, -013, -021, -034 and -036). It is bound by Avenue 42 on the north, I-10 on the south, Monroe Street on the east, and the All-American Canal on the west. The project area is, at closest, approximately 65 feet north of I-10.

Project Area Land Use and Zoning: The Indio General Plan designates the proposed project area as Mixed-Use Neighborhood (MUN) and Regional Commercial (RC) lands; the area is also within the General Plan's Avenue 42 Corridor subarea (City of Indio, 2023a). The Indio Zoning Map classifies the project area as Specific Plan Mixed Use (MU-SP), MUN, and RC (City of Indio, 2023a). Approximately 80 acres of the western part of the project area is within the existing Gateway Conceptual Specific Plan and designated for mixed-use development. Two master plans authorizing development of residential, recreation, commercial, and light industrial and business park uses on the western part of the project area have also been subject to the respective environmental review and approval; however, neither master plan was implemented. If approved, the proposed project would result in the redesignation and reclassification of the project area to Specific Plan.

Surrounding Land Uses: The proposed project area is surrounded by agricultural land uses to the north (across Avenue 42), commercial uses to the east (across Monroe Street), the All-American Canal (connects to the Whitewater River storm channel) to the west, and I-10 to the south. The Sun City Shadow Hills and Palazzo residential neighborhoods are located approximately 650 feet and 1,300 feet north of Avenue 42, respectively. There are no schools within 1,000 feet of the project area. The nearest schools are Richard Oliphant Elementary School, approximately 2,400 feet (0.45 miles) northeast of the project area across Avenue 42 and Monroe Street, and Carillo Ranch Elementary School, approximately 2,500 feet south of the project area across the I-10 and the Whitewater River channel.

Existing Project Area and Operations: The project area is mostly undeveloped with some existing vegetation. It contains a few remnants of former development/structures used for agricultural purposes,

including several concrete pads in the north-central portion of the site and two agricultural standpipes in the northwest corner and central portion of the site. Aside from occasional disking and weed abatement, the site is anticipated to have no operational activities associated with it.

Proposed Project Characteristics: The proposed project is a new specific plan that establishes land use and development regulations and implementation strategies to provide a balanced and sustainable residential and non-residential development with a range of employment-generating activities and medium to high-density residential uses that will complement surrounding neighborhoods, centers, and districts.

Land Use Plan: The proposed project includes two primary land use districts in four planning areas (PA). A Mixed-Use District would permit multi-family residential uses (20 to 50 dwelling units (DU) per acre) and a variety of commercial non-residential uses (up to 0.50 floor to area ratio, or FAR), including lodging (i.e., a hotel or motel), in PA 1, PA 2, and PA 3. An Industrial District would allow a variety of light-industrial land uses (up to 0.60 FAR) in PA 4. The proposed project would also dedicate land for public ROW, an Imperial Irrigation District (IID) substation, and internal circulation needs. A general description of the location and potential development that may occur in each PA is provided below.

PA 1: This area would occupy most of the northern part of the project area and allow mixed-use residential and commercial development. The northern part of PA 1 would border Avenue 42, while the southern part would include a 68-foot-wide landscape transition zone that separates development in PA 1 from “A” street and the industrial development allowed in PA 4. The western extent of PA1 includes a buffer that prohibits development within 250 feet of the All-American Canal. PA 1 is anticipated to consist mostly or entirely of residential development because it is furthest from I-10 and Monroe Street.

PA 2: This area would occupy the northeastern corner of the project area, at the intersection of Avenue 42 and Monroe Street. While PA 2 would allow mixed-use residential and commercial development, its proximity and direct access to I-10 via Monroe Street make it more likely to attract commercial development.

PA 3: This area would occupy the southeastern corner of the project area. PA 3 would allow mixed-use residential and commercial development but, like PA 2, is more likely to attract commercial development due to its proximity to, and prominent visibility from, I-10. In addition, the hotel identified as part of Scenario 2 is envisioned to occur in PA 3.

PA 4: This area would occupy most of the southern part of the project area and allow industrial development, including a new IID electrical substation. The western extent of PA 4 includes a buffer that prohibits development within 250 feet of the All-American Canal.

Development Capacity: The proposed project establishes a range of development densities for the proposed Mixed Use and Industrial Districts; however, the proposed project is a programmatic guide to land use and development in the project area that is intended to be flexible and responsive to market conditions. For this reason, two development patterns were developed for the project for the purposes of evaluating the project’s potential environmental effects. Both development patterns are conceptual in nature and are not indicative of the project’s actual final development pattern. Nonetheless, these

two development patterns, referred to as the Maximum Buildout Scenario and Scenario 2, help contextualize, describe, and assess potential impacts that could be associated with future development in the project area.

Maximum Buildout Scenario. This development option maximizes residential development in PA 1, PA 2, and PA 3. Given the proposed allowable development density for residential land uses (20 to 50 DU/acre), this option is considered the most intensive development scenario that could occur in the project area. It is also reflective of the specific plan development maximums, which represent the most intensive development that could occur within the project area.

Scenario 2. This development option assumes less residential development and greater commercial development in PA 2 and PA 3, consistent with the equivalency factors outlined in Chapter 5 of the specific plan. Although this option increases commercial development, it would result in much less total residential development and is therefore considered less intensive than the Maximum Buildout Scenario. Scenario 2 is illustrative of a development scenario that could occur consistent with the specific plan development standards.

Both development patterns are consistent with the proposed project's maximum allowable development density and other applicable standards. Both development patterns would result in the same amount of industrial development in PA 4 (1,806,290 square feet, or SF), as well as the same amount of acreage allocated for public ROW, IID substation, and internal circulation needs (i.e., "A" Street). The primary difference between the two patterns is the amount of residential and commercial development. Whereas the Maximum Buildout Scenario assumes development in PA 1, PA 2, and PA 3, up to the specific plan maximum of 3,240 DUs and 20,000 SF of commercial non-residential space, Scenario 2 assumes greater commercial development and lesser residential development in PA 1, PA 2, and PA 3, resulting in 1,237 DUs, 71,600 SF of commercial non-residential space, and a 128-key hotel or motel development.

Infrastructure and Utilities: The proposed project would require the installation of water, sewer, electric, natural gas, drainage, and other utility infrastructure. These utilities would generally be extended onto the site from existing mains/services lines located under or along Monroe Street and Avenue 42. Within the project area, utility mains would underly "A" Street, and other private roadways, with spurs provided to individual development projects as needed.

Project Operations

The proposed project's land use plan would support residential and non-residential development and is anticipated to be fully developed by 2033. Although specific details about future individual development projects are uncertain, the proposed Project is anticipated to have the following key operational characteristics that are relevant to the evaluation of potential air quality impacts. These characteristics are based on the proposed project's planning standards and the potential development patterns and conceptual site plans for the Maximum Buildout Scenario and Scenario 2.

Mixed-Use Commercial and Retail Hours of Operation: The proposed project includes a performance standard that limits the operation of commercial and retail uses in a mixed-used development in PA 1,

PA 2, or PA 3 to the hours of 7 AM to 10 PM daily unless modified by an administrative or conditional use permit. This limitation does not apply to developments consisting solely of commercial or retail uses.

Industrial Hours of Operation: The Industrial District could operate 24 hours per day, 7 days per week. For 24-hour operations, employee shift changes are assumed to occur in the morning (approximately 7 to 8 AM), afternoon (approximately 3 PM to 4 PM), and nighttime (approximately 11 PM to 12 AM), with most employees working a daytime shift.

Vehicle Trip Generation: The proposed project's trip generation potential, as estimated in the Traffic Impact Analysis (TIA) prepared for the project. Both land use options would result in the same amount of total daily industrial truck trips (1,720 gross daily truck trips); however, the Maximum Buildout Scenario would result in more total daily vehicle trips (31,505 net daily vehicle trips) than Scenario 2 (21,669 net daily vehicle trips).

Industrial Truck Trip Distribution: The traffic analysis prepared for the proposed project identifies that 10% of in- and out-bound industrial truck traffic would come from Monroe Street south of the I-10 while the remaining 90% of industrial truck traffic would come from the I-10 (45% in each direction). North of the Monroe Street/I-10 ramps, the traffic analysis assumes 100% of industrial truck traffic would use "A" Street to access the project area (LLG, 2023a).

Yard Equipment: The project could include the operation of up to 217 electric-powered forklifts, pallet jacks, and other material handling equipment, as well as up to 8-yard hostlers. This estimate is based on the average equipment usage at high cube warehouses as determined via survey (SCAQMD, 2014). Forklifts and pallet jacks equipment would primarily operate inside of industrial buildings and at dock areas, while yard hostlers would operate in truck and trailer parking areas.

Project Construction

The adoption of the proposed specific plan would not directly approve construction of any specific infrastructure or development project. Therefore, the specific construction means, methods, and phasing of future development projects in the Project area are not known for certain. Future project-specific construction activities would depend on the project type, size, and other factors; however, construction activities associated with typical development usually include mass grading, site preparation/fine grading, building construction, paving, and architectural coating operations.

Although detailed construction information is not available at this time, the Applicant anticipates certain construction activities that would facilitate future development in the project area would proceed first, including mass grading of the approximately 183-acre project area, the installation of A Street and utility mains, and the construction of the IID substation. These activities would grade the project area, provide access to the interior of the project area, and ensure adequate utility infrastructure is in place to support the timely development of future projects. The mass grading of the project area is estimated to require the net import of up to approximately 2,525 cubic yards of soil.

Mass grading activities are assumed to begin as soon as the first quarter of 2025, followed closely by the installation of "A" Street and utility mains, and then the IID substation. The development of the project

area is likely to occur over multiple years, with full development anticipated to occur by the end of 2033. For the purposes of evaluating the potential environmental impacts that could result from project-related construction activities, a series of different construction activity models were developed based on the conceptual site plan and associated development assumptions for the Maximum Buildout Scenario. Like the conceptual site plans, the conceptual construction models are only used to characterize and evaluate the project's potential construction impacts. The actual layout, orientation, type, and amount of residential and non-residential development that could occur in the project area would be subject to market conditions. In addition, although full development of the project area is not anticipated to occur before 2033, the construction modeling conducted for the project assumes concurrent construction in PA 1, PA 2, PA 3, and PA 4. It is possible that no construction could be occurring at any given time, or multiple projects could be occurring within the project area simultaneously. This approach (i.e., modeling a series of concurrent construction activities instead of one large, 186-acre construction project) was used because: 1) the proposed project area would not be developed as a single project due to its size and different allowable land uses; 2) the modeling of concurrent construction activities in a shorter-time period results in a worst-case construction impact analysis, and 3) modeling of different individual construction activities at the same time supports the identification of potential on- and off-site impacts.

SCAQMD's CEQA Air Quality Significance Thresholds

The SCAQMD has developed regional significance thresholds for regulated pollutants, as summarized at **Table 4.3-2**. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2023) indicate that any projects in the SSAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact. The March 2023 update to the SCAQMD's CEQA Air Quality Significance Thresholds created a clearer distinction between the construction and operational thresholds, particularly for VOC and NO_x. As a result, under the March 2023 guidelines, VOC and NO_x emissions for operations are lower than those measured for construction in prior threshold publications.

Table 4.3-2 SCAQMD Air Quality Significance Thresholds (Pounds/Day)

Emission Source	CO	VOC	NO _x	SO _x	PM ₁₀	PM _{2.5}	Pb
Construction	550	75	100	150	150	55	3
Operation	550	55	55	150	150	55	3

Source: South Coast AQMD Air Quality Significance Thresholds, March 2023

Project Impacts

a. Conflict with or obstruct implementation of the applicable air quality plan?

The proposed project is within the Coachella Valley Planning Area, which is under the authority of the SCAQMD. Air quality in the Coachella Valley is governed by the 2002 and 2003 Coachella Valley PM₁₀ State Implementation Plan (CVSIP) and the 2022 Air Quality Management Plan (AQMP). The project

would comply with requirements in the CVSIP through the implementation of SCAQMD's Rule 403.1 and the Indio Municipal Code that require the preparation, approval, and implementation of a fugitive dust control plan during the period of construction as part of the Coachella Valley strategy for reducing fugitive dust emissions. The said plan must be prepared and approved for this project prior to any grading, earth-moving, demolition, or building operation with a disturbed surface area of more than five thousand (5,000) square feet. Consistent with SCAQMD Rules 403 and 403.1, implementation of the Fugitive Dust Control Plan is required to occur under the supervision of an individual with training on Dust Control in the Coachella Valley. The plan will include methods to prevent sediment track-out onto public roads, prevent visible dust emissions from exceeding a 20-percent opacity, and prevent visible dust emissions from extending more than 100 feet (vertically or horizontally from the origin of a source) or crossing any property line. The most widely used measures include proper maintenance/cleaning of construction equipment, soil stabilization, installation of track-out prevention devices, and wind fencing. Therefore, the project would not conflict with the CVSIP.

Pursuant to the methodology provided in Chapter 12 of the SCAQMD *CEQA Air Quality Handbook*, consistency with the AQMP is affirmed if the project:

- 1) Is consistent with the growth assumptions in the AQMP; and
- 2) Does not increase the frequency or severity of an air quality standards violation or cause a new one.

Consistency Criterion 1 refers to the growth forecasts and associated assumptions included in the AQMP. Projects that are inconsistent with the AQMP growth assumptions would interfere with attainment of air quality standards because this growth would exceed the growth included in the projections used to formulate the AQMP. The comparison of the AQMP's and the proposed project's potential population and employment growth projections is provided in **Table 4.3-3**.

Table 4.3-3 Comparison of 2022 AQMP and Proposed Project Growth Projections

Planning Scenario	Population Growth	Employment Growth
AQMP/2020 RTP/SCS	41,200 ^(A)	11,700 ^(A)
AQMP/Coachella Valley Planning Area	227,595 ^(B)	-
Source: SCAG, 2020; SCAQMD, 2022, and MIG, 2023 (A) The SCAG 2020 RTP/SCS, which formulates the growth projections on which the 2022 AQMP are based, estimated that Indio would increase population by approximately 41,200 people between 2016 and 2045, a growth rate of approximately 1,421 people per year (SCAG, 2020). The 2020 RTP/SCS also estimated the City would increase employment by approximately 11,700 jobs between 2016 and 2045, a growth rate of approximately 403 new jobs per year during that time period. (B) The 2022 AQMP included population projections for Coachella Valley, which estimated that population would increase approximately by 227,595 in Coachella Valley from 2018 to 2045, a growth rate of approximately 8,429 people for year.		

The project is anticipated to have a conservative total Service Population of 13,946, made up of population and employment. The proposed project would fit within the overall population and employment growth the 2022 AQMP forecasts to occur in the City 2045 but could constitute a sizeable

proportion of the growth allocated to the city. Nonetheless, the proposed project would not exceed the growth assumptions contained in the AQMP.

Consistency Criterion 2 refers to the CAAQS. In developing its CEQA significance thresholds, the SCAQMD considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD, 2003; page D-3). The proposed project would generate construction and operational emissions that exceed SCAQMD criteria air pollutant thresholds for regional emissions even within the incorporation of feasible mitigation measures that reduce construction and operational emissions. The proposed project, therefore, would result in significant and unavoidable increases in criteria air pollutants, including nonattainment ozone precursor and PM₁₀ pollutants, which could lead to increases in the frequency or severity of an air quality standards violation.

Therefore, the proposed project would not conflict with the CVSIP, but could conflict with the 2022 AQMP. This is considered a significant and unavoidable impact.

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?

Regional Construction Emissions

The proposed project's potential construction emissions are based on a series of individual construction models. The emissions estimate for each individual model run and potential combined, overlapping model runs are summarized below.

The potential maximum unmitigated regional construction emissions, in pounds per day (lbs/day), are summarized for each construction model in **Table 4.3-4** for general site development models (mass grading, A Street, and IID Substation), **Table 4.3-5** for the specific Maximum Buildout Scenario models, and **Table 4.3-6** for the specific Scenario 2 models. Refer to **Appendix B** for CalEEMod output files and detailed emissions estimates by construction model (e.g., 01 Mass Grading, 02 "A" Street, etc.), phase (e.g., site preparation, building construction, etc.), and year.

Table 4.3-4 Unmitigated Construction Maximum Daily Regional Emissions by Model and Phase – General Site Development

Construction Model and Phase	Maximum Daily Regional Emissions (lbs/day) ^(A)					
	VOC	NO _x	CO	SO ₂	PM ₁₀ ^(B)	PM _{2.5} ^(B)
01 Mass Grading						
Site Preparation	11.3	79.0	84.3	0.3	59.9	10.7
Grading	11.3	78.3	87.2	0.3	6.4	3.9
Dust Control	7.9	47.2	55.0	0.2	2.3	1.7
02 "A" Street						
Site Preparation	4.1	43.7	43.6	0.2	59.4	7.8
Utility Installation	3.1	25.8	29.4	0.1	2.1	1.1
Paving	1.5	13.3	16.8	0.0	1.3	0.7
03 IID Substation						
Site Preparation	1.4	14.4	13.2	0.1	43.1	4.9
Building Construction	1.4	11.5	13.0	0.0	0.5	0.4
Paving	0.8	6.6	9.8	0.0	0.5	0.3
Architectural Coating	33.0	0.9	1.2	0.0	0.0	0.0
SCAQMD CEQA Threshold	75	100	550	150	100	55
Threshold Exceeded?	No	No	No	No	No	No
Source: MIG 2023 (A) The data presented is the single highest daily emissions estimate for the listed phase. Maximum daily site preparation emissions occur in 2025. Maximum daily building construction, paving, and architectural coating emissions may occur in 2025, 2026, 2027, or 2028. Refer to Appendix B for detailed daily emissions by model, phase, and year. (B) PM ₁₀ and PM _{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels.						

Table 4.3-5: Unmitigated Construction Maximum Daily Regional Emissions by Model and Phase – Maximum Buildout Scenario

Construction Model and Phase	Maximum Daily Regional Emissions (lbs/day) ^{(A),(B)}					
	VOC	NOx	CO	SO ₂	PM ₁₀ ^(C)	PM _{2.5} ^(C)
04 PA4 Industrial Southwest						
Site Preparation	5.5	44.0	46.2	0.1	15.5	5.2
Building Construction	5.2	29.7	62.6	0.1	6.9	2.3
Paving	5.2	18.5	24.5	0.1	1.1	0.7
Architectural Coating	277.4	1.2	4.8	0.0	1.0	0.2
05 PA5 Industrial Southeast						
Site Preparation	5.4	43.5	45.7	0.1	15.5	5.2
Building Construction	5.3	29.9	65.9	0.1	7.5	2.4
Paving	4.8	18.1	24.0	0.1	1.1	0.7
Architectural Coating	302.4	1.3	5.1	0.0	1.1	0.3
06 MBS PA1 Northwest Residential						
Site Preparation	4.7	39.6	41.1	0.1	13.9	4.9
Building Construction	7.2	27.9	106.8	0.1	13.3	3.7
Paving	4.2	14.0	20.4	0.1	0.8	0.6
Architectural Coating	253.9	1.6	15.5	0.0	2.3	0.6
07 MBS PA1 Northeast and PA2 Mixed-Use						
Site Preparation	5.0	41.3	43.1	0.1	14.7	5.0
Building Construction	9.1	33.0	138.0	0.1	17.7	4.8
Paving	4.1	14.5	22.1	0.1	0.9	0.6
Architectural Coating	187.1	1.7	19.2	0.0	3.1	0.7
08 MBS PA3 Residential						
Site Preparation	3.8	34.2	34.7	0.1	12.3	4.6
Building Construction	3.1	16.1	44.1	0.0	4.7	1.5
Paving	2.2	9.5	14.2	0.0	0.6	0.4
Architectural Coating	126.4	1.1	6.3	0.0	0.8	0.2
SCAQMD CEQA Threshold	75	100	550	150	100	55
Threshold Exceeded?	Yes	No	No	No	No	No
Source: MIG 2023 (A) The data presented is the single highest daily emissions estimate for the listed phase. Maximum daily site preparation emissions occur in 2025. Maximum daily building construction, paving, and architectural coating emissions may occur in 2025, 2026, 2027, or 2028. Refer to Appendix B for detailed daily emissions by model, phase, and year. (B) Bold font indicates emissions estimate exceeds SCAQMD-recommended CEQA threshold. (C) PM ₁₀ and PM _{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels.						

Table 4.3-6: Unmitigated Construction Maximum Daily Regional Emissions by Model and Phase – Scenario 2

Construction Model and Phase	Maximum Daily Regional Emissions (lbs/day) ^{(A),(B)}					
	VOC	NOx	CO	SO ₂	PM ₁₀ ^(C)	PM _{2.5} ^(C)
04 PA4 Industrial Southwest						
Site Preparation	5.5	44.0	46.2	0.1	15.5	5.2
Building Construction	5.2	29.7	62.6	0.1	6.9	2.3
Paving	5.2	18.5	24.5	0.1	1.1	0.7
Architectural Coating	277.4	1.2	4.8	0.0	1.0	0.2
05 PA5 Industrial Southeast						
Site Preparation	5.4	43.5	45.7	0.1	15.5	5.2
Building Construction	5.3	29.9	65.9	0.1	7.5	2.4
Paving	4.8	18.1	24.0	0.1	1.1	0.7
Architectural Coating	302.4	1.3	5.1	0.0	1.1	0.3
09 S2 PA1 Northwest Residential						
Site Preparation	4.7	39.6	41.1	0.1	13.9	4.9
Building Construction	4.2	21.8	52.8	0.1	5.3	1.8
Paving	4.3	14.0	20.4	0.1	0.8	0.6
Architectural Coating	109.4	1.1	6.4	0.0	0.9	0.2
10 S2 PA1 Northeast Residential						
Site Preparation	4.8	40.1	41.8	0.1	14.6	5.0
Building Construction	5.6	25.1	77.9	0.1	9.0	2.7
Paving	3.6	13.6	20.8	0.1	0.8	0.5
Architectural Coating	101.6	1.3	9.9	0.0	1.5	0.4
11 S2 PA2 Commercial						
Site Preparation	3.6	32.9	33.3	0.1	12.2	4.5
Building Construction	1.3	11.7	14.8	0.0	0.6	0.5
Paving	1.7	7.4	12.1	0.0	0.6	0.3
Architectural Coating	8.8	0.9	1.2	0.0	0.0	0.0
12 S2 PA3 Commercial						
Site Preparation	3.8	34.2	34.7	0.1	12.3	4.6
Building Construction	2.1	14.9	25.6	0.0	2.2	0.9
Paving	1.8	9.5	14.2	0.0	0.6	0.4
Architectural Coating	116.2	1.0	2.9	0.0	0.3	0.1
SCAQMD CEQA Threshold	75	100	550	150	100	55
Threshold Exceeded?	Yes	No	No	No	No	No
Source: MIG 2023						
(A) The data presented is the single highest daily emissions estimate for the listed phase. Maximum daily site preparation emissions occur in 2025. Maximum daily building construction, paving, and architectural coating emissions may occur in 2025, 2026, 2027, or 2028. Refer to Appendix B for detailed daily emissions by model, phase, and year.						
(B) Bold font indicates emissions estimate exceeds SCAQMD-recommended CEQA threshold.						
(C) PM ₁₀ and PM _{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels.						

As shown in **Table 4.3-4**, the unmitigated maximum daily regional emissions estimate for each individual general site development model would not exceed any SCAQMD-recommended regional emissions threshold. In contrast, as shown in **Table 4.3-5** and **Table 4.3-6**, the unmitigated maximum daily regional emissions estimates for all individual Maximum Buildout Scenario and Scenario 2 construction models would not exceed SCAQMD-recommended regional emissions thresholds for NO_x, CO, SO₂, PM₁₀, or PM_{2.5}; however, unmitigated regional VOC emissions for all Maximum Buildout Scenario and Scenario 2 models (except model 11 S2 PA2 Commercial) would exceed the SCAQMD-recommended CEQA significance threshold of 75 lbs/day during architectural coating phases. This is considered a potentially significant impact.

Combined Construction Model Run Emissions: Mass grading of the approximately 183-acre project area was assumed to begin in 2025, followed by construction of A Street and the IID substation, then site development for each individual construction model run, which were assumed to begin in May 2025 and proceed concurrently until all project construction is completed in August 2028. Thus, individual construction model emissions would occur at the same time. The proposed project's potential combined unmitigated maximum daily regional construction emissions estimates are summarized in **Table 4.3-7** for the Maximum Buildout Scenario and in **Table 4.3-8** for Scenario 2. Refer to **Table 4.3-4** and **Table 4.3-5** for construction model schedules for the Maximum Buildout Scenario and Scenario 2, respectively.

Combined Maximum Buildout Scenario Regional Construction Emissions: As shown in **Table 4.3-7**, the Maximum Buildout Scenario's potential combined unmitigated maximum daily regional construction emissions estimates would not exceed SCAQMD-recommended regional emissions thresholds for CO, SO₂, PM₁₀, or PM_{2.5}; however, combined emissions would exceed SCAQMD-recommended regional emissions thresholds for VOCs (75 lbs/day) and NO_x (100 lbs/day). VOC emissions could exceed the SCAQMD threshold in 2026, 2027, and 2028 when overlapping architectural coating phases could occur (individual coating phases would exceed SCAQMD thresholds, too). NO_x emissions could exceed the SCAQMD thresholds in 2025 and 2026, generally when individual model site preparation and/or building construction phases overlap. In total, combined unmitigated emissions could exceed the SCAQMD's regional VOC and/or NO_x emissions thresholds in 12 out of 15 modeled calendar quarters from 2025 to 2028.

Combined Scenario 2 Regional Construction Emissions: The results for Scenario 2 regional construction emissions are like results for the Maximum Buildout Scenario. As shown in **Table 4.3-8**, Scenario 2 potential combined unmitigated maximum daily regional construction emissions estimates would not exceed SCAQMD-recommended regional emissions thresholds for CO, SO₂, PM₁₀, or PM_{2.5}, but would exceed SCAQMD-recommended regional emissions thresholds for VOCs (75 lbs/day) in 2026, 2027, and 2028 (during overlapping architectural coating phases) and NO_x (100 lbs/day) in 2025 and 2026 (during overlapping site preparation and/or building construction phases). In total, combined unmitigated emissions could exceed the SCAQMD's regional VOC and/or NO_x emissions thresholds in 11 out of 15 modeled calendar quarters from 2025 to 2028.

Therefore, the potential proposed project's potential combined unmitigated maximum daily regional construction emissions estimates could exceed SCAQMD-recommended regional thresholds for VOC and NO_x. This is considered a potentially significant impact.

**Table 4.3-7: Combined Unmitigated Construction Maximum Daily Regional Emissions by Year
– Maximum Buildout Scenario**

Year	Monthly Range	Maximum Daily Regional Emissions (lbs/day) ^{(A),(B)}					
		VOC	NOX	CO	SO2	PM ₁₀ ^(C)	PM _{2.5} ^(C)
2025	January to March	11.3	79.0	87.2	0.3	59.9	10.7
2025	April to June	31.6	227.3	430.5	0.5	73.6	25.9
2025	July to September	31.2	145.1	430.5	0.5	50.5	15.2
2025	October to December	27.1	148.0	302.8	0.5	50.5	15.2
2026	January to March	57.8	139.0	289.6	0.5	50.1	14.8
2026	April to June	150.8	125.3	395.5	0.5	49.6	14.4
2026	July to September	150.8	111.5	359.8	0.4	45.7	13.1
2026	October to December	592.8	113.0	246.0	0.4	44.9	12.9
2027	January to March	592.3	56.4	153.9	0.2	32.7	8.8
2027	April to June	261.7	52.5	217.6	0.2	30.7	8.3
2027	July to September	261.7	30.0	137.9	0.1	19.8	5.2
2027	October to December	7.0	29.2	80.5	0.1	17.5	4.7
2028	January to March	6.7	27.3	76.3	0.1	17.5	4.6
2028	April to June	187.1	26.4	115.8	0.1	17.5	4.6
2028	July to September	187.1	1.7	19.2	0.0	3.1	0.7
SCAQMD CEQA Threshold		75	100	550	150	150	55
Threshold Exceeded?		Yes	Yes	No	No	No	No
Source: MIG, 2023							
(A) The data presented is the single highest daily emissions estimate for the listed monthly range. Combined maximum daily emissions estimates may be based on two or more site preparation, building construction, paving, etc. phases occurring at the same time in 2025 to 2027. Refer to Appendix B for detailed daily emissions by model, phase, and year.							
(B) Bold font indicates emissions estimate exceeds SCAQMD-recommended CEQA threshold.							
(C) PM ₁₀ and PM _{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels.							

Table 4.3-8: Combined Unmitigated Construction Maximum Daily Regional Emissions by Year Scenario 2

Year	Monthly Range	Maximum Daily Regional Emissions (lbs/day) ^{(A),(B)}					
		VOC	NOX	CO	SO2	PM ₁₀ ^(C)	PM _{2.5} ^(C)
2025	January to March	11.3	79.0	87.2	0.3	59.9	10.7
2025	April to June	26.9	224.8	286.9	0.5	73.5	25.9
2025	July to September	23.0	127.9	286.9	0.4	29.7	10.0
2025	October to December	20.7	129.7	218.8	0.4	29.7	10.0
2026	January to March	51.7	121.8	211.4	0.4	29.3	9.6
2026	April to June	27.6	109.2	262.2	0.4	28.9	9.3
2026	July to September	18.8	98.2	247.5	0.4	28.3	8.9
2026	October to December	588.1	99.9	184.3	0.4	28.3	8.9
2027	January to March	587.8	44.2	96.3	0.2	16.1	4.7
2027	April to June	114.3	41.1	118.8	0.2	14.0	4.2
2027	July to September	114.3	23.0	76.7	0.1	9.7	2.8
2027	October to December	4.5	22.3	49.9	0.1	8.8	2.5
2028	January to March	4.4	20.9	47.8	0.1	8.8	2.5
2028	April to June	101.6	20.5	67.1	0.1	8.8	2.5
2028	July to September	101.6	1.3	9.9	0.0	1.5	0.4
SCAQMD CEQA Threshold		75	100	550	150	150	55
Threshold Exceeded?		Yes	Yes	No	No	No	No
Source: MIG, 2023 (A) The data presented is the single highest daily emissions estimate for the listed monthly range. Combined maximum daily emissions estimates may be based on two or more site preparation, building construction, paving, etc. phases occurring at the same time in 2025 to 2027. Refer to Appendix B for detailed daily emissions by model, phase, and year. (B) Bold font indicates emissions estimate exceeds SCAQMD-recommended CEQA threshold. (C) PM ₁₀ and PM _{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels.							

To reduce the proposed project's regional construction emissions levels, Air Quality Study and Health Risk Assessment recommends the proposed Project incorporate **Mitigation Measures AIR-1** (Reduce Construction VOC Emissions) and **AIR-2** (Reduce Construction NOx and DPM Emissions) into all future development projects in the project area. These measures require the use of SCAQMD "super compliant" coatings with a VOC content of 10 grams per liter (g/l) or less and the implementation of emission control measures that reduce construction NOx and DPM emissions, including the use of construction equipment that meets Tier IV exhaust emissions standards.

The proposed project's mitigated maximum daily regional construction emissions are summarized in **Table 4.3-9** (site development by phase) **Table 4.3-10** (Maximum Buildout Scenario by phase), **Table 4.3-11** (Scenario 2 by phase), **Table 4.3-12** (Maximum Buildout by year), and **Table 4.3-13** (Scenario 2 by year). As shown in these tables, the implementation of **Mitigation Measures AQ-1** and **AQ-2** could

reduce regional construction emissions to levels below the SCAQMD's regional construction emissions thresholds for all pollutants in all years except VOCs in 2026 and 2027 when the Southwest Industrial and Southeast Industrial construction models result in simultaneous architectural coating activities.

**Table 4.3-9 Mitigated Construction Maximum Daily Regional Emissions by Model and Phase
– General Site Development**

Construction Model and Phase	Maximum Daily Regional Emissions (lbs/day) ^(A)					
	VOC	NO _x	CO	SO ₂	PM ₁₀ ^(B)	PM _{2.5} ^(B)
01 Mass Grading						
Site Preparation	2.9	14.2	144.4	0.3	57.4	8.4
Grading	3.1	15.8	157.7	0.3	4.0	1.8
Dust Control	2.4	11.5	116.3	0.2	1.0	0.6
02 "A" Street						
Site Preparation	1.4	18.6	57.4	0.2	58.2	6.7
Utility Installation	4.3	4.3	39.1	0.1	1.2	0.3
Paving	0.8	6.8	20.9	0.0	1.1	0.4
03 IID Substation						
Site Preparation	0.4	4.4	18.1	0.1	42.7	4.5
Building Construction	0.2	1.1	10.3	0.0	0.1	0.1
Paving	0.5	2.8	11.0	0.0	0.3	0.2
Architectural Coating	3.3	0.0	0.0	0.0	0.0	0.0
SCAQMD CEQA Threshold	75	100	550	150	100	55
Threshold Exceeded?	No	No	No	No	No	No
Source: MIG 2023 (A) The data presented is the single highest daily emissions estimate for the listed phase. Maximum daily site preparation emissions occur in 2025. Maximum daily building construction, paving, and architectural coating emissions may occur in 2025, 2026, 2027, or 2028. Refer to Appendix B for detailed daily emissions by model, phase, and year. (B) PM ₁₀ and PM _{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels.						

Table 4.3-10 Mitigated Construction Maximum Daily Regional Emissions by Model and Phase – Maximum Buildout Scenario

Construction Model and Phase	Maximum Daily Regional Emissions (lbs/day) ^(A)					
	VOC	NO _x	CO	SO ₂	PM ₁₀ ^(B)	PM _{2.5} ^(B)
04 PA4 Industrial Southwest						
Site Preparation	1.2	5.7	60.2	0.1	13.9	3.8
Building Construction	3.1	12.9	75.1	0.1	6.2	1.7
Paving	3.7	7.1	37.8	0.1	0.6	0.3
Architectural Coating	38.0	0.4	3.6	0.0	0.9	0.2
05 PA5 Industrial Southeast						
Site Preparation	1.2	5.6	59.2	0.1	13.9	3.8
Building Construction	3.0	11.6	81.0	0.1	6.8	1.8
Paving	3.1	5.3	40.0	0.1	0.6	0.3
Architectural Coating	39.2	0.4	4.0	0.0	1.0	0.2
06 MBS PA1 Northwest Residential						
Site Preparation	1.0	4.6	49.5	0.1	12.4	3.6
Building Construction	5.3	12.5	116.9	0.1	12.7	3.2
Paving	2.9	4.3	31.3	0.1	0.5	0.2
Architectural Coating	59.1	0.8	14.4	0.0	2.3	0.5
07 MBS PA1 Northeast and PA2 Mixed-Use						
Site Preparation	1.1	5.0	53.7	0.1	13.1	3.7
Building Construction	7.0	15.5	150.2	0.1	17.0	4.2
Paving	2.7	4.7	35.3	0.1	0.5	0.3
Architectural Coating	44.2	0.9	18.1	0.0	3.1	0.7
08 MBS PA3 Residential						
Site Preparation	0.7	3.3	36.1	0.1	10.9	3.4
Building Construction	1.9	4.8	47.1	0.0	4.3	1.1
Paving	1.5	3.0	18.1	0.0	0.4	0.2
Architectural Coating	29.1	0.3	5.2	0.0	0.8	0.2
SCAQMD CEQA Threshold	75	100	550	150	100	55
Threshold Exceeded?	No	No	No	No	No	No
Source: MIG 2023 (A) The data presented is the single highest daily emissions estimate for the listed phase, regardless of season. Maximum daily site preparation emissions occur in 2025. Maximum daily building construction, paving, and architectural coating emissions may occur in 2025, 2026, 2027, or 2028. (B) PM ₁₀ and PM _{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels.						

Table 4.3-11: Mitigated Construction Maximum Daily Regional Emissions by Model and Phase – Scenario 2

Construction Model and Phase	Maximum Daily Regional Emissions (lbs/day) ^(A)					
	VOC	NOx	CO	SO ₂	PM ₁₀ ^(B)	PM _{2.5} ^(B)
04 PA4 Industrial Southwest						
Site Preparation	1.2	5.7	60.2	0.1	13.9	3.8
Building Construction	3.1	12.9	75.1	0.1	6.2	1.7
Paving	3.7	7.1	37.8	0.1	0.6	0.3
Architectural Coating	38.0	0.4	3.6	0.0	0.9	0.2
05 PA5 Industrial Southeast						
Site Preparation	1.2	5.6	59.2	0.1	13.9	3.8
Building Construction	3.0	11.6	81.0	0.1	6.8	1.8
Paving	3.1	5.3	40.0	0.1	0.6	0.3
Architectural Coating	39.2	0.4	4.0	0.0	1.0	0.2
09 S2 PA1 Northwest Residential						
Site Preparation	1.0	4.6	49.5	0.1	12.4	3.6
Building Construction	2.3	6.4	62.9	0.1	4.7	1.2
Paving	3.0	4.3	31.3	0.1	0.5	0.2
Architectural Coating	30.2	0.3	5.3	0.0	0.8	0.2
10 S2 PA1 Northeast Residential						
Site Preparation	1.0	4.7	50.9	0.1	13.1	3.6
Building Construction	3.7	9.3	88.6	0.1	8.4	2.1
Paving	2.3	4.4	32.5	0.1	0.5	0.2
Architectural Coating	24.7	0.4	8.8	0.0	1.5	0.4
11 S2 PA2 Commercial						
Site Preparation	0.7	3.0	33.0	0.1	10.9	3.3
Building Construction	0.3	1.4	16.1	0.0	0.1	0.1
Paving	1.3	2.8	14.1	0.0	0.4	0.2
Architectural Coating	8.7	0.0	0.1	0.0	0.0	0.0
12 S2 PA3 Commercial						
Site Preparation	0.7	3.3	36.1	0.1	10.9	3.4
Building Construction	1.2	5.5	25.4	0.0	1.8	0.5
Paving	1.1	3.0	18.1	0.0	0.4	0.2
Architectural Coating	13.8	0.1	1.7	0.0	0.3	0.1
SCAQMD CEQA Threshold	75	100	550	150	100	55
Threshold Exceeded?	No	No	No	No	No	No
Source: MIG 2023						
(A) The data presented is the single highest daily emissions estimate for the listed phase, regardless of season. Maximum daily site preparation emissions occur in 2025. Maximum daily building construction, paving, and architectural coating emissions may occur in 2025, 2026, 2027, or 2028.						
(B) PM ₁₀ and PM _{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels.						

**Table 4.3-12: Combined Mitigated Construction Maximum Daily Regional Emissions by Year
– Maximum Buildout Scenario**

Year	Monthly Range	Maximum Daily Regional Emissions (lbs/day) ^{(A),(B)}					
		VOC	NOX	CO	SO ₂	PM ₁₀ ^(C)	PM _{2.5} ^(C)
2025	January to March	3.1	18.6	157.7	0.3	58.2	8.4
2025	April to June	20.6	56.3	480.7	0.5	65.4	18.5
2025	July to September	20.6	56.3	480.7	0.5	47.1	12.0
2025	October to December	18.0	58.3	401.4	0.5	47.1	12.0
2026	January to March	18.9	58.4	341.0	0.5	47.3	12.1
2026	April to June	45.5	52.7	448.7	0.4	46.9	12.0
2026	July to September	45.5	48.6	408.8	0.4	43.4	11.1
2026	October to December	86.4	50.9	296.1	0.4	42.7	10.9
2027	January to March	86.0	26.7	174.2	0.2	31.7	7.8
2027	April to June	64.9	24.4	240.1	0.2	29.7	7.4
2027	July to September	64.9	14.5	149.1	0.1	19.3	4.8
2027	October to December	5.0	14.7	92.8	0.1	17.0	4.2
2028	January to March	4.8	13.9	88.7	0.1	17.0	4.2
2028	April to June	44.2	13.0	128.2	0.1	17.0	4.2
2028	July to September	44.2	0.9	18.1	0.0	3.1	0.7
SCAQMD CEQA Threshold		75	100	550	150	150	55
Threshold Exceeded?		Yes	No	No	No	No	No
Source: MIG, 2023							
(A) The data presented is the single highest daily emissions estimate for the listed monthly range. Combined maximum daily emissions estimates may be based on two or more site preparation, building construction, paving, etc. phases occurring at the same time in 2025 to 2028.							
(B) Bold font indicates emissions estimate exceeds SCAQMD-recommended CEQA threshold.							
(C) PM ₁₀ and PM _{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels.							

**Table 4.3-13: Combined Mitigated Construction Maximum Daily Regional Emissions by Year
– Scenario 2**

Year	Monthly Range	Maximum Daily Regional Emissions (lbs/day) ^{(A),(B)}					
		VOC	NOX	CO	SO ₂	PM ₁₀ ^(C)	PM _{2.5} ^(C)
2025	January to March	3.1	18.6	157.7	0.3	58.2	8.4
2025	April to June	12.6	41.0	333.9	0.5	65.4	18.5
2025	July to September	12.6	41.0	333.9	0.4	26.3	7.0
2025	October to December	10.4	42.8	265.8	0.4	26.3	7.0
2026	January to March	13.1	42.9	259.7	0.4	26.5	7.1
2026	April to June	19.6	39.8	312.2	0.4	26.4	7.0
2026	July to September	10.9	36.9	296.1	0.4	26.0	6.9
2026	October to December	81.8	38.7	232.9	0.4	26.0	6.9
2027	January to March	81.6	15.2	115.0	0.1	15.1	3.8
2027	April to June	33.3	13.8	139.8	0.1	13.1	3.3
2027	July to September	33.3	8.4	86.3	0.1	9.2	2.3
2027	October to December	2.7	8.5	60.7	0.1	8.4	2.1
2028	January to March	2.6	8.2	58.7	0.1	8.4	2.1
2028	April to June	24.7	7.7	78.0	0.1	8.4	2.1
2028	July to September	24.7	0.4	8.8	0.0	1.5	0.4
SCAQMD CEQA Threshold		75	100	550	150	150	55
Threshold Exceeded?		Yes	No	No	No	No	No
Source: MIG, 2023							
(A) The data presented is the single highest daily emissions estimate for the listed monthly range. Combined maximum daily emissions estimates may be based on two or more site preparation, building construction, paving, etc. phases occurring at the same time in 2025 to 2028.							
(B) Bold font indicates emissions estimate exceeds SCAQMD-recommended CEQA threshold.							
(C) PM ₁₀ and PM _{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels.							

The above analysis indicates that the proposed project's mitigated maximum daily regional construction emissions for each individual construction model would be below the SCAQMD's regional emissions thresholds for all VOC and NO_x; however, potential combined architectural coating phases in 2026 and 2027 involving more than approximately 125,000 total square feet of daily interior, exterior, and surface parking area coating applications for the Industrial Southwest and Industrial Southeast model runs could exceed the SCAQMD's regional construction emissions threshold for VOC emissions even with the implementation of **Mitigation Measure AIR-1** (Reduce Construction VOC Emissions) and **Mitigation Measure AIR-2** (Reduce Construction NO_x and PM Exhaust Emissions). Although this scenario is unlikely, the modeling conducted for the proposed Project indicates it could occur if both industrial buildings in PA 4 were simultaneously having coatings applied, or if large residential (e.g., MBS PA 1 Northwest Residential) or mixed-use (e.g., MBS PA 1 Northeast and PA 2 Mixed-Use) developments in PA 1 or PA 2 were to occur at the same time. Since the timing and nature of future development in the project area

is not known at this time, it is also possible other combinations of projects could result in coating activities that exceed VOC threshold limits. In contrast, combined mitigated maximum daily regional NO_x construction emissions estimates are substantially less than the SCAQMD's emissions thresholds for all possible project combinations and, therefore, the proposed project would not exceed SCAQMD regional NO_x emissions thresholds. For these reasons, the proposed project's regional construction VOC emissions would remain a significant and unavoidable impact even with the incorporation of feasible mitigation measures.

Regional Operational Emissions

The proposed project's potential operational emissions estimates are based on the Maximum Buildout Scenario and Scenario 2 conceptual site plans and development assumptions, trip generation assumptions, and other project-specific assumptions. The modeling assumes full development of the project area occurs in the year 2033, consistent with the TIA conducted for the proposed project. The proposed project's maximum unmitigated regional operational emissions (in lbs/day) are summarized in **Table 4.3-14** (Maximum Buildout Scenario) and **Table 4.3-15** (Scenario 2).

Table 4.3-14: Unmitigated Operational Maximum Daily Regional Emissions – Maximum Buildout Scenario (Year 2033)

Emissions Source	Maximum Daily Regional Emissions (lbs/day) ^(A)					
	VOC	NO _x	CO	SO ₂	PM ₁₀ ^(B)	PM _{2.5} ^(B)
Area	148.8	48.4	285.2	0.3	4.1	4.1
Energy	1.3	23.2	13.7	0.1	1.8	1.8
Mobile	80.5	189.8	604.8	2.6	178.8	48.4
Off-Road	<0.1	4.5	0.3	<0.1	<0.1	<0.1
Stationary (Fugitive Gasoline)	4.1	-	-	-	-	-
Total^(C)	234.8	265.9	903.9	3.1	184.8	54.4
SCAQMD CEQA Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	No
Source: MIG, 2023 (A) Maximum daily VOC, CO, SO ₂ , PM ₁₀ , and PM _{2.5} emissions occur during the summer. Maximum daily NO _x emissions occur during the winter. (B) PM ₁₀ and PM _{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels. (C) Totals may not equal due to rounding.						

Table 4.3-15 Unmitigated Operational Maximum Daily Regional Emissions – Scenario 2 (Year 2033)

Emissions Source	Maximum Daily Regional Emissions (lbs/day) ^(A)					
	VOC	NO _x	CO	SO ₂	PM ₁₀ ^(B)	PM _{2.5} ^(B)
Area	103.0	18.5	168.6	0.1	1.7	1.6
Energy	1.0	17.0	12.1	0.1	1.3	1.3
Mobile	89.8	214.2	892.8	3.5	263.2	70.2
Off-Road	<0.1	4.5	0.3	<0.1	<0.1	<0.1
Stationary (Fugitive Gasoline)	4.1	-	-	-	-	-
Total^(C)	198.0	254.1	1,073.8	3.8	266.2	73.1
SCAQMD CEQA Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes
Source: MIG, 2023 (A) Maximum daily VOC, CO, SO ₂ , PM ₁₀ , and PM _{2.5} emissions occur during the summer. Maximum daily NO _x emissions occur during the winter. (B) PM ₁₀ and PM _{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels. (C) Totals may not equal due to rounding.						

As shown in **Table 4.3-14** and **Table 4.3-15**, the modeling indicates:

VOCs: The proposed project's maximum daily VOC emissions would exceed the SCAQMD's regional threshold (55 lbs/day) for both the Maximum Buildout Scenario and Scenario 2. The primary source of the project's VOC emissions for both scenarios is area source emissions, which account for approximately 63% of total VOC emissions under the Maximum Buildout Scenario and 52% of total VOC emissions under Scenario 2, with fugitive emissions from consumer products being the largest contributor (71%) to area source emissions under both scenarios.

NO_x: The proposed project's maximum daily NO_x emissions would exceed the SCAQMD's regional threshold (55 lbs/day) for both the Maximum Buildout Scenario and Scenario 2. The primary source of the Project's NO_x emissions for both scenarios is mobile sources. For the Maximum Buildout Scenario, residential and industrial vehicle trips generate approximately 21% and 76%, respectively, of total mobile source NO_x emissions, and 15% and 54% respectively, of total daily NO_x emissions. For Scenario 2, commercial and industrial vehicle trips generate approximately 23% and 67%, respectively, of total mobile source NO_x emissions, and 20% and 57% respectively of total daily NO_x emissions. For Scenario 2, residential vehicle trips account for less than 6% of total daily NO_x emissions.

CO: The proposed project's maximum daily CO emissions would exceed the SCAQMD's regional threshold (550 lbs/day) for both the Maximum Buildout Scenario and Scenario 2. Like NO_x, the primary source of CO emissions would be mobile sources, which would generate approximately 67% (Maximum Buildout Scenario) to 84% (Scenario 2) of total daily CO emissions. The next highest source of CO emissions would be area sources, and specifically landscaping equipment, which would generate approximately 29% (Maximum Buildout Scenario) and 15% (Scenario 2) of total daily CO emissions.

PM₁₀ and PM_{2.5}: The proposed project's maximum daily PM₁₀ and PM_{2.5} emissions would exceed the SCAQMD's regional thresholds (150 lbs/day for PM₁₀ and 55 lbs/day PM_{2.5}) for both the Maximum

Buildout Scenario and Scenario 2. Like NO_x and CO, the primary source of PM₁₀ and PM_{2.5} emissions would be mobile sources; however, unlike NO_x and CO, most PM would not be generated from fuel combustion. Rather, approximately 98% of total daily PM₁₀ emissions and 94% of total daily PM_{2.5} emissions would be the result of entrained road dust from vehicle travel.

As summarized above, the proposed project would have the potential to generate daily operational emissions that could exceed the SCAQMD's recommended regional emissions thresholds for VOC, NO_x, CO, PM₁₀, and PM_{2.5}. This is considered a potentially significant impact.

To reduce the proposed project's maximum daily regional operations emissions levels, MIG recommends the proposed project incorporate **Mitigation Measures AIR-3** (Reduce Landscaping Equipment Emissions), **AIR-4** (Reduce Residential Vehicle Trip Emissions), **AIR-5** (Reduce Commercial and Industrial Light-Duty Vehicle Trip Emissions), **AIR-6** (Reduce Commercial and Industrial Truck Trip Emissions), and **AIR-7** (Reduce Commercial and Industrial Yard Equipment Emissions) into all future development projects in the Project area. These measures promote the use of near-zero emission (NZE) and zero-emission (ZE) landscaping equipment, require electric vehicle (EV) infrastructure for charging for EV cars and trucks, and require the use of ZE yard equipment.

The proposed project's mitigated maximum regional operational emissions (in lbs/day) are summarized in **Table 4.3-16** (Maximum Buildout Scenario) and **Table 4.3-17** (Scenario 2). It is noted that proposed project's mitigated emissions estimates do not assume any reduction in mobile source emissions due to compliance with the city's TDM requirements; however, the mitigated emission estimates assume the elimination of diesel yard hostellers (per **Mitigation Measure AIR-7**). Since future project-specific details are not known, it is not possible to know the quantity of emissions that would be reduced by **Mitigation Measures AIR-3** to **AIR-6**. Therefore, the emissions reductions that would be achieved by these measures are not included in the mitigated emissions estimates.

Table 4.3-16: Mitigated Operational Maximum Daily Regional Emissions – Maximum Buildout Scenario (Year 2033)

Project Emissions Source	Maximum Daily Regional Emissions (lbs/day) ^(A)					
	VOC	NO _x	CO	SO ₂	PM ₁₀ ^(B)	PM _{2.5} ^(B)
Area	148.8	48.4	285.2	0.3	4.1	4.1
Energy	1.3	22.6	13.5	0.1	1.8	1.8
Mobile	80.5	189.8	604.8	2.6	178.8	48.4
Off-Road	0.0	4.5	0.3	0.0	0.0	0.0
Stationary	4.1	0.0	0.0	0.0	0.0	0.0
Total^(C)	234.8	265.3	903.7	3.1	184.7	54.3
SCAQMD CEQA Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	No
Source: MIG, 2023 (A) Maximum daily VOC, CO, SO ₂ , PM ₁₀ , and PM _{2.5} emissions occur during the summer. Maximum daily NO _x emissions occur during the winter. (B) PM ₁₀ and PM _{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels. (C) Totals may not equal due to rounding.						

Table 4.3-17: Mitigated Operational Maximum Daily Regional Emissions – Scenario 2 (Year 2033)

Project Emissions Source	Maximum Daily Regional Emissions (lbs/day ^A)					
	VOC	NO _x	CO	SO ₂	PM ₁₀ ^(B)	PM _{2.5} ^(B)
Area	103.0	18.5	168.6	0.1	1.7	1.6
Energy	0.9	16.7	12.0	0.1	1.3	1.3
Mobile	89.8	214.2	892.8	3.5	263.2	70.2
Off-Road	0.0	4.5	0.3	0.0	0.0	0.0
Stationary	4.1	0.0	0.0	0.0	0.0	0.0
Total^(C)	198.0	253.9	1,073.7	3.8	266.2	73.1
SCAQMD CEQA Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes
Source: MIG, 2023 (A) Maximum daily VOC, CO, SO ₂ , PM ₁₀ , and PM _{2.5} emissions occur during the summer. Maximum daily NO _x emissions occur during the winter. (B) PM ₁₀ and PM _{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels. (C) Totals may not equal due to rounding.						

As shown in **Table 4.3-16** and **4.3-17**, the implementation of **Mitigation Measures AIR-3 to AIR-7** would reduce emissions of VOC, CO, NO_x, PM₁₀, and PM_{2.5}, but not to levels that are below the SCAQMD's regional pollutant thresholds.

The above analysis indicates that the proposed project's mitigated operational maximum daily regional emissions could exceed the SCAQMD's regional emissions thresholds for VOCs, CO, NO_x, PM₁₀, and PM_{2.5} even with the implementation of **Mitigation Measures AIR-3 to AIR-7**. For this reason, the proposed project's regional operational emissions would remain a significant and unavoidable impact even with the incorporation of feasible mitigation measures.

In developing its CEQA significance thresholds, the SCAQMD considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD, 2003; page D-3). As described above the proposed project's construction and operational emissions could remain above the SCAQMD's regional thresholds for criteria air pollutants even with the incorporation of feasible mitigation measures. Therefore, the proposed project would result in a cumulatively considerable increase in criteria air pollutants.

c. *Expose sensitive receptors to substantial pollutant concentrations*

The SCAQMD has developed Localized Significance Thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable Federal or State ambient air quality standards, which would constitute a significant adverse localized air quality effect. In addition, the SCAQMD recommends carcinogenic and non-carcinogenic health risk thresholds for sensitive receptors that could be exposed to TAC emissions, such as DPM.

The proposed project's potential construction and operational activities could contribute to local air quality effects and emit certain TACs, including DPM. Accordingly, the AQHRA conducted LST and health risk assessments (HRA) for on- and off-site sensitive receptors as follows:

Off-site LST Construction and Operational Emissions Analysis: This analysis evaluates the proposed project's potential construction and operational emissions of NO_x, CO, PM₁₀, and PM_{2.5} at existing off-site sensitive receptor locations. The analysis assumes that existing off-site receptors would be exposed to all potential project-related construction and operational activities and emissions that could occur under the Maximum Buildout Scenario and Scenario 2.

Off-site HRA: This analysis evaluates the proposed project's potential construction and operational TAC emissions at existing off-site sensitive receptor locations. Like the off-site LST analysis, the off-site HRA assumes that existing off-site receptors would be exposed to all potential project-related construction and operational activities and emissions that could occur under the Maximum Buildout Scenario and Scenario 2.

On-site LST Construction and Operational Emissions Analysis: This analysis evaluates the proposed project's potential construction and operational emissions of NO_x, CO, PM₁₀, and PM_{2.5} at potential future on-site sensitive receptor locations. Whereas the off-site LST analysis assumed off-site receptors would be exposed to all potential project-related construction and operational activities and emissions, the on-site LST analysis assumes mass grading and the installation of A Street are complete prior to any receptor being in the project area. The on-site LST analysis also assumes a residential development is complete prior to any other development occurring in the project area. Although unlikely to occur, this approach allows for the evaluation of potential worst-case LST emissions at future on-site receptor locations.

On-site HRA: This analysis evaluates the proposed project's potential construction and operational TAC emissions at potential future on-site sensitive receptor locations.

The LST and HRA analyses described above were conducted in accordance with the criteria air pollutant and TAC emissions estimation and dispersion methodologies provided in the AQHRA. With regards to the HRA and modeled on- and off-site DPM concentrations, annual average DPM concentrations would vary by year since potential construction activities would vary by year. The AQHRA summarizes risks for the maximally exposed individual receptor (MEIR). The MEIR is the receptor that would be exposed to the highest modeled annual average DPM concentrations associated with potential project construction and operational activities; all other receptors would be exposed to lower pollutant concentrations and, therefore, lower adverse health risks. The results of the regional and LST emissions modeling conducted for the project indicate total annual on-site DPM emissions would be greater during potential construction activities than potential operational activities. Thus, the location of the MEIR is typically the location exposed to the highest total annual average construction related DPM emissions. In addition, potential adverse health risk effects are contingent on several factors, including the life stages in which a receptor is exposed to potential pollutant concentrations. Excess cancer risk estimates, therefore, would vary by receptor type (e.g., infant, child, adult receptor). The AQHRA summarizes the excess cancer risk at the MEIR assuming the receptor is an infant (including 3rd trimester) for the first 2 years of

exposure and then develops to a child and finally to an adult over the next 28 years of exposure. Due to age sensitivity and other risk assessment factors applied to early life stages, excess cancer risk estimates for receptors beginning exposure in the infant stage are higher than the risk estimates for a receptor beginning exposure in the child or adult stages and, therefore, provide the worst-case estimate of potential adverse health risks.

Off-Site Localized Significance Threshold (LST) Analysis

This scenario evaluates the proposed project's construction and operational criteria air pollutant emissions at the closest existing off-site sensitive receptor location. The closest existing sensitive receptors are the single-family residences in the Sun City Shadow Hills neighborhood approximately 650 feet north of the project area.

Off-Site LST Construction Emissions Analysis

The proposed project's potential construction emissions were estimated using individual construction models. For the off-site receptor LST analysis, the on-site construction emissions from all construction models (occurring on more than 180 acres) were combined and compared to the SCAQMD's five-acre construction LST for SRA 30. This analysis, therefore, is conservative in that it compares emissions from the entire project area to the LST threshold for a five-acre project. The proposed project's unmitigated construction maximum daily LST emissions at the closest off-site receptor located are summarized in **Table 4.3-18** and **Table 4.3-19**.

Table 4.3-18: Combined Unmitigated Construction Maximum Daily LST Emissions by Year – Maximum Buildout Scenario Off-Site Receptor

Year	Monthly Range	Maximum Daily LST Emissions (lbs/day) ^(A)			
		NOX	CO	PM ₁₀ ^(B)	PM _{2.5} ^(B)
2025	January to March	78.6	83.5	8.1	5.4
2025	April to June	223.5	224.3	34.8	21.7
2025	July to September	107.1	124.9	4.1	3.8
2025	October to December	107.1	124.9	4.1	3.8
2026	January to March	100.5	124.5	3.7	3.4
2026	April to June	89.8	112.1	3.3	3.1
2026	July to September	78.6	97.6	2.9	2.7
2026	October to December	77.7	96.5	2.9	2.6
2027	January to March	36.0	47.0	1.3	1.2
2027	April to June	34.3	44.7	1.2	1.1
2027	July to September	18.7	24.4	0.7	0.6
2027	October to December	17.9	23.3	0.6	0.6
2028	January to March	16.7	23.2	0.6	0.5
2028	April to June	16.7	23.2	0.6	0.5
2028	July to September	0.8	1.1	0.0	0.0
SCAQMD CEQA Threshold^(C)		547	10,178	112	37
Threshold Exceeded?		No	No	No	No
Source: MIG, 2023					
(A) The data presented is the single highest daily emissions estimate for the listed monthly range. Combined maximum daily emissions estimates may be based on two or more site preparation, building construction, paving, etc. phases occurring at the same time in 2025 to 2027. Refer to Appendix B for detailed daily emissions by model, phase, and year.					
(B) PM ₁₀ and PM _{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels.					
(C) LST thresholds are based on a 5-acre project and 200-meter (656-foot) receptor distance for SRA 30 (Coachella Valley).					

Table 4.3-19: Combined Unmitigated Construction Maximum Daily LST Emissions by Year – Scenario 2 Off-Site Receptor

Year	Monthly Range	Maximum Daily LST Emissions (lbs/day) ^(A)			
		NOX	CO	PM ₁₀ ^(B)	PM _{2.5} ^(B)
2025	January to March	78.6	83.5	8.1	5.4
2025	April to June	221.0	221.6	34.7	21.6
2025	July to September	104.6	122.2	4.1	3.7
2025	October to December	104.6	122.2	4.1	3.7
2026	January to March	98.2	121.8	3.6	3.3
2026	April to June	87.5	109.4	3.3	3.0
2026	July to September	76.6	95.2	2.8	2.6
2026	October to December	76.6	95.2	2.8	2.6
2027	January to March	34.9	45.7	1.2	1.1
2027	April to June	33.2	43.4	1.2	1.1
2027	July to September	17.6	23.1	0.6	0.6
2027	October to December	16.8	22.0	0.6	0.6
2028	January to March	15.8	21.9	0.5	0.5
2028	April to June	15.8	21.9	0.5	0.5
2028	July to September	0.8	1.1	0.0	0.0
SCAQMD CEQA Threshold^(C)		547	10,178	112	37
Threshold Exceeded?		No	No	No	No
Source: MIG, 2023					
(A) The data presented is the single highest daily emissions estimate for the listed monthly range. Combined maximum daily emissions estimates may be based on two or more site preparation, building construction, paving, etc. phases occurring at the same time in 2025 to 2027. Refer to Appendix B for detailed daily emissions by model, phase, and year.					
(B) PM ₁₀ and PM _{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels.					
(C) LST thresholds are based on a 5-acre project and 200-meter (656-foot) receptor distance for SRA 30 (Coachella Valley).					

As shown in **Table 4.3-18** and **Table 4.3-19**, emissions from potential construction activities occurring in the Project area would not exceed the SCAQMD's recommended construction LSTs at the closest off-site receptor. This impact would be less than significant.

Off-Site LST Operational Emissions Analysis

The proposed project's potential operational emissions were estimated based on full development of the project area by 2033. For the off-site receptor LST analysis, the on-site emissions from all project area development (occurring on more than 180 acres) were compared to the SCAQMD's five-acre operational LST for SRA 30. This analysis, therefore, is conservative in that it compares emissions from the entire project area to the LST threshold for a five-acre project. The results of the LST operations emissions analysis are summarized in **Table 4.3-20** and **Table 4.3-21**.

Table 4.3-20: Unmitigated Operations Maximum Daily LST Emissions – Maximum Buildout Scenario Off-Site Receptor (Year 2033)

Project Emission Source	Maximum Daily On-Site LST Emissions (lbs/day) ^(A)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Area	48.4	285.2	4.1	4.1
Energy	23.2	13.7	1.8	1.8
Mobile ^(B)	9.5	30.2	8.9	2.4
Off-Road	4.5	0.3	0.0	0.0
Total On-Site Emissions	85.5	329.4	14.9	8.4
SCAQMD LST Threshold^(C)	547	10,178	27	9
Threshold Exceeded?	No	No	No	No
Source: MIG, 2023				
(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels.				
(B) Mobile source emissions are assumed to be 5% of the total regional mobile source emissions presented				
(C) The LST thresholds are based on 5.0-acre project size and 656-foot receptor distance in SRA 30.				

Table 4.3-21 Unmitigated Operations Maximum Daily LST Emissions – Scenario 2 Off-Site Receptor (Year 2033)

Project Emission Source	Maximum Daily On-Site LST Emissions (lbs/day) ^(A)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Area	18.5	168.6	1.7	1.6
Energy	17.0	12.1	1.3	1.3
Mobile ^(B)	10.7	44.6	13.2	3.5
Off-Road	4.5	0.3	0.0	0.0
Total On-Site Emissions	51.3	225.6	16.2	6.5
SCAQMD LST Threshold^(C)	547	10,178	27	9
Threshold Exceeded?	No	No	No	No
Source: MIG, 2023				
(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels.				
(B) Mobile source emissions are assumed to be 5% of the total regional mobile source emissions presented				
The LST thresholds are based on 5.0-acre project size and 656-foot receptor distance in SRA 30.				

As shown in **Table 4.3-20** and **Table 4.3-21** emissions from potential operational activities occurring in the Project area would not exceed the SCAQMD's recommended construction LST thresholds at the closest off-site receptor. This impact would be less than significant.

Off-Site Health Risk Assessment

Existing off-site receptors could be exposed to DPM and other TAC emissions that could lead to pollutant concentrations associated with adverse health risks. Accordingly, a construction and operational HRA was conducted to evaluate the proposed Project's TAC emissions concentrations. The HRA evaluates the

proposed project's construction DPM emissions, operational DPM emissions, and operational gasoline fueling station TAC emissions (part of Scenario 2 only) at off-site receptor locations based on the TAC emissions and dispersion modeling described the AQHRA. The HRA assumes off-site receptors are exposed to construction DPM emissions from all construction model runs occurring in 2025, 2026, 2027, and 2028, followed by operational DPM emissions and operational gasoline fueling station TAC emissions beginning in 2029 and 2027, respectively.

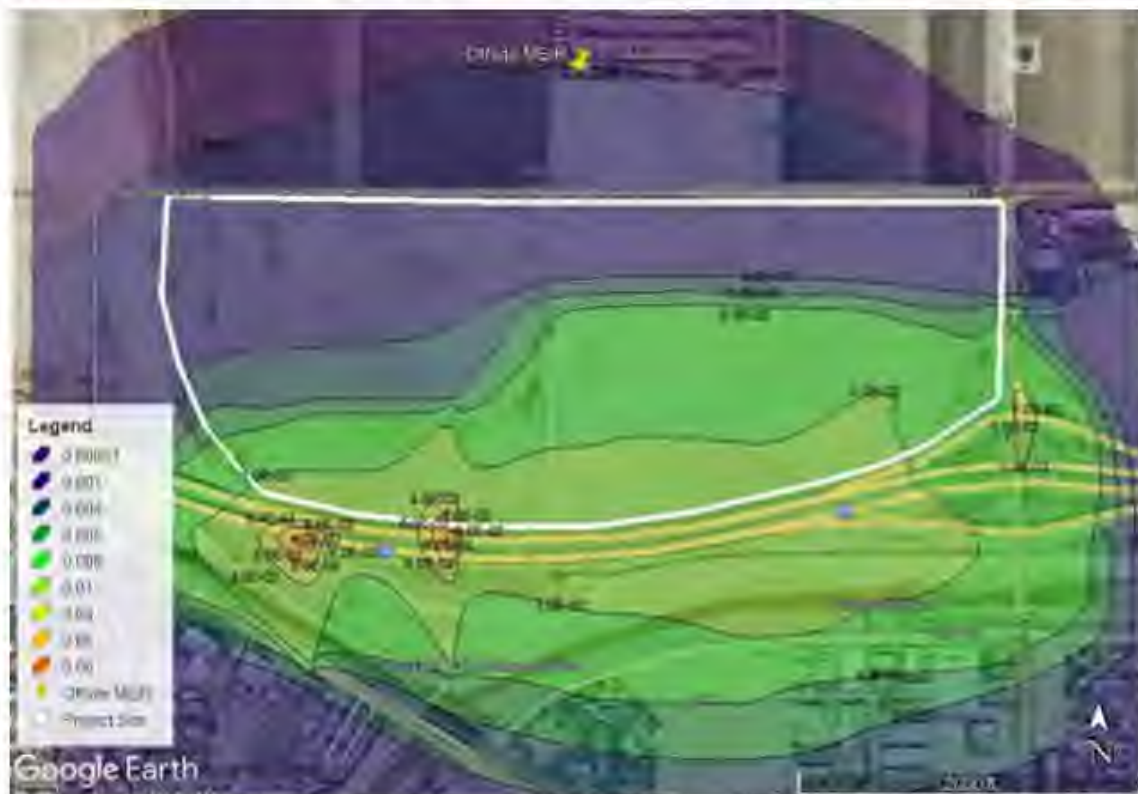
Off-Site HRA – Maximum Buildout Scenario

The predicted location of the off-site MEIR for unmitigated DPM exposure during Maximum Buildout Scenario construction and operational activities. The modeled annual average DPM concentrations at the MEIR, in micrograms per cubic meter ($\mu\text{g}/\text{m}^3$), and the resulting excess cancer risk estimate at the MEIR are summarized in Table 4.3-23. The excess cancer risk estimate at the MEIR assumes the receptor is an infant (including 3rd trimester) for the first 2 years of exposure and then develops to a child and finally to an adult over the next 28 years of exposure.

Table 4.3-22: Unmitigated Off-Site Receptor Excess Cancer Risk – Maximum Buildout Scenario

Year	Scenario	Annual Average DPM Concentration ($\mu\text{g}/\text{m}^3$)	Excess Cancer Risk (Per Million Population)(A)
2025	Construction DPM	0.03909	5.9
2026	Construction DPM	0.02019	2.8
2027	Construction DPM	0.01064	0.2
2028	Construction and Operational DPM	0.00058	0.0
2029 - 2054	Operational DPM	0.00103	0.3
Total Excess Cancer Risk			9.2
SCAQMD Cancer Risk Threshold			10.0
Threshold Exceeded?			No
Source: MIG, 2023			
(A) Excess cancer risk estimate assumes the receptor is in the infant stage at the beginning of exposure and proceeds to child and adult stages over the 30-year exposure duration.			

Table 4.3-22 the proposed project's mitigated excess cancer risk from DPM would not exceed the SCAQMD risk threshold of 10 excess cancers per million population. This impact would be less than significant.



Source: MIG 2023. Note: The top panel shows maximum construction concentrations. The bottom panel shows operational concentrations. The MEIR shown is the overall maximum exposed receptor for construction and operation.

Maximum Buildout Scenario Non-Carcinogenic Health Risks

As shown in **Table 4.3-22**, the modeled maximum annual average DPM concentration at the off-site MEIR for the Maximum Buildout Scenario would be approximately 0.03909 $\mu\text{g}/\text{m}^3$. Based on the chronic inhalation REL for DPM (5 $\mu\text{g}/\text{m}^3$), the calculated chronic hazard quotient during the maximum exposure to DPM concentration would be 0.008, which is below the SCAQMD's non-cancer hazard index threshold value of 1.0. This impact would be less than significant.

Off-Site HRA – Scenario 2

The predicted location of the off-site MEIRs for unmitigated DPM exposure during Scenario 2 construction and operational activities are shown in **Exhibit 4.3-2**. The modeled annual average DPM concentrations at the MEIRs, in micrograms per cubic meter ($\mu\text{g}/\text{m}^3$), and the resulting excess cancer risk estimate at the MEIRs are summarized in **Table 4.3-23**. The excess DPM cancer risk estimates at the MEIR assume the receptor is an infant (including 3rd trimester) for the first 2 years of exposure and then develops to a child and finally to an adult over the next 28 years of exposure. In addition to DPM emissions, Scenario 2 could include a retail gasoline fueling station in PA 2 that would result in fugitive TAC emissions during fuel storage, transfer, and dispensing operations. The proposed project's potential fugitive gasoline TAC emissions risks were estimated using the SCAQMD's Risk Tool for Gasoline Dispensing Service Stations, version 1.105. The facility throughput for this facility was assumed to be up to 2.0 million gallons per year. Based on the conceptual site plan shown in **Exhibit 4.3-2**, the fueling station would be located at least approximately 2,400 feet (750 meters) from the off-site MEIR for Scenario 2 shown in **Exhibit 4.3-2** and **Exhibit 4.3-3**.

Table 4.3-23: Unmitigated Off-Site Receptor Excess Cancer Risk – Scenario 2

Year	Scenario	Annual Average DPM Concentration ($\mu\text{g}/\text{m}^3$)	Excess Cancer Risk (Per Million Population)(A)
2025	Construction DPM	0.03078	4.7
2026	Construction DPM	0.02155	3.0
2027	Construction DPM	0.0111	0.2
2028	Construction and Operational DPM	0.00431	0.1
2029 - 2054	Operational DPM	0.00024	0.1
<i>Subtotal, DPM Risk</i>			8.0
2027 - 2054	Operational Fugitive Gasoline Station TACs	--	<0.1
Total Excess Cancer Risk			8.0
SCAQMD Cancer Risk Threshold			10.0
Threshold Exceeded?			No
Source: MIG, 2023			
(A) Excess DPM cancer risk estimate assumes the receptor is in the infant stage at the beginning of exposure and proceeds to child and adult stages over the 30-year exposure duration.			



Source: MIG 2023. The top panel shows maximum construction concentrations. The bottom panel shows operational concentrations. The MEIR shown is the overall maximum exposed receptor for construction and operation.

As shown in **Table 4.3-23**, the proposed project's unmitigated excess cancer risk from construction and operational DPM and fugitive gasoline TACs would not exceed the SCAQMD risk threshold of 10 excess cancers per million population. This impact would be less than significant.

Scenario 2 Non-Carcinogenic Health Risks

As shown in **Table 4.3-23**, the modeled maximum annual average DPM concentration at the off-site MEIR for Scenario 2 would be approximately $0.03078 \mu\text{g}/\text{m}^3$. Based on the chronic inhalation REL for DPM ($5 \mu\text{g}/\text{m}^3$), the calculated chronic hazard quotient during the maximum exposure to DPM concentration would be 0.006, which is below the SCAQMD's non-cancer hazard index threshold value of 1.0. This impact would be less than significant.

On-Site LST Emissions Analysis

This scenario evaluates the proposed project's construction and operational criteria air pollutant emissions at potential future on-site sensitive receptor locations. The on-site LST emissions analysis is conducted for two scenarios:

Receptor A: The "Receptor A" analysis assumes the 06 MBS PA1 Northwest Residential and 09 S2 PA1 Northwest Residential models are complete prior to any other development project. Receptor A is then assumed to be exposed to LST emissions from all remaining construction models. For the Maximum Buildout Scenario, this includes the 04 PA4 Southwest Industrial, 05 PA4 Southeast Industrial, 07 PA1 Northwest and PA2 Northeast Mixed-Use, and 08 MBS PA3 Residential models. For Scenario 2, this includes the 04 PA4 Southwest Industrial, 05 PA4 Southeast Industrial, 10 PA1 Northeast Residential construction models, 11 PA2 Commercial, and 12 PA3 Commercial models.

Receptor B: The "Receptor B" analysis assumes the 06 MBS PA1 Northwest and PA 2 Northeast Mixed-Use and 10 S2 PA1 Northeast Residential models are complete prior to any other development project. Receptor B is then assumed to be exposed to LST emissions from all remaining construction models. For the Maximum Buildout Scenario this includes the 04 PA4 Southwest Industrial, 05 PA4 Southeast Industrial, 06 PA1 Northwest Residential, and 08 PA3 Residential construction models. For Scenario 2, this includes the 04 PA4 Southwest Industrial, 05 PA4 Southeast Industrial, 09 PA1 Northwest Residential, 11 PA3 Commercial, and 12 PA3 Commercial construction models.

On-Site LST Construction Emissions Analysis

The proposed project's potential construction emissions were estimated using individual construction models. For the on-site receptor LST analysis, the on-site construction emissions from relevant construction models for the Receptor A and Receptor B scenarios were compared to the SCAQMD's five-acre construction LST for SRA 30. This analysis, therefore, is conservative in that it compares emissions from construction models that are approximately 10 to 49 acres to the LST threshold for a 5-acre project. The proposed project's unmitigated construction maximum daily LST emissions at potential future receptors in the project area are summarized for each construction model in **Table 4.3-24** (Maximum Buildout Scenario Receptor A), **Table 4.3-25** (Maximum Buildout Scenario Receptor B), **Table 4.3-26** (Scenario 2 Receptor A), and **Table 4.3-27** (Scenario 2 Receptor B).

**Table 4.3-24: Unmitigated Construction Maximum Daily LST Emissions by Model and Phase
– Maximum Buildout Scenario Receptor A**

Construction Model and Phase	Maximum Daily Regional Emissions (lbs/day) ^(A)			
	NO _x	CO	PM ₁₀ ^(B)	PM _{2.5} ^(B)
04 PA4 Industrial Southwest				
Site Preparation	43.8	43.3	6.9	4.3
Building Construction	22.6	26.1	0.9	0.8
Paving	18.4	23.1	0.7	0.7
Architectural Coating	0.9	1.1	0.0	0.0
SCAQMD CEQA Threshold^(C)	304	2,292	14	8
Threshold Exceeded?	No	No	No	No
05 PA 4 Industrial Southeast				
Site Preparation	43.3	42.8	6.9	4.3
Building Construction	22.1	25.7	0.9	0.8
Paving	18.0	22.6	0.7	0.7
Architectural Coating	0.9	1.1	<0.1	<0.1
SCAQMD CEQA Threshold^(C)	304	2,292	14	8
Threshold Exceeded?	No	No	No	No
07 MBS PA1 Northwest and PA2 Mixed-Use				
Site Preparation	41.2	40.5	6.8	4.2
Building Construction	20.0	23.4	0.8	0.7
Paving	14.4	20.2	0.5	0.5
Architectural Coating	0.8	1.1	<0.1	<0.1
SCAQMD CEQA Threshold^(C)	304	2,292	14	8
Threshold Exceeded?	No	No	No	No
08 MBS PA3 Residential				
Site Preparation	34.1	32.8	6.6	4.0
Building Construction	12.9	15.7	0.5	0.5
Paving	9.4	12.6	0.4	0.4
Architectural Coating	0.9	1.1	<0.1	<0.1
SCAQMD CEQA Threshold^(C)	875	31,115	248	128
Threshold Exceeded?	No	No	No	No

Source: MIG 2023

(A) The data presented is the single highest daily on-site emissions estimate for the listed phase. Maximum daily site preparation emissions occur in 2025. Maximum daily building construction, paving, and architectural coating emissions may occur in 2025, 2026, 2027, or 2028. Refer to Appendix B for detailed daily emissions by model, phase, and year.

(B) PM₁₀ and PM_{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels.

(C) LST thresholds are for a 5-acre project in SRA 30 (Coachella Valley). Thresholds are for a receptor located 82 feet (25 meter) away for all models except 08 MBS PA3 Residential, which is based on a receptor distance of at least 1,6450 feet (500 meters).

**Table 4.3-25 Unmitigated Construction Maximum Daily LST Emissions by Model and Phase
– Maximum Buildout Scenario Receptor B**

Construction Model and Phase	Maximum Daily Regional Emissions (lbs/day) ^(A)			
	NOx	CO	PM ₁₀ ^(B)	PM _{2.5} ^(B)
04 PA4 Industrial Southwest				
Site Preparation	43.8	43.3	6.9	4.3
Building Construction	22.6	26.1	0.9	0.8
Paving	18.4	23.1	0.7	0.7
Architectural Coating	0.9	1.1	<0.1	<0.1
SCAQMD CEQA Threshold^(C)	304	2,292	14	8
Threshold Exceeded?	No	No	No	No
05 PA 4 Industrial Southeast				
Site Preparation	43.3	42.8	6.9	4.3
Building Construction	22.1	25.7	0.9	0.8
Paving	18.0	22.6	0.7	0.7
Architectural Coating	0.9	1.1	<0.1	<0.1
SCAQMD CEQA Threshold^(C)	304	2,292	14	8
Threshold Exceeded?	No	No	No	No
06 MBS PA1 Northwest Residential				
Site Preparation	39.5	38.7	6.8	4.1
Building Construction	18.3	21.5	0.7	0.7
Paving	13.9	18.5	0.5	0.5
Architectural Coating	0.8	1.1	<0.1	<0.1
SCAQMD CEQA Threshold^(C)	304	2,292	14	8
Threshold Exceeded?	No	No	No	No
08 MBS PA3 Residential				
Site Preparation	34.1	32.8	6.6	4.0
Building Construction	12.9	15.7	0.5	0.5
Paving	9.4	12.6	0.4	0.4
Architectural Coating	0.9	1.1	<0.1	<0.1
SCAQMD CEQA Threshold^(C)	875	31,115	248	128
Threshold Exceeded?	No	No	No	No
Source: MIG 2023				
(A) The data presented is the single highest daily on-site emissions estimate for the listed phase. Maximum daily site preparation emissions occur in 2025. Maximum daily building construction, paving, and architectural coating emissions may occur in 2025, 2026, 2027, or 2028. Refer to Appendix B for detailed daily emissions by model, phase, and year.				
(B) PM ₁₀ and PM _{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels.				
(C) LST thresholds are for a 5-acre project in SRA 30 (Coachella Valley). Thresholds are for a receptor located 82 feet (25 meter) away for all models except 08 MBS PA3 Residential, which is based on a receptor distance of at least 1,6450 feet (500 meters).				

**Table 4.3-26: Unmitigated Construction Maximum Daily LST Emissions by Model and Phase
– Scenario 2 Receptor A**

Construction Model and Phase	Maximum Daily Regional Emissions (lbs/day) ^(A)			
	NO _x	CO	PM ₁₀ ^(B)	PM _{2.5} ^(B)
04 PA4 Industrial Southwest				
Site Preparation	43.8	43.3	6.9	4.3
Building Construction	22.6	26.1	0.9	0.8
Paving	18.4	23.1	0.7	0.7
Architectural Coating	0.9	1.1	<0.1	<0.1
SCAQMD CEQA Threshold^(C)	304	2,292	14	8
Threshold Exceeded?	No	No	No	No
05 PA 4 Industrial Southeast				
Site Preparation	43.3	42.8	6.9	4.3
Building Construction	22.1	25.7	0.9	0.8
Paving	18.0	22.6	0.7	0.7
Architectural Coating	0.9	1.1	<0.1	<0.1
SCAQMD CEQA Threshold^(C)	304	2,292	14	8
Threshold Exceeded?	No	No	No	No
10 S2 PA1 Northeast Residential				
Site Preparation	4.6	48.3	5.3	2.8
Building Construction	3.0	32.8	0.1	0.1
Paving	4.3	30.6	0.2	0.2
Architectural Coating	<0.1	<0.1	<0.1	<0.1
SCAQMD CEQA Threshold^(C)	304	2,292	14	8
Threshold Exceeded?	No	No	No	No
11 S2 PA2 Commercial				
Site Preparation	2.9	31.1	5.2	2.7
Building Construction	1.3	15.6	0.1	0.1
Paving	2.7	12.1	0.1	0.1
Architectural Coating	<0.1	<0.1	<0.1	<0.1
SCAQMD CEQA Threshold^(C)	875	31,115	248	128
Threshold Exceeded?	No	No	No	No
12 S2 PA3 Commercial				
Site Preparation	3.2	34.2	5.2	2.8
Building Construction	3.5	15.5	0.1	0.1
Paving	2.9	16.5	0.1	0.1
Architectural Coating	<0.1	<0.1	<0.1	<0.1
SCAQMD CEQA Threshold^(C)	875	31,115	248	128
Threshold Exceeded?	No	No	No	No

Source: MIG 2023

- (A) The data presented is the single highest daily on-site emissions estimate for the listed phase. Maximum daily site preparation emissions occur in 2025. Maximum daily building construction, paving, and architectural coating emissions may occur in 2025, 2026, 2027, or 2028. Refer to Appendix B for detailed daily emissions by model, phase, and year.
- (B) PM₁₀ and PM_{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels.
- (C) LST thresholds are for a 5-acre project in SRA 30 (Coachella Valley). Thresholds are for a receptor located 82 feet (25 meter) away for all models except 11 S2 PA2 Commercial and 12 S2 PA3 Commercial, which are based on a receptor distance of at least 1,6450 feet (500 meters).

**Table 4.3-27: Unmitigated Construction Maximum Daily LST Emissions by Model and Phase
– Scenario 2 Receptor B**

Construction Model and Phase	Maximum Daily Regional Emissions (lbs/day) ^(A)			
	NO _x	CO	PM ₁₀ ^(B)	PM _{2.5} ^(B)
04 PA4 Industrial Southwest				
Site Preparation	43.8	43.3	6.9	4.3
Building Construction	22.6	26.1	0.9	0.8
Paving	18.4	23.1	0.7	0.7
Architectural Coating	0.9	1.1	<0.1	<0.1
SCAQMD CEQA Threshold^(C)	304	2,292	14	8
Threshold Exceeded?	No	No	No	No
05 PA 4 Industrial Southeast				
Site Preparation	43.3	42.8	6.9	4.3
Building Construction	22.1	25.7	0.9	0.8
Paving	18.0	22.6	0.7	0.7
Architectural Coating	0.9	1.1	<0.1	<0.1
SCAQMD CEQA Threshold^(C)	304	2,292	14	8
Threshold Exceeded?	No	No	No	No
9 S2 PA1 Northwest Residential				
Site Preparation	4.5	47.1	5.3	2.8
Building Construction	2.9	31.6	0.1	0.1
Paving	4.2	29.4	0.2	0.2
Architectural Coating	<0.1	<0.1	<0.1	<0.1
SCAQMD CEQA Threshold^(C)	304	2,292	14	8
Threshold Exceeded?	No	No	No	No
11 S2 PA2 Commercial				
Site Preparation	2.9	31.1	5.2	2.7
Building Construction	1.3	15.6	0.1	0.1
Paving	2.7	12.1	0.1	0.1
Architectural Coating	<0.1	<0.1	<0.1	<0.1
SCAQMD CEQA Threshold^(C)	875	31,115	248	128
Threshold Exceeded?	No	No	No	No

Table 4.3-27 Continued: Unmitigated Construction Maximum Daily LST Emissions by Model and Phase – Scenario 2 Receptor B

Construction Model and Phase	Maximum Daily Regional Emissions (lbs/day) ^(A)			
	NO _x	CO	PM ₁₀ ^(B)	PM _{2.5} ^(B)
12 S2 PA3 Commercial				
Site Preparation	3.2	34.2	5.2	2.8
Building Construction	3.5	15.5	0.1	0.1
Paving	2.9	16.5	0.1	0.1
Architectural Coating	<0.1	<0.1	<0.1	<0.1
SCAQMD CEQA Threshold^(C)	875	31,115	248	128
Threshold Exceeded?	No	No	No	No
Source: MIG 2023 (A) The data presented is the single highest daily on-site emissions estimate for the listed phase. Maximum daily site preparation emissions occur in 2025. Maximum daily building construction, paving, and architectural coating emissions may occur in 2025, 2026, 2027, or 2028. Refer to Appendix B for detailed daily emissions by model, phase, and year. (B) PM ₁₀ and PM _{2.5} values are total emissions. Refer to Appendix B for component exhaust and dust emissions levels. (C) LST thresholds are for a 5-acre project in SRA 30 (Coachella Valley). Thresholds are for a receptor located 82 feet (25 meter) away for all models except 11 S2 PA2 Commercial and 12 S2 PA3 Commercial, which are based on a receptor distance of at least 1,6450 feet (500 meters).				

As shown in **Table 4.3-24** to **Table 4.3-27** the proposed project's individual construction models would not generate on-site construction emissions that would exceed SCAQMD-recommended LST thresholds at potential future on-site Receptor A or Receptor B.

Potential on-site construction emissions from relevant construction models for the Receptor A and Receptor B scenarios could combine according to the conceptual schedules **Table 4.3-24**; however, as shown in **Table 4.3-24** to **Table 4.3-27**, each individual construction model would be substantially below SCAQMD NO_x and CO LST thresholds for a five acre-site and combined NO_x and CO emissions would not exceed SCAQMD LST thresholds at Receptor A or Receptor B. Localized emissions of PM₁₀ and PM_{2.5} for each individual construction model would also be below SCAQMD LST thresholds for a five-acre project even though modeled acreages were substantially greater than five acres. The proposed project would be subject to SCAQMD and Indio requirements for the control of fugitive dust from construction work sites that would ensure local air quality impacts do not occur. In addition, **Mitigation Measure AIR-2** would require all future development in the project to reduce PM₁₀ and PM_{2.5} exhaust emission which would reduce construction-related PM₁₀ and PM_{2.5} exhaust emissions to levels that do not result in substantial pollutant concentrations. For these reasons, combined LST emissions impacts would be a less than significant impact.

On-Site LST Operational Emissions Analysis

The proposed project's maximum daily operational LST emissions are summarized in **Table 4.3-20** (Maximum Buildout Scenario) and **Table 4.3-21** (Maximum Buildout Scenario). The project's worst-case total combined NO_x (88.5 lbs/day) and CO emissions (329.4 lbs/day) estimates under the Maximum

Buildout Scenario would not exceed any SCAQMD LST thresholds, including thresholds for a 5-acre project and a 25-meter receptor distance (304 lbs/day for NO_x and 2,292 lbs/day for CO). In addition, the on-site HRA conducted for the project indicates operational PM₁₀ and PM_{2.5} emissions would not result in substantial pollutant concentrations at on-site receptor locations. For these, the proposed project's on-site LST emissions would be a less than significant impact.

On-Site HRA

Like off-site receptors, potential future on-site receptors could also be exposed to DPM and other TAC emissions associated with adverse health risks. Accordingly, a construction and operational HRA was also conducted to evaluate the proposed project's TAC emissions concentrations at potential future on-site receptors. The HRA was conducted for the same two scenarios (Receptor A and Receptor B) as the on-site LST analysis. Thus, the HRA is conservative because it assumes that potential Receptor A and Receptor B would be exposed to all potential construction related DPM emissions when in actuality some construction DPM may be emitted before a residential receptor is present in the project area. The results of this HRA are summarized below.

On-Site HRA – Maximum Buildout Scenario

The predicted location of the on-site MEIR A and MEIR B for unmitigated DPM exposure during Maximum Buildout Scenario construction and operational activities is shown in **Exhibit 4.3-3** (Receptor A) and **Exhibit 4.3-4** (Receptor B). The modeled annual average DPM concentrations at MEIR A and MEIR B, in micrograms per cubic meter (µg/m³), and the resulting excess cancer risk estimate at the MEIRs are summarized in **Table 4.3-28** (Receptor A) and **Table 4.3-29** (Receptor B). The excess cancer risk estimate at the MEIR assumes the receptor is an infant (including 3rd trimester) for the first 2 years of exposure and then develops to a child and finally to an adult over the next 28 years of exposure.

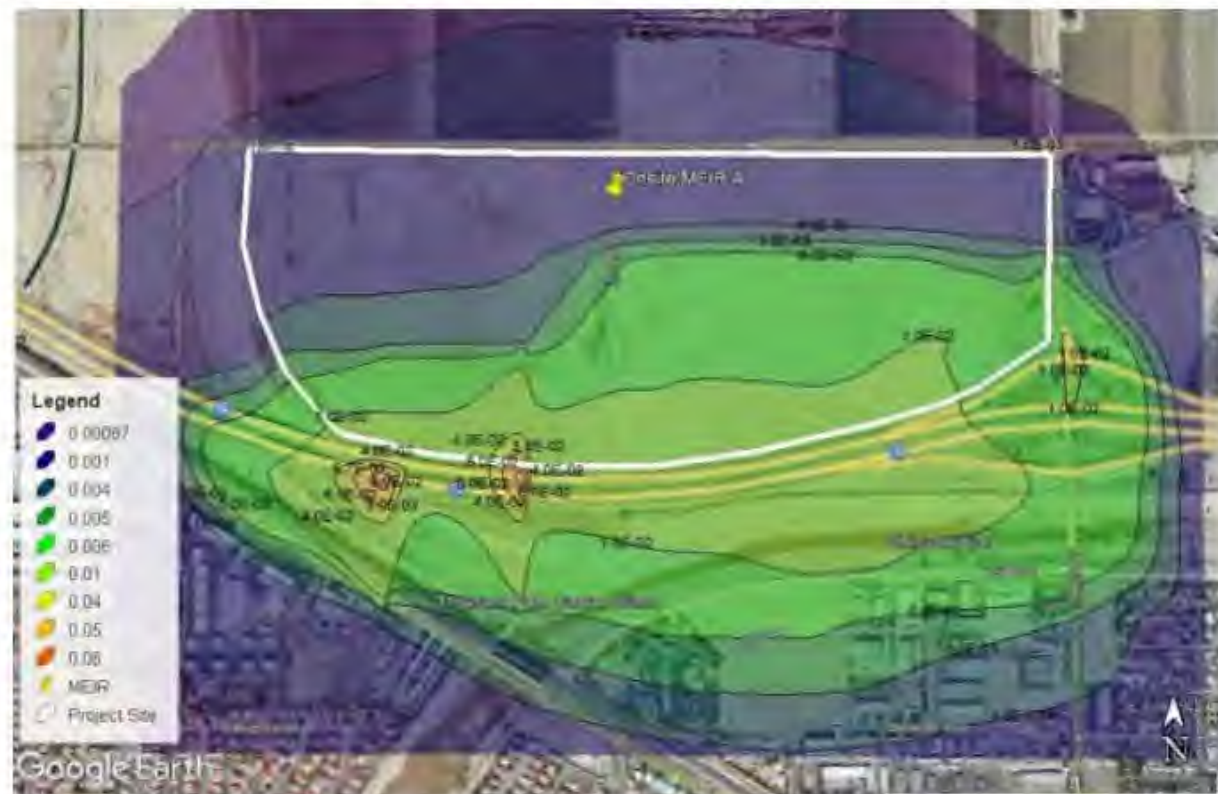
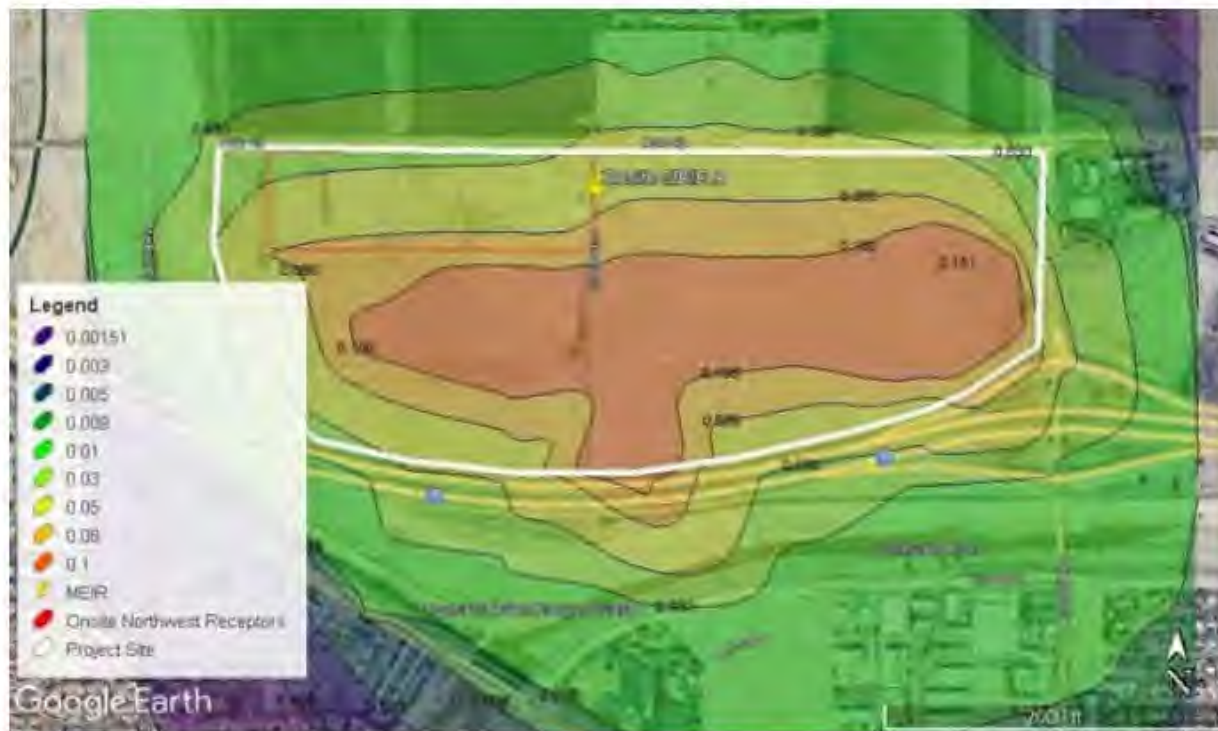
Table 4.3-28: Unmitigated On-Site Excess Cancer Risk – Maximum Buildout Scenario MEIR A

Year	Scenario	Annual Average DPM Concentration (µg/m ³)	Excess Cancer Risk (Per Million Population)(A)
2025	Construction DPM	0.03711	5.6
2026	Construction DPM	0.05762	8.0
2027	Construction DPM	0.03251	0.6
2028	Construction and Operational DPM	0.01893	0.4
2029 - 2054	Operational DPM	0.00276	0.7
Total Excess Cancer Risk			15.3
SCAQMD Cancer Risk Threshold			10.0
Threshold Exceeded?			Yes
Source: MIG, 2023			
(A) Excess cancer risk estimate assumes the receptor is in the infant stage at the beginning of exposure and proceeds to child and adult stages over the 30-year exposure duration.			

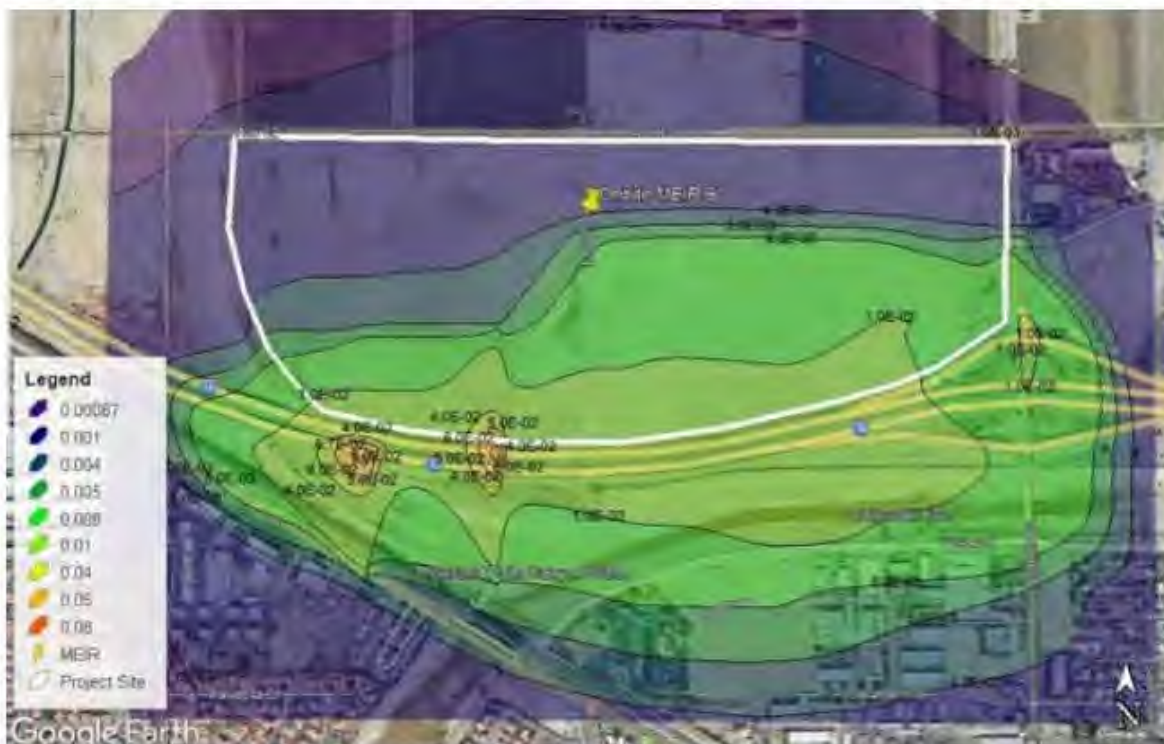
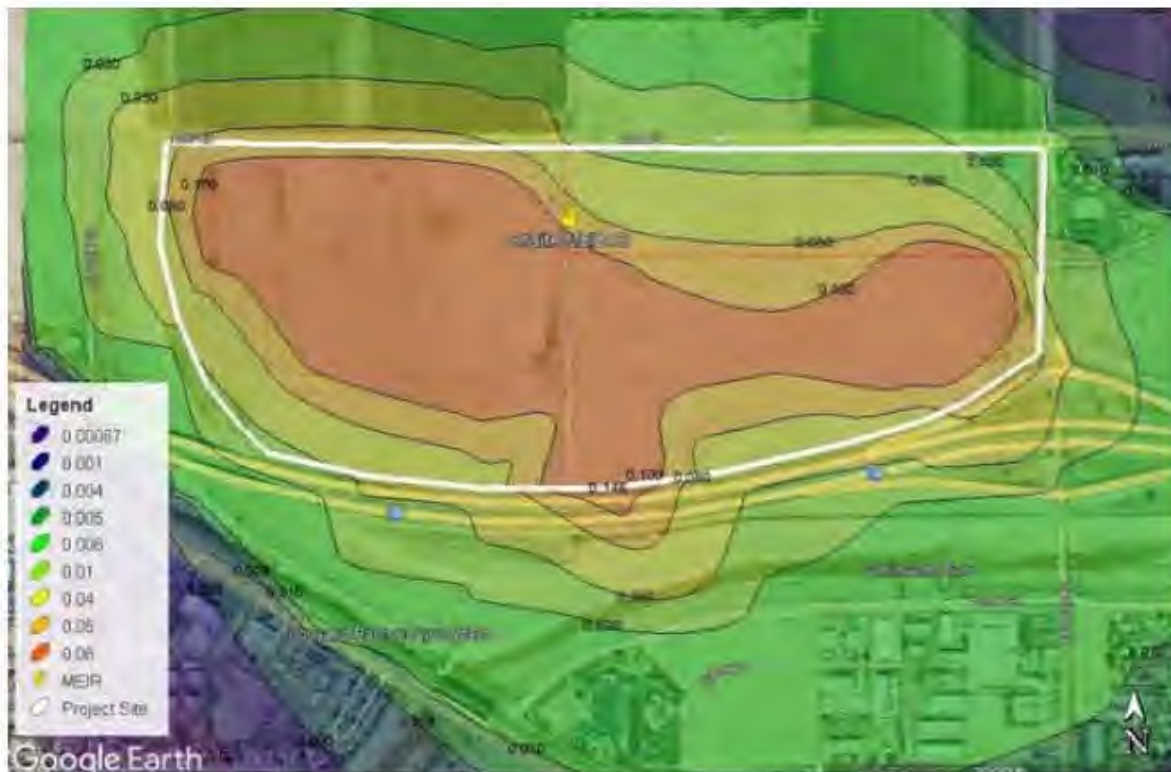
Table 4.3-29: Unmitigated On-Site Excess Cancer Risk – Maximum Buildout Scenario MEIR B

Year	Scenario	Annual Average DPM Concentration ($\mu\text{g}/\text{m}^3$)	Excess Cancer Risk (Per Million Population)(A)
2025	Construction DPM	0.05863	8.9
2026	Construction DPM	0.06324	8.8
2027	Construction DPM	0.01567	0.3
2028	Construction and Operational DPM	0.00410	0.1
2029 - 2054	Operational DPM	0.00414	1.1
Total Excess Cancer Risk			19.2
SCAQMD Cancer Risk Threshold			10.0
Threshold Exceeded?			Yes
Source: MIG, 2023			
(A) Excess cancer risk estimate assumes the receptor is in the infant stage at the beginning of exposure and proceeds to child and adult stages over the 30-year exposure duration.			

As shown in **Table 4.3-29** and **Table 4.3-30** the proposed project's mitigated excess cancer risk from DPM would exceed the SCAQMD risk threshold of 10 excess cancers per million population for the Maximum Buildout Scenario. Construction-related risks in the years 2025 to 2028 account for approximately 94% of the total calculated unmitigated excess carcinogenic risk. The proposed project's construction and operational-related health risks under the Maximum Buildout Scenario would be a potentially significant impact.



Source: MIG 2023 The top panel shows maximum construction concentrations. The bottom panel shows operational concentrations. The MEIR shown is the overall maximum exposed receptor for construction and operation.



Source: MIG 2023. The top panel shows maximum construction concentrations. The bottom panel shows operational concentrations. The MEIR shown is the overall maximum exposed receptor for construction and operation.

Maximum Buildout Scenario Non-Carcinogenic Health Risks

As shown in **Table 4.3-28** and **Table 4.3-29** the modeled maximum unmitigated annual average DPM concentration at MEIR A and MEIR B for the Maximum Buildout Scenario would be approximately $0.05762 \mu\text{g}/\text{m}^3$ and $0.06324 \mu\text{g}/\text{m}^3$, respectively. Based on the chronic inhalation REL for DPM ($5 \mu\text{g}/\text{m}^3$), the calculated chronic hazard quotient during the maximum exposure to DPM concentration would be 0.012 for the MEIR A and 0.013 for the MEIR B, which are below the SCAQMD's non-cancer hazard index threshold value of 1.0. This impact would be less than significant.

On-Site HRA – Scenario 2

The predicted location of the on-site MEIR A and MEIR B for unmitigated DPM exposure during Scenario 2 construction and operational activities is shown in **Exhibit 4.3-5** (Receptor A) and **Exhibit 4.3-6** (Receptor B). The modeled annual average DPM concentrations at MEIR A and MEIR B, in micrograms per cubic meter ($\mu\text{g}/\text{m}^3$), and the resulting excess cancer risk estimate at the MEIRs are summarized in **Table 4.3-30** (Receptor A) and **Table 4.3-31** (Receptor B). The excess cancer risk estimates at the MEIR for DPM assume the receptor is an infant (including 3rd trimester) for the first 2 years of exposure and then develops to a child and finally to an adult over the next 28 years of exposure. The proposed project could include a retail gasoline fueling station in PA 2 that could result in fugitive TAC emissions during fuel storage, transfer, and dispensing operations. The potential fugitive gasoline TAC emissions risks were estimated using the SCAQMD's Risk Tool for Gasoline Dispensing Service Stations, version 1.105. The facility throughput was assumed to be up to 2.0 million gallons per year. Based on the conceptual site plan, the distance from the center of the potential fueling area to the on-site MEIRs for Scenario 2 would be at least 2,450 feet (750 meters) for Receptor A (see **Exhibit 4.3-5**) and 165 feet (50 meters) for Receptor B (see **Exhibit 4.3-6**).

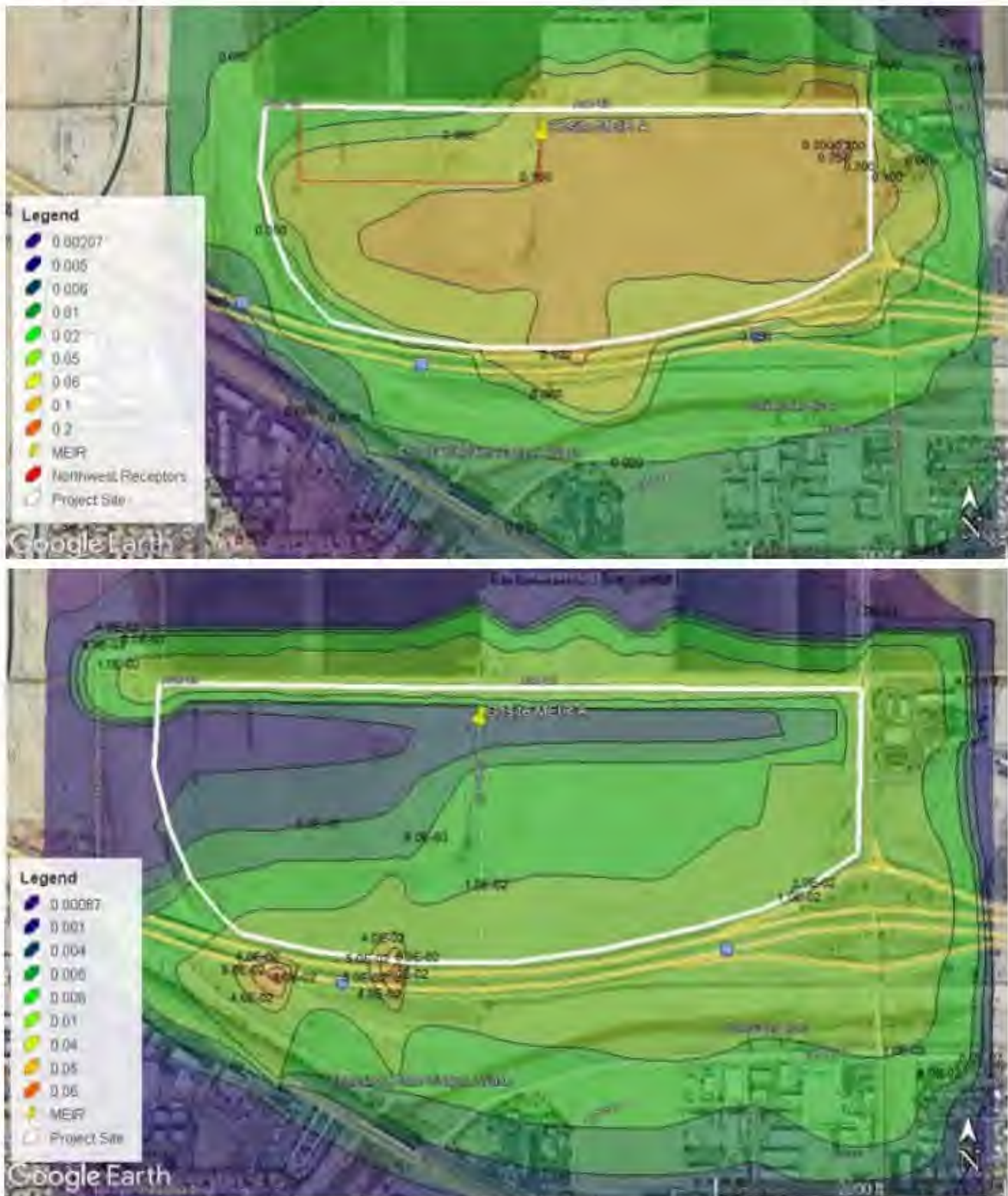
Table 4.3-30: Unmitigated On-Site Excess Cancer Risk – Scenario 2 MEIR A

Year	Scenario	Annual Average DPM Concentration ($\mu\text{g}/\text{m}^3$)	Excess Cancer Risk (Per Million Population)(A)
2025	Construction DPM	0.06148	9.3
2026	Construction DPM	0.06069	8.5
2027	Construction DPM	0.01317	0.2
2028	Construction and Operational DPM	0.01663	0.3
2029 - 2054	Operational DPM	0.00441	1.2
<i>Subtotal, DPM Risk</i>			<i>19.5</i>
2027 - 2054	Operational Fugitive Gasoline Station TACs	--	<0.1
Total Excess Cancer Risk			19.5
SCAQMD Cancer Risk Threshold			10.0
Threshold Exceeded?			Yes
Source: MIG, 2023			
(A) Excess DPM cancer risk estimate assumes the receptor is in the infant stage at the beginning of exposure and proceeds to child and adult stages over the 30-year exposure duration.			

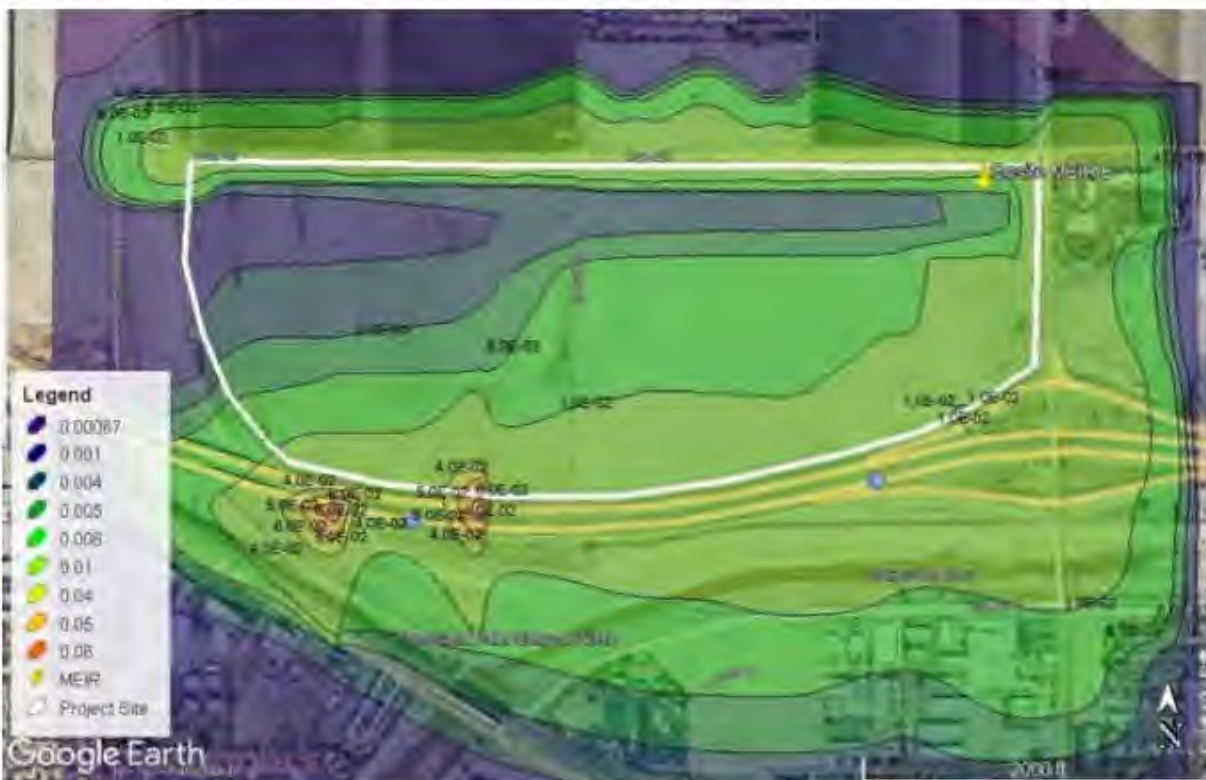
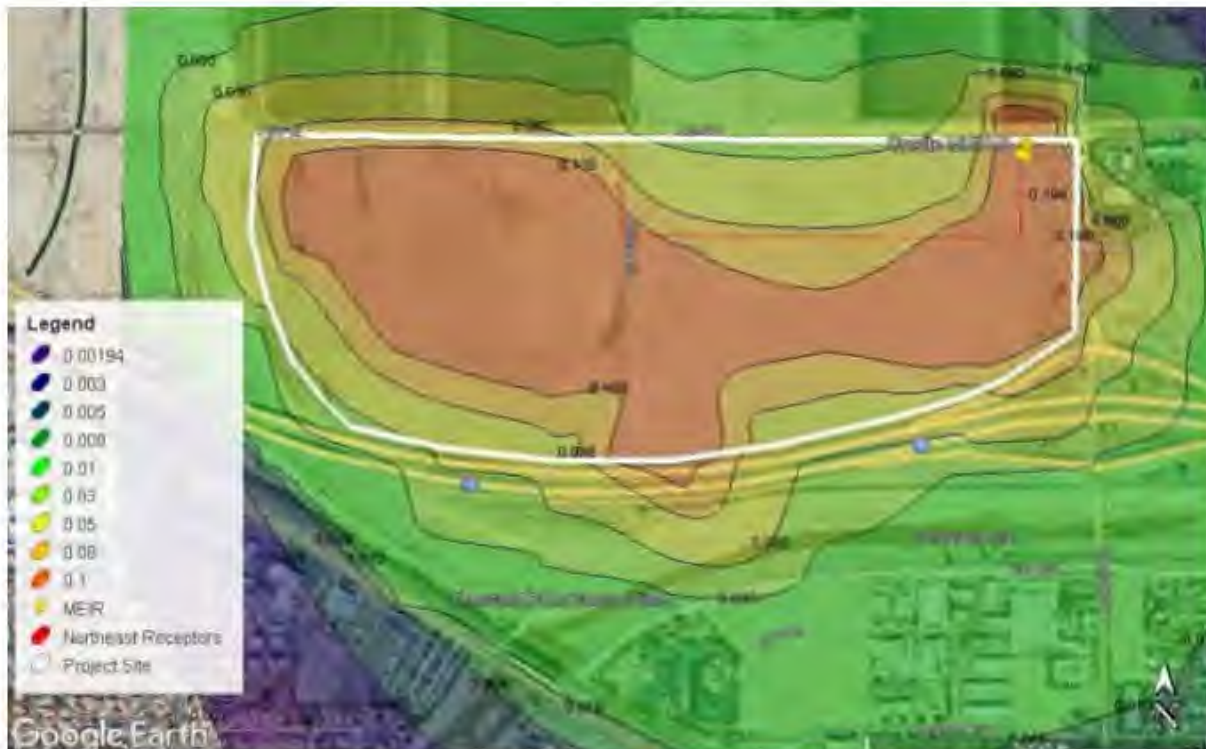
Table 4.3-31: Unmitigated On-Site Excess Cancer Risk – Scenario 2 MEIR B

Year	Scenario	Annual Average DPM Concentration ($\mu\text{g}/\text{m}^3$)	Excess Cancer Risk (Per Million Population)(A)
2025	Construction DPM	0.14775	22.3
2026	Construction DPM	0.05672	7.9
2027	Construction DPM	0.00357	0.1
2028	Construction and Operational DPM	0.00534	0.1
2029 - 2054	Operational DPM	0.00534	1.4
<i>Subtotal, DPM Risk</i>			31.8
2027 - 2054	Operational Fugitive Gasoline Station TACs	--	1.1
Total Excess Cancer Risk			32.9
SCAQMD Cancer Risk Threshold			10.0
Threshold Exceeded?			Yes
Source: MIG, 2023			
(A) Excess DPM cancer risk estimate assumes the receptor is in the infant stage at the beginning of exposure and proceeds to child and adult stages over the 30-year exposure duration.			

As shown in **Table 4.3-30** and **4.3-32** the proposed project's unmitigated excess cancer risk from construction and operational DPM and fugitive gasoline station TACs would exceed the SCAQMD risk threshold of 10 excess cancers per million population. Like the Maximum Buildout Scenario, construction-related risks in the years 2025 to 2028 account for approximately 92% of the total calculated unmitigated excess carcinogenic risk. The proposed project's construction and operational-related health risks under Scenario 2 would be a potentially significant impact.



Source: MIG 2023. The top panel shows maximum construction concentrations. The bottom panel shows operational concentrations. The MEIR shown is the overall maximum exposed receptor for construction and operation.



Source: MIG 2023. The top panel shows maximum construction concentrations. The bottom panel shows operational concentrations. The MEIR shown is the overall maximum exposed receptor for construction and operation.

Scenario 2 Non-Carcinogenic Health Risks

As shown in **Table 4.3-30** and **Table 4.3-30**, the modeled maximum unmitigated annual average DPM concentration at MEIR A and MEIR B for Scenario 2 would be approximately 0.06148 $\mu\text{g}/\text{m}^3$ and 0.14775 $\mu\text{g}/\text{m}^3$, respectively. Based on the chronic inhalation REL for DPM (5 $\mu\text{g}/\text{m}^3$), the calculated chronic hazard quotient during the maximum exposure to DPM concentration would be 0.012 for MEIR A and 0.030 for MEIR B, which are below the SCAQMD's non-cancer hazard index threshold value of 1.0. This impact would be less than significant.

On-Site HRA Mitigation Measures

The AQHRA has recommended the proposed project incorporate mitigation measures to reduce potential regional construction emissions levels, including **Mitigation Measures AIR-2** (Reduce Construction NO_x and DPM Emissions). This measure reduces construction NO_x and DPM emissions by requiring future development in the project area to connect to existing electrical service to power stationary and portable equipment (e.g., pumps, generators, compressors, and welding sets and use construction equipment that meets Tier IV exhaust emissions standards. For reference, CalEEMod emission calculations for off-road equipment (e.g., excavator, crawler tractors, cranes) are based on calendar year average equipment factors, rather than tier-specific rates (e.g., Tier 1). The underlying CalEEMod emission factors for diesel, gasoline, and compressed natural gas off-road equipment are derived from CARB data. As mentioned previously, the final EPA Tier IV emission standards for off-road diesel engines are designed to reduce NO_x, particulate matter, and sulfur emissions and to help States and local areas toward attainment of the 8-hour ozone standard. In general, the EPA final rule standards are expected to achieve reductions in particulate matter and NO_x emissions levels more than 95 percent and 90 percent, respectively, as well as the virtual elimination of sulfur oxides from off-road engines meeting the new standards. Therefore, implementation of the Tier IV standards is expected to achieve a considerable reduction in particulate matter, NO_x and sulfur emissions. The proposed project's mitigated on-site excess cancer risks are summarized in **Table 4.3-32** (Maximum Buildout Scenario MEIR A), **Table 4.3-33** (Maximum Buildout Scenario MEIR B), **Table 4.3-34** (Scenario 2 MEIR A), and **Table 4.3-35** (Scenario 2 MEIR B).

Table 4.3-32: Mitigated On-Site Excess Cancer Risk – Maximum Buildout Scenario MEIR A

Year	Scenario	Annual Average DPM Concentration ($\mu\text{g}/\text{m}^3$)	Excess Cancer Risk (Per Million Population)(A)
2025	Construction DPM	0.00751	1.1
2026	Construction DPM	0.01163	1.6
2027	Construction DPM	0.00669	0.1
2028	Construction and Operational DPM	0.00598	0.1
2029 - 2054	Operational DPM	0.00276	0.8
Total Excess Cancer Risk			3.8
SCAQMD Cancer Risk Threshold			10.0
Threshold Exceeded?			No

Source: MIG, 2023

(A) Excess cancer risk estimate assumes the receptor is in the infant stage at the beginning of exposure and proceeds to child and adult stages over the 30-year exposure duration.

Table 4.3-33: Mitigated On-Site Excess Cancer Risk – Maximum Buildout Scenario MEIR B

Year	Scenario	Annual Average DPM Concentration ($\mu\text{g}/\text{m}^3$)	Excess Cancer Risk (Per Million Population)(A)
2025	Construction DPM	0.00918	1.4
2026	Construction DPM	0.01278	1.8
2027	Construction DPM	0.00547	0.1
2028	Construction and Operational DPM	0.00414	0.1
2029 - 2054	Operational DPM	0.00414	1.1
Total Excess Cancer Risk			4.4
SCAQMD Cancer Risk Threshold			10.0
Threshold Exceeded?			No

Source: MIG, 2023

(A) Excess cancer risk estimate assumes the receptor is in the infant stage at the beginning of exposure and proceeds to child and adult stages over the 30-year exposure duration.

Table 4.3-34: Mitigated On-Site Receptor Excess Cancer Risk – Scenario 2 MEIR A

Year	Scenario	Annual Average DPM Concentration ($\mu\text{g}/\text{m}^3$)	Excess Cancer Risk (Per Million Population)(A)
2025	Construction DPM	0.00929	1.4
2026	Construction DPM	0.0119	1.7
2027	Construction DPM	0.00683	0.1
2028	Construction and Operational DPM	0.01654	0.3
2029 - 2054	Operational DPM	0.00441	1.2
<i>Subtotal, DPM Risk</i>			<i>4.7</i>
2027 - 2054	Operational Fugitive Gasoline Station TACs	--	<0.1
Total Excess Cancer Risk			4.7
SCAQMD Cancer Risk Threshold			10.0
Threshold Exceeded?			No

Source: MIG, 2023

(A) Excess DPM cancer risk estimate assumes the receptor is in the infant stage at the beginning of exposure and proceeds to child and adult stages over the 30-year exposure duration.

Table 4.3-35: Mitigated On-Site Receptor Excess Cancer Risk – Scenario 2 MEIR B

Year	Scenario	Annual Average DPM Concentration ($\mu\text{g}/\text{m}^3$)	Excess Cancer Risk (Per Million Population)(A)
2025	Construction DPM	0.01648	2.5
2026	Construction DPM	0.00977	1.4
2027	Construction DPM	0.004157	0.1
2028	Construction and Operational DPM	0.0053	0.1
2029 - 2054	Operational DPM	0.0053	1.4
<i>Subtotal, DPM Risk</i>			<i>5.4</i>
2027 - 2054	Operational Fugitive Gasoline Station TACs	--	1.1
Total Excess Cancer Risk			6.5
SCAQMD Cancer Risk Threshold			10.0
Threshold Exceeded?			No
Source: MIG, 2023			
(A) Excess DPM cancer risk estimate assumes the receptor is in the infant stage at the beginning of exposure and proceeds to child and adult stages over the 30-year exposure duration.			

As shown in **Table 4.3-32** (Maximum Buildout Scenario MEIR A), **Table 4.3-33** (Maximum Buildout Scenario MEIR B), **Table 4.3-34** (Scenario 2 MEIR A), **Table 4.3-35** (Scenario MEIR B), the proposed project's total mitigated on-site excess cancer risks would not exceed the SCAQMD's recommended risk threshold of 10 excess cancers per million population.

On-Site HRA Impact Conclusion

The above analysis indicates that the proposed project's total mitigated on-site excess cancer risk would not exceed the SCAQMD's recommended carcinogenic risk threshold with the implementation of **Mitigation Measure AIR-2** (Reduce Construction NO_x and DPM Emissions). In addition, the proposed project would not exceed the SCAQMD's recommended non-carcinogenic health risk threshold. Therefore, on-site risks would be a less than significant impact with mitigation.

Off-Site Carbon Monoxide Hotspots

Based on the TIA prepared for the proposed project (LLG, 2023a), the maximum number of vehicles moving through any intersection under full development, cumulative conditions in 2033 would be approximately 5,670 total vehicles per hour at the intersection of Jefferson Street and Indio Boulevard (during the PM peak hour). This level of traffic is less than the traffic volumes (approximately 8,000 vehicles per peak hour) modeled in the SCAQMD's 2003 AQMP and determined to result in CO concentrations that are below ambient air quality standards. The proposed project, therefore, would not contribute to off-site traffic volumes that could cause or significantly contribute to CO concentrations that exceed State or Federal ambient air quality standards for CO. This impact would be less than significant.

d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)

Other Pollutant Concentrations

In addition to criteria air pollutant emissions on a regional scale and TAC emissions on a local scale, receptor exposure to elevated concentrations of criteria air pollutants (e.g., CO, O₃, and PM) can cause adverse health effects on heart, lung, and other organ systems. The proposed project would generate cumulatively considerable construction and operational criteria air pollutant emissions for which the region is designated nonattainment; however, these criteria air pollutant emissions would not expose receptors to substantial pollutant concentrations, as described below.

In the amicus brief filed by the SCAQMD on the California Supreme Court's decision in *Sierra Club versus County of Fresno*, the SCAQMD noted that, "[it] takes a large amount of additional precursor emissions [e.g., NO_x] to cause a modeled increase in ambient ozone levels... a project emitting only 10 tons per year of NO_x or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models used to determine ozone levels..." (SCAQMD 2015). Although implementation of the proposed project would increase criteria air pollutant emissions within the SSAB, any analysis linking potential adverse health risks to corresponding pollutant concentrations would be speculative for several reasons.

First, to estimate potential adverse health effects from regional emissions, it is necessary to have information on the sources of the ozone and PM emissions, such as the location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors exposed to the emissions (SCAQMD 2015). While the general nature of the emissions sources occurring with implementation of the project area is known (i.e., area source, energy source, mobile source), the specific location of these sources within the Plan Area is not known, nor is other information, including source emission rate, exit velocity, operating characteristics (e.g., daytime or nighttime, seasonal or steady state), etc.

Second, most of the operational NO_x and PM emissions would be attributable to mobile sources (i.e., vehicle trips) that would potentially travel on numerous local and regional roadways throughout the Project area and beyond that would be subject to varying meteorological and topographical influences. These emissions would be subject to small scale air patterns, such as those formed as wind passes between buildings and other anthropogenic features (e.g., cars), creating eddies and other turbulence that affect pollutant transport.

Third, as mentioned previously, the SCAQMD has stated (SCAQMD 2015, pgs. 10-11): "For the so-called criteria pollutants, such as ozone, it may be more difficult to quantify health impacts . . . It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources . . . Scientifically, health effects from ozone are correlated with increases in the ambient level of ozone in the air a person breathes . . . However, it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region. For example, the SCAQMD's 2012 AQMP [Air Quality Management Plan] showed that reducing

NO_x by 432 tons per day (157,680 tons/year) and reducing VOC by 187 tons per day (68,255 tons/year) would reduce ozone levels at the SCAQMD's monitor site with the highest levels by only 9 parts per billion. SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by NO_x or VOC emissions from small projects." The proposed project would not generate emissions anywhere near the levels cited by the SCAQMD in its amicus brief on the California Supreme Court's decision in *Sierra Club versus County of Fresno* (i.e., 432 tons per day of NO_x and 187 tons per day of VOC).

Finally, adverse health effects associated with receptor exposure to criteria air pollutant concentrations is cumulative in nature. In other words, any potential health effects associated with the proposed project would also need to be considered considering background pollutant emissions. As discussed previously in this EIR chapter, there are many efforts being undertaken at the state and regional level to reduce criteria air pollutant emissions from stationary and mobile sources. These actions are anticipated to reduce pollutant concentrations throughout the region over the next few decades. Therefore, even if the proposed project does increase emissions in the SSAB, criteria air pollutant concentrations in the region could still be lower in the future than they are currently due to the advancement of cleaner technologies.

As described above, it would be speculative to transform the mass increase in VOC, NO_x, and PM emissions that could occur with implementation of the proposed Project into quantifiable health risks for several specific reasons, including the uncertain location of emission points, velocity of emissions, the meteorology and topography of the area (which could affect the transport rate and photochemical reactions needed to produce ozone), background criteria air pollutant emissions in the future, and the location of receptors in relation to emission sources. However, given that the project's operational emissions are far less than that modeled by the SCAQMD for its 2012 AQMP, which showed a relatively minor increase in criteria air pollutant concentrations for a large mass amount of emissions, mass operational emissions associated with implementation of the Project would not substantially alter criteria air pollutant concentrations within the SSAB.

Furthermore, most emissions generated by the proposed project would come from gasoline- powered mobile sources, which are transient in nature and would generate the majority of emissions off-site. Aside from mobile source emissions, which are anticipated to become cleaner over time due to actions taken at the state and federal level, the next largest sources of criteria air pollutant emissions are anticipated to come from the use of consumer products and landscaping equipment. Neither of these sources would be used at the frequency nor magnitude required to result in criteria air pollutant emissions that would be harmful to one's health. Therefore, implementation of the proposed project would not exacerbate or contribute to significant health risks at or in proximity of the project area, nor would it increase the number of state or national ambient air quality standard exceedances). This impact would be less than significant.

Odors

The proposed project could generate odors from the following sources and activities:

- Evaporation of gasoline, oil, and other fluids that can escape from pumps, hoses, and tanks in construction equipment and motor vehicles (e.g., haul trucks, tow trucks, and other vehicles).
- Off-gassing of volatile compounds from asphalt surfaces (e.g., paving) and architectural coating activities.
- Emissions from heavy-duty construction equipment (e.g., a loader, backhoe, grader, etc.) and passenger vehicle and truck exhaust pipes.
- Fugitive and stationary source emissions from operations such as restaurants and retail fuel stations.

Potential odors may or may not, depending on the individual's olfactory sensitivity, be perceived as objectionable, offensive, a nuisance, etc. Odors are regarded as an annoyance rather than a health hazard. An odor that is offensive to one person may not be offensive to a different person, and unfamiliar odors are more easily detected and are more likely to cause complaints than familiar odors, as a person can become desensitized to almost any odor over time (known as odor fatigue). In general, the quality and intensity of an odor influence a person's reaction. The quality of an odor indicates the nature of the smell experience (e.g., flowery, putrid). The intensity of an odor depends on its concentration in the air. When an odor sample is progressively diluted, the odor concentration decreases. As this occurs, the odor intensity weakens and eventually becomes low enough where the odor is no longer detectable.

Although the proposed project could generate potential odors that could be detectable at on- and off-site receptor locations, this impact would not be significant for several reasons. First, the potential odors associated with the proposed project are common in the vicinity of the project area due to the proximity of the I-10 and existing food service and gas station facilities located in the Palms at Indio commercial development adjacent to the project area. The project, therefore, would not result in the release of atypical or unfamiliar odors near sensitive receptors (e.g., odors associated with specific land uses such as a landfill or specific industrial processes such as coffee roasting). Second, construction and operational activities would not result in the continuous generation of odors, and potential odors from construction and operational activities would disperse as meteorological conditions change. Third, the proposed project includes a performance standard that requires residential units to be designed to minimize adverse odor impacts from non-residential or commercial mixed-use components, such as through the inclusion of air ventilation systems to limit odor penetration into dwelling units. Finally, according to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed project would not include any such operations.

Therefore, the construction and operation of the proposed project would not generate unusual, atypical, or excessive odors that could affect a substantial number of people. This impact would be less than significant.

4.3.5 Cumulative Impacts

The proposed project is anticipated to generate construction and operational emissions capable of exceeding SCAQMD criteria air pollutant thresholds for regional emissions, even within the incorporation of feasible mitigation. Therefore, the proposed project would result in significant and unavoidable increases in criteria air pollutants, including nonattainment ozone precursor, which could lead to increases in the frequency or severity of an air quality standards violation. As a result, the proposed project could conflict with the 2022 AQMP. This is considered a significant and unavoidable cumulative impact.

4.3.6 Mitigation Measures

AIR-1: Reduce Construction VOC Emissions. To reduce potential construction-related emissions of volatile organic compounds (VOCs), the Applicant shall require all future development projects in the Project area to implement the following measures:

- 1) Use architectural coatings that meet the South Coast Air Quality Management District's (SCAQMD) "Super Compliant" VOC standard of 10 grams/liter or less for all interior and exterior primer, sealer, paint, and other coating applications for which a super compliant product is commercially available.
- 2) Keep all coating containers closed when not in use to prevent VOC emissions.
- 3) Keep all paint and solvent laden rags and other materials in sealed containers to prevent VOC emissions.
- 4) Clean up water-based paints with water only and when possible do not rinse clean-up water down the drain, onto the ground, or into a storm drain.
- 5) Use SCAQMD compliant Clean Air Solvents to clean paint application equipment.
- 6) Recycle leftover paint.

AIR-2: Reduce Construction NOx and PM Exhaust Emissions. To reduce potential construction-related exhaust emissions of oxides of nitrogen (NOx) and particulate matter (PM), including diesel particulate matter (DPM), the Applicant shall require all future development projects in the Project area to implement the following measures:

- 1) Connect to existing electrical service to power construction trailers and stationery and portable equipment (e.g., pumps, generators, compressors, and welding sets). This measure shall be subject to the approval of the local electric utility. If it is not feasible to connect to electrical service and/or extend electrical service to all work sites, biodiesel (no more than B20 blend), renewable diesel, or propane shall be used to power stationary and portable equipment provided the use of such fuels is allowed pursuant to manufacturer's specifications. The use of stationary or portable standard diesel-fueled equipment shall be prohibited in the Project area unless electrical service is denied, alternative fuels are not permitted by the manufacture for the specific equipment in use, and there are no alternative equipment types capable of being powered by alternative fuels that can be used instead of the standard diesel-fueled equipment.

- 2) All construction equipment with a rated power-output of 50 horsepower or greater shall meet Tier IV Final emissions standards for NO_x and PM₁₀. This may be achieved via the use of equipment with engines that have been certified to meet Tier IV emission standards, or by equipment that has been retrofitted with CARB-verified diesel emissions control strategies capable of reducing exhaust NO_x and PM₁₀ emissions to levels that meet Tier IV standards. Compliance with this requirement may be demonstrated on a fleet-average basis for the specific pieces of construction equipment that would operate in the Project area.
- 3) Limit idling of diesel-powered construction equipment, vendor delivery trucks, and hauling trucks to no more than two minutes unless manufacturer's specifications specifically require main engine idling is necessary to maintain equipment in good working order.

AIR-3: Reduce Landscaping Equipment Emissions. To reduce potential air pollutant emissions from small off-road equipment less than 25 horsepower that could be used for landscaping activities in the Project area, the Applicant shall require all future development projects in the Project area to implement the following measures:

- 1) Residential Projects (including the residential component of mixed-use projects): Provide property managers and the owner/occupants of individual dwelling units with information on the South Coast Air Quality Management District's (SCAQMD) Residential Electric Lawn Mower Rebate Program, such as the SCAQMD program website or handouts summarizing program details, frequently asked questions, etc. This information may be provided as part of real-estate and lease transactions or as posted bulletin/informational items in leasing offices, community rooms, etc. associated with individual developments.
- 2) Commercial and Industrial Projects (including the commercial component of mixed-use projects): Provide property managers and owner/occupants of individual building units with information on the SCAQMD Commercial Electric Lawn and Garden Equipment Incentive Exchange Program, such as the SCAQMD program website or handouts summarizing program details, frequently asked questions, etc. This information shall be provided as part of real-estate and lease transactions.

AIR-4: Reduce Residential Vehicle Trip Emissions. To reduce potential residential vehicle trip emissions, all future residential development in the Project area, including the residential component of mixed-use development, shall implement the following measures:

- 1) Electric Vehicle (EV) Charging: Require residential projects to comply with the voluntary Tier 1 charging provisions for new construction contained in the version of the California Green Building Code (CalGreen Code) that is in effect at the time of building permit approval, unless the City has adopted local requirements that are more stringent than the CalGreen Code. As of January 1, 2023, the 2022 CalGreen Code includes the following voluntary Tier 1 provisions for EV charging in new multi-family development projects (CalGreen Code Section A104.6.8.2.1):
 - a) EV Ready. 35% of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptacles. For multifamily parking facilities, not more than one

receptacle is required per dwelling unit when more than one parking space is provided for use by a single dwelling unit. This Tier 1 provision does not apply in areas of parking facilities served by parking lifts.

- b) EV Chargers for Projects with 20 or more dwelling units. 10% of the total number of parking spaces shall be equipped with Level 2 electric vehicle service equipment (EVSE). Where common use parking is provided, at least one EV charger shall be in the common use parking area and shall be available for use by all residents.
- 2) Bicycle Parking: Require residential projects to comply with the voluntary bicycle parking provisions contained in the version of the CalGreen Code that is in effect at the time of building permit approval, unless the City has adopted local requirements that are more stringent than the CalGreen Code. As of January 1, 2023, the 2022 CalGreen Code includes the following voluntary provisions for bicycle parking (CalGreen Code Section A4.106.9 et. seq.):
- a) Short-term Bicycle Parking (CalGreen Code Section A4.106.9.1): Provide permanently anchored bicycle racks within 100 feet of the visitor's entrance, readily visible to passers-by, for 5% of visitor motorized vehicle parking capacity with a minimum of one two-bike capacity rack.
 - b) Long-term Bicycle Parking for Multi-family Buildings (CalGreen Code Section A4.106.9.2): Provide on-site bicycle parking for at least one bicycle per every two dwelling units. Acceptable parking facilities shall be conveniently reached from the street and may include, but not be limited to: 1) covered, lockable enclosures with permanently anchored racks for bicycles; 2) Lockable bicycle rooms with permanently anchored racks; or 3) Lockable, permanently anchored bicycle lockers.

AIR-5: Reduce Commercial and Industrial Light-duty Vehicle Trip Emissions. To reduce potential non-residential commercial and industrial light duty vehicle trip emissions (i.e., passenger cars and pick-up trucks with a gross vehicle weight rating of 8,500 pounds or less), the Applicant shall require all future non-residential development in the Project area, including the commercial component of mixed-use developments, to implement the following measures:

- 1) Require non-residential projects, excluding hotel/motel, to comply with the voluntary Tier 1 electric vehicle (EV) charging provisions for new construction and the voluntary bicycle accommodation provisions contained in the version of the California Green Building Code (CalGreen Code) that is in effect at the time of building permit approval, unless the City has adopted local requirements that are more stringent than the CalGreen Code. As of January 1, 2023, the 2022 CalGreen Code includes the following voluntary provisions for EV charging and bicycle accommodations in non-residential projects:
 - a) EV Charging Tier 1 Provisions (CalGreen Code Section A5.106.5.3): The number of EV capable spaces and spaces with electric vehicle supply equipment (EVSE) shall be

determined based on the total number of actual parking spaces as set forth in CalGreen Code Table A5.106.5.3.1 (Tier 1).

- b) Bicycle Accommodation Provisions (CalGreen Code Section A5.106.4.3): The number of shower/changing facilities and personal effects lockers to be provided in buildings with over 10 tenant-occupants shall be determined based on the total number of tenant-occupants as set forth in CalGreen Code Table A5.106.4.3:
- 2) Require hotel/motel projects to comply with the voluntary Tier 1 electric vehicle (EV) charging provisions for new construction and the voluntary long-term bicycle parking provisions contained in the version of the California Green Building Code (CalGreen Code) that is in effect at the time of building permit approval, unless the City has adopted local requirements that are more stringent than the CalGreen Code. As of January 1, 2023, the 2022 CalGreen Code includes the following voluntary provisions for EV charging and bicycle parking in hotel and motel buildings:
- a) EV Charging Tier 1 Provisions (CalGreen Code Section A6.108.2.1): See Mitigation Measure AQ-4, Section 2.
 - b) Long-term Bicycle Parking Provisions (CalGreen Code Section A4.106.9.3): Provide one on-site bicycle parking space for every 25,000 square feet, but not less than two. Acceptable parking facilities shall be conveniently reached from the street and may include, but not be limited to: 1) covered, lockable enclosures with permanently anchored racks for bicycles; 2) Lockable bicycle rooms with permanently anchored racks; or 3) Lockable, permanently anchored bicycle lockers:

AIR-6: Reduce Commercial and Industrial Truck Trip Emissions. To reduce potential commercial and industrial truck trip emissions (i.e., light-heavy, medium-heavy, and heavy-heavy duty trucks with a gross vehicle weight of 8,501 pounds or greater) and promote the use of near-zero emission (NZE) and zero emission (ZE) trucks, all future commercial and industrial development in the Project area shall implement the following measures:

- 1) Electrical System Design: The electrical system shall be designed and constructed to provide the infrastructure necessary to supply power for future NZE and ZE trucks accessing loading docks and bays, including trucks with transport refrigeration units (TRUs), such as spare raceways or busways, adequate transformer capacity, main service equipment and subpanels, etc. Raceways or busways shall originate at a main service panel serving the loading area and terminate close to the future location of truck charging equipment.
- 2) TRU Restrictions: The use of diesel fueled TRUs shall be prohibited. All trucks entering a project site shall include TRUs that can be powered by electricity.
- 3) Idling Signage: Signs shall be posted at all truck access gates and loading dock areas reminding drivers of idling limitations. The signs shall be clearly visible, readable at 10 feet, and notify truck drivers that:
 - a) The vehicle's primary diesel engine shall be turned off when not in use.

- b) The vehicle's primary diesel engine shall not idle for more than 5 consecutive minutes at any location pursuant to Title 13 of the California Code of Regulations, Section 2485.
- c) The vehicle's diesel-fueled auxiliary power systems shall not operate for more than 5 minutes at any location within 100 feet of housing units, hotels, motels, and other pursuant to Title 13 of the California Code of Regulations, Section 2485.

AIR-7: Reduce Commercial and Industrial Yard Equipment Emissions. To reduce potential emissions from commercial and industrial yard equipment, including, but not limited to yard trucks, hostlers, forklifts, and pallet jacks, (e.g., forklifts, yard hostlers, etc.), the Applicant shall require all future commercial and industrial yard equipment operated in the Project area to be zero-emission (ZE) equipment.

4.3.7 Level of Significance After Mitigation

Consistency with the Applicable Air Quality Plan

The proposed project would generate construction and operational emissions that exceed SCAQMD criteria air pollutant thresholds for regional emissions even within the incorporation of feasible mitigation measures that reduce construction and operational emissions. The proposed project, therefore, would result in significant and unavoidable increases in criteria air pollutants, including nonattainment ozone precursor and PM₁₀ pollutants, which could lead to increases in the frequency or severity of an air quality standards violation. As a result, the proposed project would not conflict with the CVSIP, but could conflict with the 2022 AQMP. This is considered a significant and unavoidable impact.

Regional Construction Emissions

The proposed project's mitigated maximum daily regional construction emissions for each individual construction model would occur below the SCAQMD's regional emissions thresholds for all VOC and NO_x; however, potential combined architectural coating phases in 2026 and 2027 involving more than approximately 125,000 total square feet of daily interior, exterior, and surface parking area coating applications for the Industrial Southwest and Industrial Southeast model runs could exceed the SCAQMD's regional construction emissions threshold for VOC emissions even with the implementation of **Mitigation Measure AIR-1** (Reduce Construction VOC Emissions) and **Mitigation Measure AIR-2** (Reduce Construction NO_x and PM Exhaust Emissions). Although this scenario is unlikely, the modeling conducted for the proposed project indicates it could occur if both industrial buildings in PA 4 were simultaneously having coatings applied, or if large residential (e.g., MBS PA 1 Northwest Residential) or mixed-use (e.g., MBS PA 1 Northeast and PA 2 Mixed-Use) developments in PA 1 or PA 2 were to occur at the same time. Since the timing and nature of future development in the project area is not known at this time, it is also possible other combinations of projects could result in coating activities that exceed VOC threshold limits. In contrast, combined mitigated maximum daily regional NO_x construction emissions estimates are less than the SCAQMD's emissions thresholds for all possible project

combinations and, therefore, the proposed project would not exceed SCAQMD regional NO_x emissions thresholds. Therefore, the proposed project's regional construction VOC emissions would remain a significant and unavoidable impact even with the incorporation of feasible mitigation measures.

Regional Operational Emissions

The proposed project's mitigated operational maximum daily regional emissions could exceed the SCAQMD's regional emissions thresholds for VOCs, CO, NO_x, PM₁₀, and PM_{2.5} even with the implementation of **Mitigation Measures AIR-3 to AIR-7**. Therefore, the proposed project's regional operational emissions would remain a significant and unavoidable impact even with the incorporation of feasible mitigation measures.

In developing its CEQA significance thresholds, the SCAQMD considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD, 2003; page D-3). As described above the proposed project's construction and operational emissions could remain above the SCAQMD's regional thresholds for criteria air pollutants even with the incorporation of feasible mitigation measures. Therefore, the proposed project would result in a cumulatively considerable increase in criteria air pollutants.

4.3.8 Resources

1. Analysis of the Coachella Valley PM₁₀ Redesignation Request and Maintenance Plan, by the California Air Resources Board, February 2010; and sections of the SCAQMD Rule Book
2. *Coachella Valley Extreme Area Plan for 1997 8-Hour Ozone Standard*, Public Consultation Meeting Presentation by SCAQMD, September 25, 2020
3. *Coachella Valley Extreme Area Plan for the 1997 8-Hour Ozone Standard Fact Sheet*, SCAQMD, September 2020
4. *Oasis at Indio Specific Plan, Air Quality and Health Risk Assessment Report (AQHRA)*, December 4, 2023
5. Draft Coachella Valley Extreme Plan for 1997 8-Hour Ozone Standard, by SCAQMD, September 2020.
6. Final 2003 Coachella Valley PM₁₀ State Implementation Plan (CVSIP), by SCAQMD, August 2003
7. Final 2016 Air Quality Management Plan (AQMP), by South Coast Air Quality Management District (SCAQMD), March 2017
8. 2022 Air Quality Management Plan (AQMP), by South Coast Air Quality Management District (SCAQMD), December 2022

4.4 Biological Resources

4.4.1 Introduction

Descriptions and analysis in this section are based on information contained in the *Biological Resources Assessment and CVMSHCP Consistency Analysis* prepared by MIG, Inc. (January 2023), *Botanical Resources Survey Report* prepared by MIG, Inc. (May 2024), the *City of Indio 2040 General Plan*, and the *Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan*. This section discusses the biological resources that may be present on the project site or in the vicinity and assesses impacts on these resources from the development associated with implementation of the project. The *Biological Resources Assessment and CVMSHCP Consistency Analysis* ("Biology Report") is included in the Appendices of this Draft EIR as **Appendix C.1**. Additionally, the *Botanical Resources Survey Report* is included in the Appendices of this Draft EIR as **Appendix C.2**. Please consult **Section 9.0** for a glossary of acronyms used in this Draft EIR.

4.4.2 Existing Conditions

Physical Conditions

The project site is south of Avenue 42, east of Madison Street, west of Monroe Street, and north of Interstate 10 freeway in the City of Indio, Riverside County, California. Surrounding land uses include 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 Thousand Palms Canyon Wash to the west, and the Coachella Valley Stormwater Channel, Interstate 10 freeway, and vacant lands to the south. Interstate 10 freeway separates the project site from the Coachella Valley Stormwater Channel.

The project site consists of mostly vacant land that has historically been used for agriculture, used most recently for sod grass. The northeast corner of the property was previously the site of an auto repair shop. The project site is highly disturbed due to the previous uses and is covered in fine windblown dune sands mostly originating from the dune berm adjacent to the western boundary of the property. The site has been regularly maintained by clearing, and hence only emergent tamarisk, saltbush, and smaller herbs, grasses and shrubs have emerged since agricultural operations. Most of the vegetation on the site is ruderal; however, some native plants were observed on site.

Topography and Soils

Within the project boundaries, the project site is flat with elevations ranging between 5-25 feet above mean sea level (AMSL). According to the USDA Web Soil Survey presented in the biological survey, three soil units are located within the boundary of the approximately 183-acre project site. These three soil

units are Indio very fine sandy loam (Is), Coachella fine sand at 0 to 2 percent slopes (CpA), and Gilman fine sandy loam at 0 to 2 percent slopes (GbA). All three soil units are generally comprised of alluvium and found in alluvial fans and floodplains. Additionally, overall slopes associated with these three soil unit types are rarely flooded and would not be considered hydric.

Vegetation

The majority of the project site is unvegetated with sparse emergent tamarisk, saltbush, and smaller herbs, grasses, and shrubs. Most of the vegetation on the site consists of non-native plants that exist in areas of disturbance; however, some native plants were observed on site. Below discusses the plant species found onsite during four site visits.

Fall 2022 Site Visits

The percent cover of dominant plants (tamarisk) was too low of total percent cover (<2%) and did not correspond to any membership rules for Tamarisk Thickets (*Tamarix* spp. Shrubland Semi-Natural Alliance) recognized by the Manual for California Vegetation (MCV). In addition to tamarisk being present, the project site consisted of evidence of previous fill from sod production, emergent native shrubs (primarily saltbush) and non-native herbs (primarily puncture vine and Saharan mustard), which can be common in disturbed areas. Much of the vegetation present on the site was non-native.

The plant species observed during the Fall 2022 site visits on November 17 and 23, 2022 are as follows:

Horse purslane (*Trianthema portulacastrum*), tumbleweed* (*Amaranthus albus*), lamb's quarters* (*Chenopodium album*), hoary saltbush (*Atriplex canescens*), big saltbush (*Atriplex lentiformis*), cattle spinach (*Atriplex polycarpa*), California goosefoot (*Chenopodium californicum*), Russian thistle* (*Salsola tragus*), bush seepweed (*Suaeda nigra*), fringed twinevine (*Funastrum cynanchoides*), Annual burweed (*Ambrosia acanthicarpa*), hairy desert sunflower (*Geraea canescens*), Spanish needle (*Palafoxia arida*), arrow weed (*Pluchea sericea*), mustard* (*Brassica tournefortii*), coyote melon (*Cucurbita palmata*), plicate coldenia (*Tiquilia plicata*), smallseed sandmat (*Euphorbia polycarpa*), Jerusalem thorn (*Parkinsonia aculeata*), velvet mesquite (*Prosopis velutina*), Emory's indigo bush* (*Psoralea emoryi*), coastal heron's bill* (*Erodium cicutarium*), white mallow (*Eremalche exilis*), cheeseweed* (*Malva parviflora*), desert sand verbena (*Abronia villosa* var. *villosa*), jimsonweed (*Datura wrightii*), tamarisk* (*Tamarix ramosissima*), puncture vine* (*Tribulus terrestris*), American century plant* (*Agave americana*), California fan palm (*Washingtonia filifera*), Bermuda grass* (*Cynodon dactylon*), old man schismus* (*Schismus barbatus*), and red brome* (*Bromus rubens*).

Winter 2023 Site Visit

Limited annual species were observed. By far, the most dominant perennial species at the site was the tamarisk (*Tamarix ramosissima*). In addition to the tamarisk being present, emergent native shrubs were also present (primarily saltbush; especially on the east side of the property has been used less extensively for agriculture). Much of the vegetation on the site is non-native.

Spring 2024 Site Visit

The dominant vegetation primarily consisted of annuals, which were variously dominant throughout the property. Plant species observed during the Spring 2024 site visit on April 4, 2024 are as follows:

Chenopodium murale (nettle leaf goosefoot), *Eulobus californicus* (California primrose), *Chylismia claviformis* ssp. *aurantiaca* (pinnate-leaved primrose), *Cynodon dactylon* (Bermuda grass), *Tribulus terrestris* (puncture vine), *Schismus barbatus* (schismus), *Malva parviflora* (cheeseweed), *Salsola tragus* (Russian thistle), *Brassica tournefortii* (Saharan mustard), and *Sisymbrium* spp. (tumble mustards).

Of note, the three most dominant annuals throughout the site (*Chenopodium murale*, *Eulobus californicus*, and *Chylismia claviformis*) are native species, but they commonly occur in disturbed areas.

Special-Status Plants

There are nine special-status plants that are expected to occur on the project site: chaparral sand-verbena (*Abronia villosa* var. *aurita*), Borrego milk-vetch (*Astragalus lentiginosus* var. *borreganus*), Coachella Valley milk-vetch (*Astragalus lentiginosus* var. *coachellae*), gravel milk-vetch (*Astragalus sabulonum*), glandular ditaxis (*Ditaxis claryana*), flat-seeded spurge (*Euphorbia platysperma*), ribbed cryptantha (*Johnstonella costata*), slender cottonheads, (*Nemacaulis denudata* var. *gracilis*), and narrow-leaf sandpaper-plant (*Petalonyx linearis*). All these species may occur in fine sands (dune sands) that are present in scattered locations of the project site, and especially on the southwest portion. While these plants have lowered probability to occur due to the agricultural uses previously occurring on the site, due to the ongoing establishment of wind-blown dune sand (and seeds of plants that may travel along with the sand), there is at least some probability that these species could occur on-site.

Wildlife

Common species that were observed during the November 2022 field surveys include the fence lizard (*Sceloporus occidentalis*), rock pigeon (*Columba livia*), Eurasian collared dove* (*Streptopelia decaocto*), mourning dove (*Zenaida macroura*), common raven (*Corvus corax*), greater roadrunner (*Geococcyx californianus*), burrowing owl (*Athene cunicularia*), say's phoebe (*Sayornis saya*), and scat of a domestic dog* (*Canis latrans*). Asterisk (*) indicates that the species is either invasive or non-native.

There are six special-status wildlife species that occur or have some potential to occur on-site including Coachella giant sand treader cricket (*Macrobaenetes valgum*), flat-tailed horned lizard (*Phrynosoma mcallii*), Coachella Valley fringe-toed lizard (*Uma inornata*), burrowing owl (*Athene cunicularia*), ferruginous hawk (*Buteo regalis*), and prairie falcon (*Falco mexicanus*). It is assumed that all these species could potentially present at the site, even though the quality of the habitat is relatively poor (due to agricultural and industrial uses and clearing) most of these species have probability to occur because of the fine sands and/or open conditions present at the site.

Jurisdictional Waters

No waterways, wetlands, or riparian vegetation are present on the project site. No features were detected by the National Wetlands Inventory at or immediately adjacent the project site. There is the Thousand Palms Canyon Wash that terminates just south of the project site at a larger waterway called the Coachella Valley Stormwater Wash. The site is separated from these waterways by a dune berm and Interstate-10 freeway, respectively. There is no evidence (e.g., watermarks, vegetation, or other characteristics) that water flows onto the project site.

4.4.3 Regulatory Setting

Federal, State, and local regulations pertaining to biological resources are discussed below.

Federal

Endangered Species Act

The Endangered Species Act (ESA) of 1973 provides a program for the conservation and protection of endangered and threatened plants and animals and the habitats in which they are found. Section 7 of the ESA directs federal agencies to use their legal authorities to conduct conservation programs for listed species. It also requires these agencies to ensure that any actions they fund, authorize, or conduct are not likely to jeopardize the survival of any endangered or threatened species, or to destroy or adversely modify its designated critical habitat (if any) (USFWS 2020).

Additional protection is authorized by section 9 of the ESA, which makes it illegal to take, import, export, or engage in interstate or international commerce of listed animals except by permit for certain conservation purposes. “Take” is defined by the ESA as to harm, harass, wound, trap, collect, kill or the attempt to engage in such activity.

Habitat Conservation Plans

Habitat Conservation Plans (HCPs) under section 10(a)(1)(B) of the ESA provide for partnerships with non-federal parties to conserve the ecosystems upon which listed species depend, contributing to their recovery. HCPs are planning documents required as part of an application for an incidental take permit. They describe the anticipated effects of the proposed taking; how those impacts shall be minimized or mitigated; and how the HCP is to be funded. HCPs can apply to both listed and non-listed species, including those that are candidates or have been proposed for listing. Conserving species before they are in danger of extinction or are likely to become so can also provide early benefits and prevent the need for listing (USFWS 2020).

The Federal Migratory Bird Act

The Migratory Bird Treaty Act of 1918 (MBTA) governs the obligation of the United States under international treaties and conventions for the protection of migratory birds. The MBTA governs the

taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. The MBTA prohibits the take, possession, import, export, transport, selling, purchase, barter, or offering for sale, purchase or barter, any migratory birds, their eggs, parts, and nests, except as authorized under a valid permit by the Department of Interior U.S. Fish and Wildlife Service.

Clean Water Act

The Clean Water Act (CWA) was established in 1972 as the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. Under the CWA, the EPA has implemented pollution control programs such as setting wastewater standards for industries. The EPA has also developed national water quality criteria recommendations for pollutants in surface waters.

It is unlawful under the CWA to discharge any pollutant from a point source, which is a discrete conveyance such as a pipe or man-made ditch, into navigable waters unless a permit is obtained. The National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. Compliance monitoring under the NPDES Program encompasses a range of techniques in order to address the most significant problems and to promote compliance among the regulated community.

State

California Endangered Species Act

The California Endangered Species Act (CESA) enacted in 1970 and subsequently amended, conserves and protects plant and animal species at risk of extinction. The California Department of Fish and Wildlife (CDFW) has the responsibility for maintaining a list of threatened and endangered species (California Fish and Game Code Section 2070). CDFW also maintains a list of “candidate species,” which are species formally noticed as being under review for addition to either the list of endangered species or the list of threatened species. In addition, CDFW maintains lists of “species of special concern,” which serve as “watch lists.” Pursuant to the requirements of the CESA, an agency reviewing a proposed project within its jurisdiction must determine whether any state-listed endangered or threatened species could be present on a project site and determine whether the proposed project could have a potentially significant impact on such species. In addition, CDFW encourages informal consultation on any proposed project that may affect a candidate species.

California Fish and Game Code

Under Sections 3503, 3503.5, and 3511 of the Californian Fish and Game Code (CFGC), it is unlawful to take, possess or cause destruction of birds, nests, and eggs. Fully protected birds may not be taken or possessed without a specific permit. Section 3505.3 protects all birds of prey and their eggs and nests

against take, possession, or destruction of nests or eggs. Section 4150 of the California Fish and Game Code prohibits take or possession of all nongame mammals or parts thereof.

Native Plant Protection Act

The Native Plant Protection Act (NPPA) enacted in 1977 and implemented by the California Department of Fish and Wildlife (CDFW), prohibits the killing or possession of California rare, threatened, or endangered plant species without authorization or permit by CDFW. All state department and governing agencies are required to use their authority to enforce conservation of rare or endangered plant species.

Regional and Local

Coachella Valley Multiple Species Habitat Conservation Plan

The Coachella Valley Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan (CVMSHCP) is a regional multi-agency conservation plan that provides for the long-term conservation of ecological diversity in the Coachella Valley region of Riverside County. Significant progress has been made in plan implementation since state and federal permits were issued in September and October 2008. The term of all HCP permits is 75 years, which is the length of time required to fully fund implementation of the CVMSHCP.

The CVMSHCP includes an area of approximately 1.1 million acres in the Coachella Valley region within Riverside County. A major amendment to the Plan, completed in 2016, added 770 acres to the Plan's Conservation Areas. The plan area boundaries were established to incorporate the watersheds of the Coachella Valley within the jurisdictional boundaries of CVAG and within Riverside County. Indian Reservation Lands are not included in the CVMSHCP although coordination and collaboration with tribal governments has been ongoing.

The Coachella Valley Conservation Commission (CVCC) is the agency responsible for CVMSHCP implementation. The CVCC is comprised of elected representatives of the Local Permittees including Riverside County, the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage, the Coachella Valley Water District, Mission Springs Water District, and the Imperial Irrigation District. The Riverside County Flood Control and Water Conservation District (County Flood Control), Riverside County Regional Park and Open Space District (County Parks), and Riverside County Waste Resources Management District (County Waste) are also Local Permittees.

Other Permittees include three state agencies, the California Department of Parks and Recreation (State Parks), the Coachella Valley Mountains Conservancy (CVMC), and the California Department of Transportation (CalTrans). A major amendment to include the City of Desert Hot Springs and Mission Springs Water District as Permittees was approved by the CVCC in March 2014 and all local Permittees approved the Major Amendment in 2014. The US Fish and Wildlife Service (USFWS) approved the Major

Amendment in December 2015. The final approval of the Major Amendment by California Department of Fish and Wildlife (CDFW) was in August 2016. The CVMSHCP involves the establishment of an MSHCP Reserve System to ensure the conservation of the covered species and conserved natural communities in perpetuity. The existing conservation lands managed by local, state, or federal agencies, or non-profit conservation organizations form the backbone of the MSHCP Reserve System (CVMSHCP Annual Report 2019).

4.4.4 Project Impact Analysis

Thresholds of Significance

The thresholds used to evaluate potential impacts to biological resources are derived from Appendix G of the CEQA Guidelines. The significance determination is based on the recommended criteria set forth in Section 15064.5 of the CEQA Guidelines. For analysis purposes, development of the proposed project would have a significant effect on biological resources if it were determined that the project would:

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife Service?
- c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Methodology

Methods used for the Biological Resources Assessment (referred to as “Biology Report” herein) and the Botanical Resources Survey Report, included a literature review and field surveys. Both reports have been prepared in compliance with the California Environmental Quality Act (CEQA), the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), and the Federal and California Endangered Species Acts.

Field Surveys

General Biological Surveys

MIG biologist, Elizabeth Kempton, PhD, conducted biological field surveys within the project site on November 17 and 23, 2022, December 27, 2023, and April 4, 2024.

The entire project site was surveyed on foot to assess existing conditions including recording observed plant and wildlife species, characterizing, and delineating the vegetation communities and associated wildlife habitats, and evaluating the potential for these habitats to support special-status species and sensitive communities. The field surveys also evaluated the suitability of on-site vegetation communities to support special status species.

The field surveys on December 27, 2023, and April 4, 2024 were conducted to capture the correct blooming times for any potential special-status species onsite.

Literature Review

Prior to conducting field surveys, available background information pertaining to the biological resources on and in the vicinity of the project were queried. Available literature and resource mapping reviewed included the occurrence records for special-status species and sensitive natural communities and numerous other information sources listed below:

- California Natural Diversity Database (CNDDDB) record search for State and Federally Listed Endangered, Threatened, and Wildlife and Rare Plants of California within the Indio and surrounding eight USGS quadrangles: La Quinta, West Berdoo Canyon, Myoma, Mecca, Valerie, Martinez Mountain, Thermal Canyon, and Rockhouse Canyon (CDFW CNDDDB 2022 & CDFW CNDDDB 2024; Appendix A)
- The California Native Plant Society (CNPS) Rare Plant Program, Inventory of Rare and Endangered Plants of California (CNPS 2022a & CNPS 2024) records search within the Indio and surrounding eight USGS quadrangles (Appendix A)
- USFWS Information for Planning and Consultation (IPaC; USFWS 2022a & USFWS 2024; Appendix A)
- Soil Survey Staff, Natural Resource Conservation Service (NRCS), United States Department of Agricultural (USDA NRCS 2022 & USDA NRCS 2024)
- CDFW California Natural Community List (CDFW 2022 & CDFW 2023)
- USFWS National Wetlands Inventory (USFWS 2022b & USFWS 2024b)
- iNaturalist, Search for Observations in Coachella Valley, Riverside County, CA (2022 & 2024)
- eBird, Search for Hotspots in Coachella Valley, Riverside County, CA (2022)
- Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)

Special-Status Species

Legal protection for special-interest species varies widely, from the comprehensive protection extended to listed threatened/endangered species, to no legal interest at present. The CDFW, U.S. Fish and Wildlife Service (USFWS), local agencies, and special-interest groups, such as the CNPS, publish watch lists of declining species. Species on watch lists can be included as part of the special-interest species assessment. The special-interest species analysis revealed 15 special-interest species with the potential to occur within the limits of the project site. These are listed below ("*Special-Status Species Summary*").

Threatened/Endangered Species

The following two federally/State listed species were identified as having the potential to be present in the project vicinity according to State databases:

- Coachella Valley milk-vetch (*Astragalus lentiginosus* var. *cochellae*): Federally listed as Endangered and CVMSHCP covered species.
- Coachella Valley fringe-toed lizard (*Uma inornata*): Federally listed as Threatened, State-listed as Endangered, and CVMSHCP covered species.

Marginally suitable habitat for Coachella Valley milkvetch was found to be present within the project site.

Non-Listed Special-Interest Species

Fifteen special-status species occur or may have some potential to occur on-site. Although the quality of the habitat is relatively poor (due to agricultural and industrial uses and clearing), most of these species have probability of occurring because of the fine sands and/or open conditions present at the site. Here is a list of the sensitive plant species that may occur on the project site:

- Chaparral sand-verbena (*Abronia villosa* var. *aurita*),
- Borrego milk-vetch (*Astragalus lentiginosus* var. *borreganus*),
- Coachella Valley milk-vetch (*Astragalus lentiginosus* var. *cochellae*),*
- Gravel milk-vetch (*Astragalus sabulorum*),
- Glandular ditaxis (*Ditaxis claryana*),
- Flat-seeded spurge (*Euphorbia platysperma*),
- Ribbed cryptantha (*Johnstonella costata*),
- Slender cottonheads, (*Nemacaulis denudata* var. *gracilis*),
- Narrow-leaf sandpaper-plant (*Petalonyx linearis*).
- Coachella giant sand treader cricket (*Macrobaenetes valgum*), *
- Flat-tailed horned lizard (*Phrynosoma mcallii*), *
- Coachella Valley fringe-toed lizard (*Uma inornate*), *
- Burrowing owl (*Athene cunicularia*),*
- Ferruginous hawk (*Buteo regalis*), and *

- Prairie falcon (*Falco mexicanus*)*

Asterisk indicates species covered by the CVMSHCP

Nesting bird species, including special-interest species identified below (“*Special-Status Species Summary*”), with potential to occur are protected by California Fish and Game Code Sections 3503, 3503.5, and 3800, and by the MBTA. These laws regulate the take, possession, or destruction of the nest or eggs of any migratory bird or bird of prey. However, the USFWS has recently determined that the MBTA should apply only to “... affirmative actions that have as their purpose the taking or killing of migratory birds, their nests, or their eggs” and shall not be applied to incidental take of migratory birds pursuant to otherwise lawful activities.

Special-Status Species Summary

Plants

Chaparral sand-verbena (*Abronia villosa* var. *aurita*): This species is found in sandy areas (generally flats and benches along washes) in chaparral and coastal sage scrub, and in desert dunes or other sandy areas, below 5,300’ in elevation. It is an annual herb that blooms from January to September. This species is absent due to years of human disturbance (agriculture, industrial uses and clearing).

Borrego milk-vetch (*Astragalus lentiginosus* var. *borreganus*): This species is found in dunes and sandy valleys at elevations of -15’ to 9506’ in California, Baja California, Sonora, Mexico, and Arizona. It is an annual herb that blooms in February to May in the Creosote Bush Scrub plant community. This species is absent from the project site due to years of human disturbance (agriculture and industrial uses and clearing).

Coachella Valley milk-vetch (*Astragalus lentiginosus* var. *coachellae*): This species is found in sandy areas, typically in coarse sands in active sand fields, adjacent to dunes, along roadsides in dune areas, or along the margins of sandy washes, in Sonoran Desert scrub at 200’ to 2,150’ elevation. This plant is an annual herb that is endemic to California and blooms in February to May. Based off iNaturalist research-grade data, it has been identified around the project site in recent years. This plant is absent due to years of land disturbance.

Gravel milk-vetch (*Astragalus sabulonum*): This species is an annual herb that blooms from February to July. It can be found at elevations of -190’ to 3195’ in desert or mountain habitats. This species has the potential to exist on the site through seed dispersal, but the site is degraded from past use.

Glandular ditaxis (*Ditaxis claryana*): This species occurs in sandy soils in creosote bush scrub of the Sonoran and Mojave deserts at 0 to 1,500’ in elevation. This species blooms from October to March and is a perennial herb. There is a possibility that this species could occur because of suitable habitat.

Flat-seeded spurge (*Euphorbia platysperma*): This species is an annual herb that blooms from February to September or year-round with sufficient moisture. It grows in dune habitats in Creosote Bush Scrub

communities. It can be found at elevations of 200" to 700". It has been documented in the Coachella Valley by CNPS staff; therefore, there is a possibility the plant can grow on the project site due to the suitable habitat.

Ribbed cryptantha (*Johnstonella costata*): This species is an annual herb that is native to California and is also found in Baja California and Arizona and can be found at elevations of -226" to 7946". It grows in Creosote Bush Scrub habitat and blooms from February to May. This plant is absent due to years of land disturbance.

Slender cottonheads (*Nemacaulis denudata var gracilis*): This species occurs in coastal or desert dunes, sandy mesquite hummocks, or similar sandy sites at 160" to 1,800" elevation. Blooms mostly late March to mid-May (annual herb). This species has a moderate probability to occur at the project site due to suitable habitat.

Narrow-leaf sandpaper-plant (*Petalonyx linearis*): This species occurs in the deserts of eastern California, western Arizona, and northwestern Mexico, where it grows in scrub and other habitat. It grows at elevations of 165"-2926". This species blooms in March through May and is considered a subshrub. It is possible that this species could occur at the project site.

Invertebrates

Coachella giant sand treader cricket (*Macrobaenetes valgum*): This species occurs in wind-swept sand dune ridges, spring-dampened sandy areas. This species is not present at the site due to past human disturbances.

Reptiles

Flat-tailed horned lizard (*Phrynosoma mcalli*): This species occurs in fine sand in desert washes and flats with vegetative cover and ants, below 600 feet in elevation. This species has a moderate probability to occur at the project site since fine sand in flats is present.

Coachella Valley fringe-toed lizard (*Uma inornata*): This species occurs in fine, loose, windblown sand (dunes), interspersed with hardpan and widely spaced desert shrubs. This species has a moderate potential to occur at the project site since fine sand is present.

Birds

Burrowing owl (*Athene cunicularia*): This species occurs in open country in much of North and South America. Burrowing owls usually occupies ground squirrel burrows in open, dry grasslands, agricultural and range lands, railroad rights-of-way, and margins of highways, golf courses, and airports. This species often utilizes man-made structures, such as earthen berms, cement culverts, cement, asphalt, rock, or wood debris piles. The project site provides suitable habitat for the species, and owls were spotted during the field surveys in November 2023 and April 2024.

Ferruginous hawk (*Buteo regalis*) (wintering): This species forages in open fields, grasslands in agricultural areas, sagebrush flats, desert scrub, fringes of pinyon-juniper habitats, and other open country in western North America. There is a moderate potential for this species to occur at the project site.

Prairie falcon (*Falco mexicanus*) (nesting): This species occurs in open country in much of North America. This species nests in cliffs or rocky outcrops; forages in open arid valleys and agricultural fields. There is a moderate probability for this species to occur at the project site.

Project Impact

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

The project site consists primarily of vacant land that has been subject to a history of disturbance by human activity over time. The fauna of the project site and surrounding vicinity consists of species typical of disturbed, desert habitats in the Coachella Valley. Any off-site construction, including connections to utilities, would occur in previously developed areas and hence would not significantly impact biological resources.

Special Status Plant Species

The entirety of the project site has been previously disturbed by agricultural activities, industrial activities, and on-going weed maintenance activity. As such, native vegetation has been impacted in these areas of disturbance.

As discussed above, a number of sensitive plant species could have the potential to occur on the site. The sensitive plant species that may occur on the site include (asterisk indicates species covered by the CVMSHCP): chaparral sand-verbena (*Abronia villosa* var. *aurita*), Borrego milk-vetch (*Astragalus lentiginosus* var. *borreganus*), Coachella Valley milk-vetch (*Astragalus lentiginosus* var. *coachellae*)*, gravel milk-vetch (*Astragalus sabulorum*), glandular ditaxis (*Ditaxis claryana*), flat-seeded spurge (*Euphorbia platysperma*), ribbed cryptantha (*Johnstonella costata*), slender cottonheads (*Nemacaulis denudata* var. *gracilis*), and narrow-leaf sandpaper-plant (*Petalonyx linearis*). All these species may occur in fine sands (dune sands) that are present in scattered locations of the project site, and especially on the southwest portion.

The Winter 2023 and Spring 2024 site visits did not discover any of the nine special-status plant species listed above. However, all of these species may occur in fine sands (dune sands) similar to those that are present in scattered locations of the project site, especially on the southwest portion. These plants have a lowered potential to occur due to the agricultural uses previously occurring on the site (classified as

moderate rather than high potential), but due to the ongoing establishment of wind-blown dune sand (and seeds of plants that may travel along with the sand), there is still some potential that these special-status plant species could occur on the project site in the future, and therefore, **Mitigation Measure BIO-1** is required. **Mitigation Measure BIO-1** requires a pre-construction survey for special-status plants if the project is not developed within two years subsequent to CEQA document approval. Surveys shall be limited to areas with the aeolian fine/dune sands on-site and shall be conducted prior to ground disturbance at the project site.

Special Status Wildlife Species

Six (6) wildlife species occur or have some potential to occur on-site including (asterisk indicates species covered by the CVMSHCP): Coachella giant sand treader cricket (*Macrobaenetes valgum*)*, flat-tailed horned lizard (*Phrynosoma mcallii*)*, Coachella Valley fringe-toed lizard (*Uma inornata*)*, burrowing owl (*Athene cunicularia*)*, ferruginous hawk (*Buteo regalis*), and prairie falcon (*Falco mexicanus*). It is assumed that all of these species could potentially present at the site, even though the quality of the habitat is relatively poor (due to agricultural uses and mowing) most of these species have probability to occur because of the fine sands and/or open conditions present at the site. No USFWS Critical Habitat is located within or immediately adjacent to the project site.

As indicated above, most of the species with potential to occur on-site are covered by the CVMSHCP, which means that Take Authorization is authorized through Incidental Take Permits issued by the Wildlife Agencies (CDFW, USFWS) along with the approved CVMSHCP, as amended, and the associated Implementing Agreement (IA). These species require no additional mitigation other than payment of the Local Developmental Mitigation Fee within areas outside of CVMSHCP's designated Conservation Areas.

The two species that are not covered by the CVMSHCP – the ferruginous hawk and prairie falcon – are nesting birds. Native and ornamental trees, as well as various other substrates on the project site, have the potential to provide nesting habitat for bird species protected by the CFGC Sections 3503 and 3513 and the MBTA. There is potential for ground- and tree-nesting birds to establish nests on the project site prior any project-related construction. Construction activities including site mobilization, tree removal, other vegetation clearing, grubbing, grading, and noise and vibration from the operation of heavy equipment have the potential to result in significant direct (i.e., death or physical harm) and/or indirect (i.e., nest abandonment) impacts to nesting birds. The loss of an active nest of common or special-status bird species and/or their eggs or young because of project construction would be considered a violation of the CFGC, Section 3503, 3503.5, 3513 and the MBTA, and therefore would be considered a potentially significant impact. **Mitigation Measure BIO-2** is recommended to ensure compliance with applicable law, including the MBTA, and would reduce potential impacts to nesting birds to a less than significant level.

Mitigation Measure BIO-2 addresses the nesting birds that could reside on the project site detailing surveys that shall be done by a qualified biologist if construction were to happen inside nesting season

and buffer zones that shall be established if an active nest is close to work areas. Construction activities shall be scheduled to avoid nesting season if possible. If construction activities are scheduled to take place outside the nesting season, all impacts to nesting birds protected under the MBTA and California Fish and Game Code shall be avoided. The nesting season for most birds in Riverside County extends from February 1 through September 1.

Burrowing Owls are currently present on the project site. Burrows and other round structures present on the property provide habitat for burrowing owl. Suitable habitat type (Disturbed and/or Developed) for burrowing owl was also determined to be present on-site. Construction activities may impact burrowing owls in a manner like nesting bird species, as discussed above. Because of the presence of burrowing owls during the field surveys, **Mitigation Measure BIO-3** requires a pre-construction surveys and avoidance measures to reduce the probability of burrowing owls encroaching or migrating to the property. Additionally, if burrowing owls are found onsite, coordination with Wildlife Agencies shall be done as soon as possible prior to construction to develop a plan for avoidance and/or translocation prior to construction crews initiating any ground disturbance on the project site.

Through the required participation in the CVMSHCP via payment of development fees, the project shall mitigate for any impacts to the Coachella Valley milkvetch and the other four wildlife species covered by the CVMSHCP. With the implementation of **Mitigation Measure BIO-1** through **BIO-3** and payment of development fees to CVMSHCP, impacts for the species discussed above shall be less than significant.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife Service

There are no jurisdictional waters regulated pursuant to the Federal Clean Water Act (CWA) by the U.S. Army Corps of Engineers (USACE) or the Regional Water Quality Control Board (RWQCB), and no lakes, rivers, or streambeds regulated pursuant to the California Fish and Game Code by the CDFW present within the limits of the proposed project. No features were detected by the National Wetlands Inventory at the project site. The Coachella Canal runs to the west of the project site but is separated by a dune berm, a private dirt road, and fenced-in land. The Thousand Palms Canyon Wash, an ephemeral stream, is to the west of the project site and the Coachella Valley Stormwater Channel is south of the project, but they do not intersect the project site and are separated from the project site by a dune berm and Interstate-10 Freeway, respectively. Since significant wash vegetation, riparian vegetation, or other sensitive natural communities (identified in local or regional plans, policies, and regulations, or by the CDFW or US Fish and Wildlife Service) does not occur at the project site, the project will have no impacts on jurisdictional waters, lakes, streambeds, or riparian vegetation.

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

The site does not contain, nor is adjacent to, federally protected wetlands, marshes, or other drainage features. There is the Thousand Palms Canyon Wash to the 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. The Coachella Valley Stormwater Channel is maintained by the Coachella Valley Water District (CVWD), and the Coachella Valley Multiple Species Habitat Conservation Plan manages 3,870 acres of the Coachella Valley Stormwater Channel. There are no blue-line stream corridors (streams or dry washes) shown on U.S. Geological Survey (USGS) maps for the project site nor are there botanical indicators of such corridors. As a result, implementation of the project shall not result in the direct removal, filling, or other hydrological interruption to federally protected wetlands. Therefore, the project shall have no impacts on federally protected wetlands.

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 site

Movement and habitat fragmentation occurs when a proposed action results in a single, unified habitat area being divided into two or more areas such that the division isolates the two new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or from one habitat type to another.

Given that the project property is not within a CVMSHCP-designated wildlife corridor, is situated adjacent to urban/suburban development, and lacks high-quality habitat for migratory species, the proposed project is not expected to significantly affect the movement of wildlife species within established native resident or migratory wildlife corridors, nor hinder the use of native wildlife nursery sites. However, the project site is expected to be utilized by common, non-special-status wildlife for foraging and breeding, and during the MIG surveys, burrowing owls were found on the project site. The site has the potential to support other nesting birds as well which are all protected by California Fish and Game Code and by the Migratory Bird Treaty Act. Mitigation measures, as described below, are recommended to address the potential impacts to those species, which would be reduce impacts to a less than significant levels.

Development of the site while nesting birds are present would have a significant environmental impact. The federal MBTA makes it unlawful to “take” any migratory bird including their nests, eggs, or products. Migratory birds include geese, ducks, shorebirds, raptors, songbirds, and many others. As previously stated, ferruginous hawk and prairie falcon could occur on the site, and the burrowing owl was found on the project site during the field surveys.

To address this, construction activities should be conducted outside the general bird nesting season (February 1 through September 1) to ensure compliance with California Fish and Game Code and to avoid potential impacts to nesting birds. Any construction activities that occur during the nesting season shall require that all suitable habitats be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of construction. If any active nests are detected a buffer of 100 feet (300 feet for raptors) around the nest adjacent to construction shall be delineated, flagged, and avoided until the nesting cycle is complete. This is required in **Mitigation Measure BIO-2**.

Regarding burrowing owls, pre-construction surveys shall be conducted in accordance with an accepted protocol (in coordination with the Wildlife Agencies). Because of the presence of burrowing owls on the project site during the field surveys, if burrowing owls are found during the pre-construction survey, coordination with the Wildlife Agencies shall be done as soon as practical prior to construction to develop a plan for avoidance and/or translocation prior to construction crews initiating any ground disturbance on the project site. This is addressed in **Mitigation Measure BIO-3**. The implementation of **Mitigation Measure BIO-2** and **Mitigation Measure BIO-3** would reduce the impact to movement of any native wildlife species, or possible existence of migratory wildlife corridors or nursery site to less than significant levels.

e/f. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, or conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

The project site's land has been disturbed through agricultural and industrial activities for many years, making the vegetation sparse and mostly ruderal. The project lies within the boundary of the CVMSHCP which outlines policies for conservation habitats and natural communities and is implemented by the City of Indio. The project shall be required to pay the CVMSHCP mitigation fee to mitigate the loss of habitat for covered species in the Coachella Valley. There are no other local, regional, or state habitat conservation plans currently in place other than the CVMSHCP that are applicable to the proposed project. Therefore, the project shall have no impacts on local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.4.5 Cumulative Impacts

The ultimate build out of the City of Indio pursuant to its adopted General Plan has the potential to impact biological resources by reducing native habitat areas and directly affecting fauna. Continued urban growth and development in the City may be expected to result in displacement and loss of habitat for wildlife species occurring on currently vacant or sparsely developed lands. Where the native habitat is still present in the City, it may be impacted by increased vehicle travel, alteration of soils, vegetation

removal, and habitat degradation associated with new development. When considered in combination with other cumulative development within the City, there is potential for adverse cumulative effects to biological resources. Environmental protection laws and regulations have been applied with increasing rigor since the early 1970s and include the California Endangered Species Act, Federal Endangered Species Act, and the Clean Water Act, as described in the Regulatory Setting earlier in this EIR chapter. The City is also a permittee of the CVMSHCP.

The proposed project and other future projects within the City shall be required to comply with local, state, and federal laws and policies and all applicable permitting requirements of the regulatory and oversight agencies intended to address potential impacts on biological resources. Regulations and requirements enforced by the California Department of Fish and Game, U.S. Fish and Wildlife Service, and U.S. Army Corps of Engineers shall be enforced by the City. The requirement established by these agencies are designated to protect species, water bodies, and habitats from negative impacts associated with development. Additionally, impacts from future projects in the area shall be mitigated through the payment of conservation fees implemented by the CVMSHCP. Implementation of the CVMSHCP shall result in the long-term preservation of habitat for covered species, which shall assure their long-term survival and substantially reduce cumulative impacts to sensitive biological resources in the Coachella Valley.

Therefore, with adherence to policies and programs as identified in this section, all new development shall assist in minimizing cumulative impacts regarding biological resources. Cumulative impacts are expected to be less than significant.

4.4.6 Mitigation Measures

BIO-1: Pre-construction Protocol Surveys for Rare Plants. If the project is not developed within two years after CEQA document approval, a pre-construction survey for special-status plants shall be required. Surveys shall be limited to areas with the aeolian fine/dune sands on-site and shall be conducted prior to ground disturbance at the project site. Surveys shall be conducted by a Qualified Botanist as determined by CVCC and Wildlife Agencies. Special-status plant surveys shall be conducted in accordance with accepted protocols, including the *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities* (CDFW 2018), *CNPS Botanical Survey Guidelines* (1983, rev. 2001). If a special-status plant is found on the site, in consultation with the Wildlife Agencies, the Applicant shall develop a mitigation and avoidance plan that incorporate avoiding plants during flowering times, topsoil salvage, seed collection, and/or relocation of plants.

A Qualified Botanist is an individual who has a degree in biological sciences or related resource management with a minimum of two seasonal years post-degree experience conducting survey for rare plants. During or following academic training, the qualified biologist will have achieved

high level of professional experience and knowledge in special-status plant species identification, ecology, and habitat requirements.

BIO-2: Pre-construction Surveys for Nesting Birds. To the extent feasible, construction activities should be scheduled to avoid the nesting season. If construction activities are scheduled to take place outside the nesting season, all impacts to nesting birds protected under the MBTA and California Fish and Game Code shall be avoided. The nesting season for most birds in Riverside County extends from February 1 through September 1.

If it is not possible to schedule construction activities between September 1 and January 31, then pre-construction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no nests shall be disturbed during project implementation. These surveys shall be conducted no more than five (5) days prior to the initiation of any site disturbance activities and equipment mobilization, including tree, shrub, or vegetation removal, fence installation, grading, etc. If project activities are delayed by more than five (5) days, an additional nesting bird survey shall be performed. During this survey, the biologist shall inspect all trees and other potential nesting habitats (e.g., trees and shrubs) in and immediately adjacent to the impact area for nests. Active nesting is present if a bird is building a nest, sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest. The results of the surveys shall be documented.

If an active nest is found sufficiently close to work areas to be disturbed by these activities, the qualified biologist shall determine the extent of a construction-free buffer zone to be established around the nest (typically up to 300 feet for raptors and up to 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code shall be disturbed during project implementation. Within the buffer zone, no site disturbance and mobilization of heavy equipment, including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, demolition, and grading shall be permitted until the chicks have fledged.

BIO-3: Burrowing Owl Surveys Preconstruction Surveys and Translocation. Burrowing owls were located as part of the general biological survey, and therefore a pre-construction survey for burrowing owl is required before any ground disturbing activities take place. Additionally, burrowing owls may encroach or migrate to the property at any time, and therefore steps shall be taken to ensure avoidance, including reevaluating the locations/presence of burrowing owl or burrows. Pre-construction surveys shall be conducted in accordance with an accepted protocol (as determined in coordination with Wildlife Agencies). Since burrowing owls were found on the project site during this general biological survey, if burrowing owls are identified during the pre-construction survey, coordination with Wildlife Agencies shall be done as soon as practical prior to construction to develop a plan for avoidance and/or translocation prior to construction crews initiating any ground disturbance on the project site.

4.4.7 Level of Significance After Mitigation

With the implementation of **Mitigation Measure BIO-1** through **BIO-3** impacts to biological resources are reduced to less than significant levels.

4.4.8 Resources

1. Biological Resources Assessment and CVMSHCP Consistency Analysis, MIG, Inc., January 2023.
2. Botanical Resources Survey Report, MIG, Inc., May 2024.
3. Coachella Valley Multiple Species Habitat Conservation Plan 2021 Annual Report, accessed 2023, <https://cvmshcp.org/annual-reports/Annual-Report-2021.pdf>
4. Coachella Valley Water District Stormwater Protection Fact Sheet, accessed 2023, <https://www.cvwd.org/DocumentCenter/View/4968/Stormwater-Protection-Fact-Sheet-English>
5. Environmental protection Agency, September 2022 <https://www.epa.gov/laws-regulations/summary-endangered-species-act>, accessed 2023.
6. U.S. Fish and Wildlife Service, <https://www.fws.gov/service/species-management>, accessed 2023.

4.5 Cultural Resources

4.5.1 Introduction

Descriptions and analysis in this section are based on information contained in the *Historical/Archaeological Resources Survey Report* prepared by CRM Tech, Inc. (December 2022), a Tribal Letter from the Agua Caliente Band of Cahuilla Indians dated October 6, 2023, the *Phase II Archaeological Testing at Sites 3908-1, 3908-6, and 3908-7 (Temporary Designations) BH Properties Specific Plan* (“Phase II Report”) prepared by CRM Tech. Inc. (March 2024), and the City of Indio *General Plan Chapter 8 Conservation Element, Cultural and Tribal Cultural Resources*. This section discusses the cultural resources that may be present in the project site or in the vicinity and assesses impacts on these resources from the development associated with implementation of the proposed project. The cultural resources report, the letter from the Tribe, and the Phase II Report are included in the Appendices of this Draft EIR (**Appendix D.1, Cultural Report**, **Appendix D.2, Tribal Letter**, and **Appendix D.3 Phase II Report**). Please consult **Chapter 9.0** for a glossary of terms and acronyms used in this Draft EIR.

4.5.2 Existing Conditions

Current Natural Setting

The City of Indio is in the heart of the Coachella Valley, a northwest-southeast trending desert valley that constitutes the western end of the Colorado Desert. Dictated by this geographic setting, the climate and environment of the region are typical of the southern California desert country, marked by extremes in temperature and aridity. Temperatures in the region reach over 120 degrees Fahrenheit in summer, and dip to freezing in winter. Average annual precipitation is less than five inches, and the average annual evaporation rate exceeds three feet.

The project area is situated on the north outskirts of the Indio city center, in an area that was once characterized by scattered agricultural fields and rural residential development but is now during accelerated suburban growth as part of the Interstate-10 Freeway corridor. It is bounded by Avenue 42 to the north, the Thousand Palms Canyon Wash on the west, Interstate-10 Freeway on the south, and Monroe Street on the east.

The land within the project area is mostly vacant, but the ground surface has been disturbed by agricultural activities since the early 1930s. The terrain is relatively level with a sand berm along the western boundary. Several concrete pads, a septic tank, and several concrete irrigation standpipes were observed in and around the agricultural fields, left behind from previous land uses. The original flora in the vicinity belongs to the California Floristic Province, represented in this area by the creosote bush scrub plant community. At the present time, the sparse vegetation on the property is composed mainly

of salt bush, thistle, palm trees, and various small desert grasses and shrubs. The soil within the project area consists mostly of fine grain sands with layers of compacted silt and clay exposed where topsoil has been blown away.

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 reached the present-day 42-foot contour, which runs approximately a mile to the north and the west of the project location. 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.

Cultural Setting

Prehistoric Context

Numerous investigations on the history of cultural development in southern California have led researchers to propose several cultural chronologies for the desert regions. A specific cultural sequence for the Colorado Desert was offered by Schaefer (1994) based on the many archaeological studies conducted in the area. The earliest time period identified is the Paleoindian (ca. 8,000 to 10,000-12,000 years ago), when “small, mobile bands” of hunters and gatherers, who relied on a variety of small and large game animals as well as wild plants for subsistence, roamed the region. These small groups settled “on mesas and terraces overlooking larger washes”. The artifact assemblage of that period typically consists of very simple stone tools, “cleared circles, rock rings, [and] some geoglyph types”.

The Early Archaic Period follows and dates to ca. 8,000 to 4,000 years ago. It appears that a decrease in population density occurred at this time and that the indigenous groups of the area relied more on foraging than hunting. Very few archaeological remains have been identified to this time period. The ensuing Late Archaic Period (ca. 4,000 to 1,500 years ago) is characterized by continued low population densities and groups of “flexible” sizes that settled near available seasonal food resources and relied on “opportunistic” hunting of game animals. Groundstone artifacts for food processing were prominent during this time.

The most recent period in Schaefer’s scheme, the Late Prehistoric, dates from ca. 1,500 years ago to the time of the Spanish missions and saw the continuation of the seasonal settlement pattern. Peoples of the Late Prehistoric Period were associated with the Patayan cultural pattern and relied more heavily on the availability of seasonal “wild plants and animal resources”. It was during this period that brown and buff ware ceramics were introduced into the region.

The shores of Holocene Lake Cahuilla, during times of its presence, attracted much settlement and resource procurement activities. In times of the lake’s desiccation and absence, according to Schaefer

(1994), the Native people moved away from its receding shores towards rivers, streams, and mountains. Numerous archaeological sites dating to the last high stand of Holocene Lake Cahuilla have been identified along its former shoreline. Testing and mitigative excavations at these sites have recovered brown and buff ware ceramics, a variety of groundstone and projectile point types, ornaments, and cremation remains.

Ethnohistoric Context

The Coachella Valley is a historical center of Native American settlement, where U.S. surveyors noted large numbers of Indian villages and *rancherías*, occupied by the Cahuilla people, in the mid-19th century. The origin of the name “Cahuilla” is unclear, but may originate from their own word *káwiya*, meaning master or boss. The Takic-speaking Cahuilla are generally divided by anthropologists into three groups, according to their geographic setting: the Pass Cahuilla of the San Geronimo Pass-Palm Springs area, the Mountain Cahuilla of the San Jacinto and Santa Rosa Mountains and the Cahuilla Valley, and the Desert Cahuilla of the eastern Coachella Valley. The basic written sources on Cahuilla culture and history include Kroeber (1925), Strong (1929), and Bean (1978), based on information provided by such Cahuilla informants as Juan Siva, Francisco Patencio, Katherine Siva Saubel, and Mariano Saubel. The following ethnohistoric discussion is based primarily on these sources.

The Cahuilla did not have a single name that referred to an all-inclusive tribal affiliation. Instead, membership was in terms of lineages or clans. Each lineage or clan belonged to one of two main divisions of the people, known as moieties. Their moieties were named for the Wildcat, or *Tuktum*, and Coyote, or *Istam*. Members of clans in one moiety had to marry into clans from the other moiety. Individual clans had villages, or central places, and territories they called their own, for purposes of hunting game, and gathering raw materials for food, medicine, ritual, or tool use. They interacted with other clans through trade, intermarriage, and ceremonies.

Cahuilla subsistence was defined by the surrounding landscape and primarily based on the hunting and gathering of wild and cultivated foods, exploiting nearly all the resources available in a highly developed seasonal mobility system. They were adapted to the arid conditions of the desert floor, the lacustral cycles of Holocene Lake Cahuilla, and the environments of the nearby mountains. When the lake was full, or nearly full, the Cahuilla would take advantage of the resources presented by the body of fresh water, building elaborate stone fish traps. Once the lake had desiccated, they relied on the available terrestrial resources. The cooler temperatures and resources available at higher elevations in the nearby mountains were also taken advantage of.

The Cahuilla diet included seeds, roots, wild fruits and berries, acorns, wild onions, piñon nuts, and mesquite and screw beans. Medicinal plants such as creosote, California sagebrush, yerba buena and elderberry were typically cultivated near villages. Common game animals included deer, antelope, big horn sheep, rabbits, wood rats and, when Holocene Lake Cahuilla was present, fish and waterfowl. The Cahuilla hunted with throwing sticks, clubs, nets, traps, and snares, as well as bows and arrow. Common

tools included manos and metates, mortars and pestles, hammerstones, fire drills, awls, arrow-straighteners, and stone knives and scrapers. These lithic tools were made from locally sourced material as well as materials procured through trade or travel. They also used wood, horn, and bone spoons and stirrers; baskets for winnowing, leaching, grinding, transporting, parching, storing, and cooking; and pottery vessels for carrying water, storage, cooking, and serving food and drink.

As the landscape defined their subsistence practices, the tending and cultivation practices of the Cahuilla helped shape the landscape. Biological studies have recently found evidence that the fan palms found in the Coachella Valley and throughout the southeastern California desert (*Washingtonia filifera*) may not be relics of palms from a paleo-tropical environment, but instead a relatively recent addition brought to the area and cultivated by native populations. Cahuilla oral tradition tells of a time before there were palms in the area, and how the people, birds, and animals enjoyed the palm fruit once it had arrived.

The planting of palms by the Cahuilla is well-documented, as is their enhancement of palm stands through the practice of controlled burning. Burning palm stands would increase fruit yield dramatically by eliminating pests such as the palm borer beetle, date scales, and spider mites. Firing palm stands prevented out-of-control wildfires by eliminating dead undergrowth before it accumulated to dangerous levels. The Cahuilla also burned stands of chia to produce higher yields, and deergrass to yield straighter, more abundant stalks for basketry.

Population data prior to European contact is almost impossible to obtain, but estimates range from 3,600 to as high as 10,000 persons covering a territory of over 2,400 square miles. During the 19th century, the Cahuilla population was decimated because of European diseases, most notably smallpox, for which the Native peoples had no immunity. Today, Native Americans of Pass or Desert Cahuilla heritage are mostly affiliated with one or more of the Indian reservations in and near the Coachella Valley, including Cabazon, Torres Martinez, Augustine, Agua Caliente, and Morongo.

Historic Context

In 1823-1825, José Romero, José Maria Estudillo, and Romualdo Pacheco became the first noted European explorers to travel through the Coachella Valley when they led a series of expeditions in search of a route to Yuma. Due to its harsh environment, few non-Natives ventured into the desert valley during the Mexican and early American periods, except those who traveled along the established trails. The most important of these trails was the Coco-Maricopa Trail, an ancient Indian trading route that was “discovered” in 1862 by William David Bradshaw and known after that as the Bradshaw Trail. In much of the Coachella Valley, this historic wagon road traversed a similar course to that of present-day Highway 111. During the 1860s-1870s, the Bradshaw Trail served as the main thoroughfare between coastal southern California and the Colorado River, until the completion of the Southern Pacific Railroad in 1876-1877 brought an end to its heyday.

Non-native settlement in the Coachella Valley began in the 1870s, with the establishment of railroad stations along the Southern Pacific and spread further in the 1880s after public land was opened for

claims under the Homestead Act, the Desert Land Act, and other federal land laws. Farming dominated in the valley thanks to the development of underground water sources, often in the form of artesian wells. Around the turn of the century, the date palm was introduced into the Coachella Valley, and by the late 1910s Indio's dates had become big business and the tree an iconic image celebrating the region as the "Arabia of America" (Shields Date Gardens 1957).

The City of Indio has its roots in the Southern Pacific Railroad station of Indian Wells, which was renamed Indio in 1877 to avoid confusion with another station on the same line. The townsite for Indio was officially laid out in 1888 on a portion of Section 23, T5S R7E, which the U.S. government had previously granted to the Southern Pacific Railroad Company. When the County of Riverside was created in 1893, Indio was designated one of the new county's 12 judicial townships and 40 election precincts. Long known as a railroad town, the Southern Pacific and its operations dominated almost every aspect of life in Indio until the 1960s. In 1930, Indio became the first incorporated city in the Coachella Valley. Today, with a total population of more than 89,000, it is the largest and among the fastest-growing cities in the valley.

4.5.3 Regulatory Setting

Federal

National Historic Preservation Act

The National Historic Preservation Act (NHPA) (54 USC 300101 et seq.) instituted a multifaceted program, administered by the Secretary of the Interior, to encourage sound preservation policies of the nation's cultural resources at the federal, State, and local levels. The NHPA authorized the expansion and maintenance of the National Register of Historic Place (NRHP), established the position of State Historic Preservation Officer, and provided for the designation of State Review Boards. The NHPA also set up a mechanism to certify local governments to carry out the goals of the NHPA and created the Advisory Council on Historic Preservation (ACHP).

Section 106 of the NHPA (54 USC 306108) states that federal agencies with direct or indirect jurisdiction over federally funded, assisted, or licensed undertakings must consider the effect of the undertaking on any historic property that is included in or eligible in the NRHP. After an undertaking is identified, federal agency stakeholders must consult by notifying the appropriate consulting parties. Consultation is between the federal agency, the State Historic Preservation Officer (SHPO) or Tribal Historic Preservation Officer (THPO), and other consulting parties including but not limited to the ACHP, certified local governments, and members of the public with an economic, social, or cultural interest in the project.

National Register of Historic Places

The National Register of Historic Places (NRHP) was established by the NHPA in 1966 as "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the

Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment” (36 CFR part 60.2). The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association.

A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- **Criterion A:** It is associated with events that have made a significant contribution to the broad patterns of our history.
- **Criterion B:** It is associated with the lives of persons who are significant in our past.
- **Criterion C:** It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- **Criterion D:** It has yielded, or may be likely to yield, information important to prehistory or history. Ordinarily cemeteries, birthplaces, or graves of historic figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; and properties that are primarily commemorative in nature are not considered eligible for the NRHP unless they satisfy certain conditions. In general, a resource must be 50 years of age to be considered for the NRHP unless it satisfies a standard of exceptional importance.

State

California Register of Historical Resources

Created in 1992 and implemented in 1998, the California Register of Historical Resources (CRHR) is “an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change” Public Resources Code (PRC) (Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical surveys, or designated by local landmark programs, may be nominated for inclusion in the CRHR. According to PRC Section 5024.1 (c), a resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria listed above in the National Register of Historic Places section.

California Public Resources Code

Archaeological and historical sites are protected pursuant to a wide variety of State policies and regulations enumerated under the *California Public Resources Code*. In addition, cultural resources are recognized as a non-renewable resource and, therefore, receive protection under the *California Public Resources Code* and CEQA:

- California Public Resources Code Sections 5020-5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission (SHRC). The SHRC oversees the administration of the California Register of Historical Resources and is responsible for the designation of State Historical Landmarks and Historical Points of Interest.
- California Public Resources Code Sections 5079-5079.65 defined the functions and duties of the Office of Historic Preservation (OHP). OHP is responsible for the administration of federally and State mandated historic preservation programs in California and the California Heritage Fund.
- California Public Resources Code Sections 5097.9-5097.998 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the Native American Heritage Commission (NAHC). These sections also require notification of discoveries of Native American human remains, descendants and provide for treatment and disposition of human remains and associated grave goods.

California Environmental Quality Act

CEQA also requires lead agencies to determine if a project would have a significant effect on the environment, including significant effects on historical or archaeological resources. Under PRC Section 21084.1, a project that may cause a substantial adverse change to the significance of a historical resource is a project that may have a significant effect on the environment. CEQA guidelines recognize that historical resources include:

- A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the CRHR;
- A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k), or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and
- Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

If a project may cause a substantial adverse change to the resource and avoidance is not feasible, the lead agency must identify potentially feasible measures to lessen the impact to less than significant levels.

If an archaeological site does not meet the historical resource criteria contained in the State CEQA Guidelines, and it is not deemed a unique archaeological resource in accordance with PRC § 21083.2 and CEQA Guidelines § 15064.5, no further action would be required.

California Health and Safety Code

The California Native American Graves Protection and Repatriation Act of 2001 is intended to provide a seamless and consistent state policy to ensure that all California Indian human remains, and cultural items be treated with dignity and respect. The intent of the legislature shall also do the following:

- Apply the state's repatriation policy consistently with the provisions of the Native American Graves Protection and Repatriation Act (25 U.S.C. Sec. 3001 et seq.), which was enacted in 1990.
- Facilitate the implementation of the provisions of the federal Native American Graves Protection and Repatriation Act with respect to publicly funded agencies and museums in California.
- Encourage voluntary disclosure and return of remains and cultural items by an agency or museum.
- Provide a mechanism whereby lineal descendants and culturally affiliated California Indian tribes that file repatriation claims for human remains and cultural items under the Native American Graves Protection and Repatriation Act (25 U.S.C. Sec. 3001 et seq.) or under this chapter with California state agencies and museums may request assistance from the commission in ensuring that state agencies and museums are responding to those claims in a timely manner and in facilitating the resolution of disputes regarding those claims.
- Provide a mechanism whereby California tribes that are not federally recognized may file claims with agencies and museums for repatriation of human remains and cultural items.

Regional and Local

City of Indio Municipal Code

Chapter 151.014 Adoption of California Historical Building Code

Chapter 151.014 adopts the 2016 California Historical Building Code (CHBC) published by the International Code Council as the historical building code of the City. As adopted by the City, the CHBC provides regulations for the preservation, restoration, rehabilitation, relocation or reconstruction of buildings or properties designated as qualified historical buildings or properties in the City. With few exceptions, these are buildings or properties over 50 years in age. The CHBC is intended to save California's architectural heritage by recognizing the unique construction issues inherent in maintaining and adaptively reusing historic buildings.

City of Indio General Plan

The City's General Plan Update 2040 includes provisions for protecting cultural and historic resources within the City. The Conservation Element in the General Plan provides guidance to enhance and protect cultural, paleontological, and historic resources. The Conservation Element includes the following goal and policies relevant to Cultural Resources that would apply to the development of the proposed project:

GOAL CE-8: Historic, archaeological, and paleontological resources preserved for their scientific, educational, aesthetic, and cultural values.

- *Policy CE-8.1:* Ensure adequate site plan review and mitigation measures are implemented for the development of sites with the potential to contain historic, archaeological, and paleontological resources.
- *Policy CE-8.2:* For projects that could affect historic resources, ensure adequate study to identify eligible resources and project-level review to avoid or lessen negative impacts through conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.
- *Policy CE-8.4:* Require monitoring on sites where grading has the potential to impact subsurface cultural and paleontological resources during excavation and construction activities.

4.5.4 Project Impact Analysis

Thresholds of Significance

The thresholds used to evaluate potential impacts to cultural resources are derived from Appendix G of the CEQA Guidelines. The significance determination is based on the recommended criteria set forth in Section 15064.5 of the CEQA Guidelines. For analysis purposes, development of the proposed project would have a significant effect on cultural resources if it is determined that the project would:

- a. Cause a substantial adverse change in the significance of a historical resource pursuant to 15064.5?
- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?
- c. Disturb any human remains, including those interred outside of formal cemeteries.

Methodology

CRM Tech, Inc. ("CRM Tech") conducted a Historical/Archaeological Resources Survey Report ("Cultural Report") which included a records search, historical background research, contacted Native American representatives, and carried out an intensive-level field survey of the entire project area, in order to identify cultural resources in the project area. Following the Cultural Report, CRM Tech also conducted Phase II Archaeological Testing at Sites 3908-1, 3908-6, and 3908-7 (Temporary Designations) BH Properties Specific Plan ("Phase II Report") to determine the horizontal and vertical extent of Sites 3908-

1, 2908-6, and 3908-7, and to ascertain whether these sites have an intact subsurface deposit and, if so, to assess the nature and integrity of the deposit. The sites are discussed further under Cultural Report Field Study and Phase II Report Field Study.

The methods and results of the project's cultural resources reports are provided below.

Records Search

For the Cultural Report, CRM Tech completed the records search at the Eastern Information Center (EIC), University of California, Riverside, on July 14, 2022. During the records search, EIC staff examined the center's digital maps, records, and databases for previously identified cultural resources and existing cultural resources reports within a half-mile radius of the project area. Previously identified cultural resources include properties designated as California Historical Landmarks, Points of Historical Interest, or Riverside County Landmarks, as well as those listed in the National Register of Historic Places, the California Register of Historical Resources, or the California Historical Resources Inventory.

Historical Research

Historical background research for the Cultural Report was conducted by CRM TECH Historian Terri Jacquemain and field director Daniel Ballester. Sources consulted during the research included published literature in local history, historical maps of the Indio area, and aerial/satellite photographs of the project vicinity. Among the maps consulted for this study were the U.S. General Land Office (GLO) land survey plat map dated 1856 and USGS topographic maps dated 1904-1988, which are available at the websites of the U.S. Bureau of Land Management and the USGS. The aerial and satellite images, taken between 1953-2021, are available through the Google Earth software, at the Nationwide Environmental Title Research (NETR) Online website, and at the FrameFinder Online website hosted by the University of California, Santa Barbara (UCSB).

Cultural Report Field Survey

On August 24, September 2, and September 12, 2022, CRM TECH field director Daniel Ballester and project archaeologist Hunter O'Donnell, Ashley Conner-Ayala, Cristal Conner-Ayala, Michael Richards, and Joseph Rutkin carried out the intensive-level field survey of the project area with the assistance of tribal monitor Gary Resvaloso from the Torres Martinez Desert Cahuilla Indians. The survey was completed by walking a series of parallel north-south transects spaced 15 meters (approximately 50 feet) apart. In this way, the ground surface in the entire project area was systematically and carefully examined for any evidence of human activities dating to the prehistoric or historic period (i.e., 50 years ago or older). Ground visibility was excellent (95-100%) over the property due to the extensive clearing of the vegetation that has been done on the property.

As a result of the field survey, seven previously unknown cultural resources were identified and recorded within the project area. The resources are located within the fallow agricultural fields, where there has

been much ground disturbance due to past farming activities. All seven resources are prehistoric in nature and consist of three sites and four isolates.

The building remains were encountered during the field survey along with a septic tank and some standpipes in the central portion of the project area. All of them are undoubtedly related to the remains of the post-1940s to 1972 buildings that once were in the project area, but no historical connections could be documented. Occurring out of historical context, these minor, fragmented, and ubiquitous structural remains of unknown age and background retain no archaeological data potential and thus are not considered possible candidates as “historical resources.” As such, they were photographed and their locations were noted, but they were not formally recorded.

The three prehistoric sites and four isolates recorded during this study have been given temporary designations, pending assignment of primary numbers in the California Historical Resources Inventory. A more detailed description of these resources follows.

Identification Number	Description
Site 3908-1*	Lithic scatter with a projectile point
Isolate 3908-2*	Fire-affected clay fragment
Isolate 3908-3*	Three buffware ceramic sherds
Isolate 3908-4*	Lithic flake
Isolate 3908-5*	Lithic flake
Site 3908-6*	Ceramic scatter
Site 3908-7*	Ceramic scatter

**Temporary designations, pending assignment of primary numbers in the California Historical Resources Inventory*

Site 3908-1: Situated in the southeast portion of the project area, Site 3908-1 is of prehistoric origin and contains one white and red chalcedony Cottonwood projectile point measuring 2.4 x 1.2 x 0.3 cm, one purple jasper interior flake measuring 2.2 x 1.5 x 0.4 cm, one orange and brown jasper interior flake measuring 1.3 x 1.1 x 0.6 cm, and one fragment of fire-affected clay. These artifacts are located on a fallow agricultural field which has been extensively grubbed over the years.

Isolate 3908-2: This prehistoric isolate consists of a single fragment of fire-affected clay. The artifact is located in the eastern half of the project area on a fallow agricultural field.

Isolate 3908-3: This prehistoric isolate consists of three fire-affected buffware ceramic body sherds. The thickness and fire-affected appearance of the three fragments indicate that they came from a single vessel. Isolate 3908-03 was recorded in the southwestern corner of the project area.

Isolate 3908-4: This prehistoric isolate consists of a single black metavolcanic interior flake measuring 6.0 x 2.3 x 1.3 cm and exhibits four flake scars. Isolate 3908-04 was recorded near the southern boundary of the project area on a fallow agricultural field.

Isolate 3908-5: This prehistoric isolate consists of a single crystal quartz flake measuring 2.2 x 2.0 x 0.4 cm. Isolate 3908-05 was recorded in the northwestern portion of the project area on a fallow agricultural field.

Site 3908-6: Located in the western portion of the project area, Site 3908-6 is prehistoric in nature and represents a small ceramic scatter. A total of three buffware ceramic body sherds were recorded in a small area on a fallow agricultural field.

Site 3908-7: Located in the western portion of the project area, Site 3908-7 is prehistoric in nature and represents a small ceramic scatter. A total of five buffware ceramic body sherds were recorded in a small area on a fallow agricultural field.

In summary of the research results presented above, a total of seven cultural resources, including three prehistoric sites and four isolates, have been identified as lying within the project boundaries. The potential qualifications of these cultural resources as “historic resources” under CEQA provisions are discussed in the sections below.

Isolates 3908-2, 3908-3, 3908-4, and 3908-5 (Isolated Prehistoric Artifacts)

These four isolates are each prehistoric in nature. Isolate 3908-02 consists of a single fire-affected clay fragment, 3908-3 consists of three fire-affected buffware ceramic body sherds, 3908-4 consists of a single black metavolcanic interior flake exhibiting four flake scars, while 3908-5 consists of a single quartz crystal flake. Such isolates, or localities with fewer than three artifacts, do not qualify as archaeological sites due to the lack of contextual integrity. As such, isolates 3908-2, 3908-3, 3908-4, and 3908-5 do not constitute potential “historical resources” and require no further consideration in the CEQA compliance process.

Sites 3908-1, 3908-6, and 3908-7 (Prehistoric Artifact Scatters)

As discussed above, three prehistoric archaeological sites are known to be present within the project area at this time, Sites 3908-1, 3908-6, and 3908-7. These sites consist primarily of small surface scatters containing prehistoric artifacts, predominantly ceramic sherds but also worked lithic materials, and fire-affected clay. The potential for subsurface components of the sites appears to be relatively high, as winds and weather events shift sands across the ground surface.

The results of background research indicate that the sites occur in relatively close proximity to the former shoreline of Holocene Lake Cahuilla during its last high stand in the 17th-18th century, a geographic setting of well-recognized prehistoric archaeological sensitivity. In past studies in the Indio area, many of these so-called “shoreline sites” have produced substantial and sometimes highly significant subsurface cultural deposits. In light of the past discoveries nearby, the archaeological data potential of

the prehistoric sites within the project area—and thus their eligibility for listing in the California Register of Historical Resources and qualification as “historical resources”—cannot be determined without further investigations, including subsurface excavations where necessary. In order to adequately evaluate the significance of the sites, the Phase II Report was necessary.

Phase II Field Survey

The fieldwork for this study was carried out on February 13-15, 2024, by CRM Tech field director Daniel Ballester, crew chief Hunter O’Donnell, and project archeologists Michael Richards, Ashley Conner-Ayala, Cristal Conner Ayala, and Nicolena Berry, under the direction of principal investigator Michael Hogan. The testing program was designed and implemented in coordination with the Aqua Caliente Band of Cahuilla Indians, and tribal representatives Daniel Mirelez, Cierra Teel, and Kerri Pollard monitored the excavations. Before the excavations began, the previously recorded locations of Sites 3908-1, 3908-6, and 3908-7, along with the surrounding areas, were re-surveyed at an intensive level to look for additional surface artifacts. The locations of surface artifacts encountered were then recorded using Trimble Yuma Tablet, and all of them were subsequently collected.

Recovery methods for artifacts are described below:

Surface Scrapes (SS): SS are used as a recovery method in areas where artifacts are noted on the surface but where the deposit appears to have little depth. The strategy is to excavate horizontally rather than vertically and to recover as much cultural material as possible.

Shovel Test Pits (STPs): STPs are used to detect the presence of subsurface deposits and determine the placement of test units. The STPs were terminated after excavating a minimum of 50 cm without evidence of substantial subsurface deposits.

Excavation Units: Excavation Units are used to recover quantitative amounts of data with very minimal destruction to the site. The Excavation Units provide important information regarding soil types and stratigraphy while allowing archeologists to explore the subsurface sediments for cultural deposits.

All artifacts recovered from the field procedures were taken to CRM TECH’s laboratory for cleaning as appropriate, sorting, counting, bagging, and cataloguing (see Attachment 2). The artifacts were initially sorted into two respective categories, namely prehistoric or historical in origin, and then sorted by type. Within the category of prehistoric artifacts, all were further categorized according to artifact nature (e.g., flaked-stone, ceramic, and groundstone). Further analysis was then conducted by CRM TECH archaeologist Salvadore Z. Boites.

Laboratory Analysis Results

Site 3908-1: A total of 49 artifacts were recovered from this site and analyzed. The assemblage includes 4 ceramic sherds, 7 lithic flakes, 1 projectile point, 5 glass fragments, 13 pieces of fire-affected clay, and 19 small faunal fragments. Among these artifacts, 23 were collected from the surface and 26 from below the surface.

Site 3908-6: A total of 24 artifacts were analyzed from Site 3908-6, including 7 ceramic sherds, 7 lithic flakes, 2 groundstone artifacts, and 8 small faunal fragments. Fifteen of the artifacts were collected from the surface, and nine from below the surface.

Site 3908-7: A total of 62 artifacts were analyzed. The assemblage includes 54 ceramic sherds, 2 lithic flakes, 2 groundstone artifacts, 3 fire-affected rocks, and 1 small faunal fragment. Six of these artifacts were found below the surface, and the other 56 were collected from the surface.

The re-survey of Sites 3908-1, 3908-6, and 3908-7 encountered additional prehistoric surface artifacts besides those recorded during the Phase I study. The majority of the artifacts collected (52%) were ceramic sherds, of which 89% were indeterminable in terms of vessel type. Meanwhile, 33% of the artifacts collected, including faunal, ceramics, and clay, were determined to be non-cultural or non-historical upon further analysis. Lithics accounted for 15% of the artifacts collected, while groundstone and fire-affected rocks together accounted for less than 1%. Two artifacts were able to provide an approximate temporal frame. Catalogue #05 is a tabular metate fragment found on the surface of Site 3908-6. Tabular metates are associated with the Late Prehistoric Period (150 to 1,800 BP). The second artifact that dates to the Late Prehistoric Period is Catalogue #43, a small cottonwood series projectile point (200 to 900 BP).

In addition to the three sites, Catalogue #19, corresponding to Isolate 3908-2 (discussed above under **Cultural Report Field Survey**), was originally recorded as a small nodule of fire-affected clay. However, further analysis suggests that it is in fact sunbaked clay and therefore non-cultural. Catalogue #20, corresponding to Isolate 3908-4 (discussed above under *"Cultural Report Field Survey"*), was originally recorded as a metavolcanic interior flake. As a result of the laboratory analysis, it has been reclassified as a nearly complete quartzite tertiary core reduction flake with missing platform.

Phase II Field Survey Conclusion

Sites 3908-1, 3908-6, and 3908-7 contained limited prehistoric cultural materials and were found not to contain substantial subsurface components. No evidence of long-term occupation was found at the sites. Altogether, the sites have yielded little data, and essentially no new or important data, to add to existing knowledge of prehistoric lifeways in this region. Without substantial subsurface cultural deposits, the sites lack sufficient archaeological data potential to be considered eligible for listing in the California Register of Historical Resources, and thus do not meet the statutory definition of "historical resources," as provided by CEQA and associated regulations (PRC §5020.1(j); Title 14 CCR §15064.5(a)(1)-(3)).

Native American Participation

On June 16, 2022, CRM TECH submitted a written request to the State of California's Native American Heritage Commission (NAHC) for a records search in the commission's Sacred Lands File. In the meantime, CRM TECH notified the nearby Cabazon Band of Mission Indians and Torres Martinez Desert

Cahuilla Indians for information they may have on potential tribal cultural resources in the project vicinity and to invite tribal participation in the upcoming archaeological fieldwork.

In response to CRM TECH's inquiry, the NAHC stated that the Sacred Lands File identified no Native American cultural resources in the project vicinity. Noting that the absence of specific information regarding cultural resources would not necessarily preclude the presence of cultural resources, however, the NAHC recommended that local Native American groups be consulted for further information and provided a referral list of 18 individuals associated with 12 local Native American groups who may have knowledge of such resources.

On behalf of the Torres Martinez Desert Cahuilla Indians, Gary Wayne Resvaloso, Jr., states that "the project area is located within our Tribe's traditional ancestral territory and lies within our Desert Cahuilla prehistoric settlement pattern." He also mentioned that the tribe would be able to participate in the field survey. To date, no response has been received from the Cabazon Band of Mission Indians.

Previous Studies in the Vicinity

According to EIC records, several previous studies have covered portions of the current project area, including the northwestern quarter in 2004, the southwestern quarter in 2007, a linear survey along the northern boundary of the property in 2014, and portions along the eastern and southern boundaries in 2019. Two large-scale overview studies also covered the subject property. Despite these past studies, the project area had not been surveyed systematically for cultural resources prior to this study. EIC records further indicate that no cultural resources had been recorded within or adjacent to the current project boundaries prior to this study.

Within the one-mile scope of the records search, EIC records identify 86 additional studies completed between 1979 and 2019 on various tracts of land and linear features, including some of the adjacent properties. These studies resulted in the recordation of 54 additional cultural resources within the one-mile radius, including 35 prehistoric archaeological sites, five prehistoric isolates, and 14 historic-period sites.

The prehistoric sites typically consisted of scattered ceramic, lithic, and groundstone artifacts but also included more substantial finds such as habitation remains, hearths, and human cremations, some of them in subsurface deposits, and two of the five isolates were potsherds while two were mano fragments and the last was a lithic flake. Most of these prehistoric resources were recorded in clusters to the west and southwest. Considering these past findings, the City of Indio has assigned the project vicinity a high sensitivity for prehistoric/ethnohistoric cultural resources.

The 14 historic-period sites included six residential buildings, a farmstead, a mobile home park, the Coachella Valley Stormwater Channel, a packinghouse from the 1930s-1950s era, the Southern Pacific (now Union Pacific) Railroad, and two refuse deposits. One of the nearest known cultural resources outside the project boundaries but within the one-mile scope of the records search is the Coachella Canal

(Site 33-005705/CA-RIV-12999H), the 485-mile-long, concrete-lined canal completed between 1947 and 1954 to transport Colorado River water for irrigation in the Coachella Valley. It lies west of the project boundary and has no potential for any impact from the proposed project due to the distance between the canal and the project site. Between the project site and the Coachella Canal lies a sand berm directly adjacent to the project, the Thousand Palm Canyon Wash, and a private unpaved road and private gated land. None of the other sites or isolates were found in the immediate vicinity of the project location. Therefore, none of these sites or isolates requires specific consideration during this study.

Project Impact

a. Would the project cause a substantial adverse change in the significance of a historical resource as pursuant to section §15064.5?

Cultural resources include properties designated as California Historical Landmarks, Points of Historic Interest, or Riverside County Landmarks, as well as those listed in the National Register of Historic Places, the California Register of Historical Resources, the California Historical Resources Inventory, or the City's inventory.

The project area is in a portion of the Coachella Valley that has seen much growth in both the historic and modern eras. In the mid-19th century, the project area and its vicinity showed no sign of settlement or development. The only man-made feature nearby was a winding road located a few miles to the south, which branched off from the Coco-Maricopa-Bradshaw Trail near present day Indian Wells and led to present-day Indio (GLO 1856). Fifty years later, the Cabezon and Augustine Indian Reservations had been established, the Southern Pacific Railroad passed just to the south of the project area, and a few roads and buildings were noted in and around the tiny town of Indio, to the southeast of the project area. The project area itself, however, remained vacant. By the 1940s, scattered buildings, roads, and agricultural fields had appeared in the surrounding area, reflecting the growth of the region during the first half of the 20th century. Within the project boundaries, three buildings stood in the southern portion along with a couple of dirt roads.

By 1953, it appears the pre-1941 buildings were gone, but now there were several buildings stretched over roughly 500 feet in a narrow strip between the agricultural fields south of Avenue 42. Two buildings stood near the central project area on a corner between agricultural fields, accessed by dirt roads from the west and south, and the group of buildings visible on the 1956-1959 maps were also in place. By 1972, a ranch-style residence had been built just east of the strip of buildings and another building had also been added to the group in the middle; meanwhile the building group in the southeast corner appears to have diminished in number and were later removed entirely sometime between 1984 and 1996. The rest of the buildings were removed between 2008 and 2009 leaving behind foundations and palms and other trees that had served as landscaping to the residence along Avenue 42. Later images reveal that the buildings to the west of the residence were all one-story buildings and/or modular

structures, all of them utilitarian in nature. A search of available archival records has yielded no further information about the buildings or their construction history.

Given that the project area remains entirely undeveloped, and that the ground surface has been disturbed by agricultural activities since the early 1930s, no impacts to historical resources are expected.

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

Archaeological resources are described as cultural resources, such as structures or objects that provide evidence of past human activity. They are important for scientific, historic, and/or religious reasons to cultures, communities, groups, or individuals.

Within the one-mile scope of the records search, past studies resulted in the recordation of 54 additional cultural resources, 35 prehistoric archaeological sites, five prehistoric isolates, and 14 historic-period sites. The prehistoric findings are Native American in origin, which attests to the rich archaeological heritage of the City. The prehistoric sites typically consisted of scattered ceramic, lithic, and groundstone artifacts but also included more substantial finds such as habitation remains, hearths, and human cremations, some of them in subsurface deposits, and two of the five isolates were potsherds while two were mano fragments and the last was a lithic flake. Most of these prehistoric resources were recorded in clusters to the west and southwest. Considering these past findings, the City of Indio has assigned the project vicinity a high sensitivity for prehistoric/ethnohistoric cultural resources.

The 14 historic-period sites included six residential buildings, a farmstead, a mobile home park, the Coachella Valley Stormwater Channel, a packinghouse from the 1930s-1950s era, the Southern Pacific (now Union Pacific) Railroad, and two refuse deposits. One of the nearest known cultural resources outside the project boundaries but within the one-mile scope of the records search is the Coachella Canal (Site 33-005705/CA-RIV-12999H), the 485-mile-long, concrete-lined canal completed between 1947 and 1954 to transport Colorado River water for irrigation in the Coachella Valley. It lies west of the project boundary and had no potential for any impact from the proposed project. None of the other sites or isolates were found in the immediate vicinity of the project location. Therefore, none of these sites or isolates requires specific consideration during this study.

Regarding the result of the CRM TECH field study for the Cultural Report, a total of seven potential archaeological resources, including three prehistoric sites and four isolates, were identified as lying within the project boundaries. The potential qualifications of these cultural resources as “historic resources” under CEQA provisions are discussed in the sections below.

Isolates 3908-2, 3908-3, 3908-4, and 3908-5 (Isolated Prehistoric Artifacts)

These four isolates are each prehistoric in nature. Isolate 3908-02 consists of a single fire-affected clay fragment, 3908-3 consists of three fire-affected buffware ceramic body sherds, 3908-4 consists of a single black metavolcanic interior flake exhibiting four flake scars, while 3908-5 consists of a single quartz

crystal flake. Such isolates, or localities with fewer than three artifacts, by CEQA's definition do not qualify as archaeological sites due to the lack of contextual integrity (CEQA Guidelines §15064.5). As such, isolates 3908-2, 3908-3, 3908-4, and 3908-5 do not constitute potential "historical resources" and require no further consideration in the CEQA compliance process.

Sites 3908-1, 3908-6, and 3908-7 (Prehistoric Artifact Scatters)

As discussed above, three prehistoric archaeological sites are known to be present within the project area at this time, Sites 3908-1, 3908-6, and 3908-7. These sites consist primarily of small surface scatters containing prehistoric artifacts, predominantly ceramic sherds but also worked lithic materials, and fire-affected clay. The potential for subsurface components of the sites appears to be relatively high, as winds and weather events shift sands across the ground surface.

Based on field observations and the historical/archaeological context of the project location, it was further determined that the four isolates do not meet CEQA definition of "historical resources" and require no further study. According to the CEQA definition of "historical resources", the finding would be considered a historical resource if the isolates met these qualifications:

- A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR. Section 4850 et seq.)
- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14, Section 4852) including the following:
 - Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - Is associated with the lives of persons important in our past;
 - Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

- o Has yielded, or may be likely to yield, information important in prehistory or history.
- The fact that a resource is not listed in, or determined eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resource Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Section 5020.1(j) or 5024.1.

However, due to the possibility of additional cultural remains in subsurface deposits, the significance of the three prehistoric sites in the project area and their qualifications as “historical resources” could not be determined without further archaeological investigations. Conducting the Phase II Report determined the horizontal and vertical extent of Sites 3908-1, 3908-6, and 3908-7, and ascertained whether the sites have an intact subsurface deposit. To accomplish these objectives, CRM TECH performed a series of standard Phase II archaeological field procedures, including a systematic re-survey of the sites, collection of surface artifacts, and the excavation of surface scrapes, shovel test pits, and test units, as well as laboratory analyses of the recovered artifacts.

It was discovered in the Phase II Report that Sites 3908-1, 3908-6, and 3908-7 contained limited prehistoric cultural materials and were found not to contain substantial subsurface components. Altogether, the sites have yielded little data, and essentially no new or important data to add to the existing knowledge of prehistoric lifeways in this region. The sites lack sufficient archaeological data potential to be considered eligible for listing in the California Register of Historical Resources.

Although CRM TECH concludes that no known significant “historical resources” exist within the project area, the project area does retain a demonstrated sensitivity for cultural remains from the prehistoric period. Therefore, CRM TECH recommends that all earth-moving operations impacting the relatively undisturbed native soils shall be monitored by a qualified archaeologist and a Native American monitor from the applicable local tribes, such as the Cabazon Band of Mission Indians or the Torres Martinez Desert Cahuilla Indians. This is required in **Mitigation Measure CUL-1**.

Therefore, with implementation of **Mitigation Measure CUL-1**, impacts to archaeological resources shall be less than significant.

c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

As described above, the project occurs 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. This is required in **Mitigation Measure CUL-2**. In addition, **Mitigation Measure CUL-1**, recommends that all earth-moving operations impacting the relatively undisturbed native soils shall be monitored by a qualified archaeologist and a Native American monitor from the applicable local tribes. Therefore, with compliance with State law and the implementation of **Mitigation Measure CUL-1 and CUL-2**, the impact to human remains shall be less than significant.

4.5.5 Cumulative Impacts

Cumulative impacts relating to cultural resources are regional in nature, due to the wide range of Native peoples in the Coachella Valley. Build out of the General Plan area, including lands of the proposed project, has the potential to cumulatively impact cultural resources, as further analyzed in the General Plan EIR. Development within the project site, however, does not have the potential to significantly impact cultural resources because **Mitigation Measures CUL-1** shall ensure that the proposed project would preserve sensitive resources on site, monitor and mitigate any sub-surface resources identified during construction, and comply with federal and State law. Additionally, **Mitigation Measure CUL-2** would ensure that the proper procedure would occur if human remains are identified during construction. Development of other projects within the City and surrounding area would also have the potential to result in impacts to cultural resources. These projects shall be subject to the same standard requirements, mitigation measures (as applicable), and compliance with federal and State law as the proposed project. Although continued development has the potential to cumulatively impact these resources, the continued application of City policies, General Plan policies and programs, federal and State law all shall assure that cumulative impacts associated with cultural resources shall be less than significant.

4.5.6 Mitigation Measures

CUL-1: All earth-moving operations impacting the relatively undisturbed native soils shall be monitored by a qualified archaeologist and a Native American monitor from the applicable local tribes to ensure proper analysis if any cultural remains from the prehistoric period are found. The archaeologist shall inform all construction personnel prior to construction activities of the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project's initial on-site safety meeting and shall explain the importance and legal basis for the protection of significant archaeological resources. The Native American monitor shall be invited to participate in this training. In the event that archaeological resources (artifacts or

features) are exposed during ground-disturbing activities, construction activities in the immediate vicinity of the discovery shall be halted while the resources are evaluated for significance by an archaeologist who meets the Secretary's Standards. This will include tribal consultation and coordination with the Native American monitor in the case of a prehistoric archaeological resource or tribal resource. If the discovery proves to be significant, the long-term disposition of any collected materials should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.

CUL-2: If human remains are identified during construction, all construction activities near the remains must cease immediately, and the area must be secured. The Riverside County Coroner's Office must be contacted immediately, in accordance with the California Health and Safety Code (HSC) Section 7050.5(b). If the determination is made by the coroner that the remains are those of a Native American, HSC 7050.5(c) requires that the coroner contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. The NAHC will then select a Most Likely Descendant and will coordinate with that individual regarding the treatment and final disposition (repatriation) of the human remains, according to the provisions of PRC 5097.98 and any other legal/regulatory requirements.

4.5.7 Level of Significance After Mitigation

With the implementation of **Mitigation Measure CUL-1** and **Mitigation Measure CUL-2** impacts to cultural resources would be reduced to less than significant.

4.5.8 Resources

1. City of Indio 2040 General Plan Chapter 8 Conservation Element, <https://www.indio.org/home/showpublisheddocument/3321/638053330127130000>
2. Historical/Archaeological Resources Survey Report BH Properties Specific Plan, CRM Tech, December 2022, revised September 2023.
3. Phase II Archaeological Testing at Sites 3908-1, 3908-6, and 3908-7 (Temporary Designations) BH Properties Specific Plan; Assessor's Parcel Numbers 610-020-001, -012, -013, and -036, City of Indio, Riverside County, California CRM TECH Project No. 4079, March 2024.

4.6 Energy Resources

4.6.1 Introduction

This section describes the existing energy resources setting and potential impacts from implementation of the proposed project. Information for this section was obtained from the *Oasis at Indio Specific Plan Energy and Greenhouse Gas Analysis Report*, November 2023 (**Appendix H**), the *Air Quality and Health Risk Assessment*, December 2023 (**Appendix B**), and the *Traffic Impact Analysis Report*, September 2023 (**Appendix L.1**). Calculations within the project's Energy and Greenhouse Gas Analysis Report were provided by CalEEMod Version 2022.1.1.20 (also included in **Appendix H**). Additional documents relevant to the analysis of energy resources were provided by the City of Indio, including the *Indio General Plan*, *General Plan EIR*, and *Indio Climate Action Plan*. Sources used in the preparation are included in **Chapter 8.0, References**, at the end of this Draft EIR.

Section 4.3, Air Quality, Section 4.8, Greenhouse Gas Emission, Section 4.16, Transportation, and Section 4.18, Utilities and Service Systems, of this Draft EIR provide further discussion regarding the project's estimated energy use and infrastructure, and associated environmental impacts. This portion of the Draft EIR primarily concentrates on energy consumption via electricity, natural gas, and mobility-related petroleum (gasoline and diesel fuel).

4.6.2 Existing Conditions

Energy sources are made available to the City of Indio by private and public agencies. Major energy providers in the region include Imperial Irrigation District (IID), and the Southern California Gas Company (The Gas Company or SoCalGas). IID and SoCal Gas serve the City of Indio and the project site. Electricity and natural gas are the primary energy sources in the City of Indio.

The approximately 183-acre project, located at the southwest corner of Monroe Street and Avenue 42, is currently vacant; however, the site previously operated as an agricultural field with associated residential structures, and an automobile repair shop. Based on historical aerial imagery, the structures and automobile repair shop were demolished by at least 2009. Transmission and distribution electrical power poles are located along the property's northern boundary, and perpendicular, along the unimproved alignment, Clinton Street. Natural gas lines are located along Monroe Street, east of the project site.

4.6.3 Regulatory Setting

Federal

Federal Energy Policy and Conservation Act

In 1975, Congress enacted the Federal Energy and Policy Conservation Act, which establishes the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards.

Corporate Average Fuel Economy Standards

First established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) Standards reduce energy consumption by increasing the fuel economy of passenger cars and light trucks. NHTSA and the U.S. Environmental Protection Agency (USEPA) jointly administer the CAFE standards. The U.S. Congress has specified that CAFE standards must be set at the “maximum feasible level” with consideration given for: (1) technological feasibility; (2) economic practicality; (3) effect of other standards on fuel economy; and (4) need to conserve energy.

Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law. In addition to setting increased Corporate Average Fuel Economy standards for motor vehicles, the EISA includes other provisions related to energy efficiency: (1) Renewable Fuel Standard (RFS) (Section 202); (2) Appliance and Lighting Efficiency Standard (Sections 301-325); and (3) Building Energy Efficiency (Sections 411-441). This federal legislation requires ever-increasing levels of renewable fuels to replace petroleum.

Federal Vehicle Standards

In 2009, the NHTSA issued a final rule regarding fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011; and, in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Obama issued a memorandum directing the Department of Transportation (DOT), Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards were projected to achieve 163 grams per mile of carbon dioxide (CO₂) in the model year 2025, on an average industry fleetwide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO₂ emissions and fuel consumption are tailored to three

main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6% to 23% over the 2010 baselines.

Related updates included the following:

- August 2016: The U.S. EPA and NHTSA adopted a phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program applies to vehicles with model year 2018–2027 for certain trailers, and model years 2021–2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion metric tons (MT) and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (U.S. EPA and NHTSA, 2016).
- August 2018: The U.S. EPA and NHTSA released a notice of proposed rulemaking called Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule).
- September 2019: The U.S. EPA and the NHTSA published the SAFE Vehicles Rule Part One: One National Program, which revoked California’s authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. As a result of the loss of the zero- emission vehicle (ZEV) sales requirements in California, there may be fewer ZEVs sold and, thus, additional gasoline-fueled vehicles sold in future years (CARB, 2019).
- April 2020: The U.S. EPA and NHTSA issued the SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) that relaxed federal GHG emissions and fuel economy standards. The Final SAFE Rule relaxed federal greenhouse gas emissions and Corporate Average Fuel Economy (CAFE) standards to increase in stringency at approximately 1.5 percent per year from model year (MY) 2020 levels over MYs 2021–2026. The previously established emission standards and related “augural” fuel economy standards would have achieved approximately 4 percent yearly improvements through MY 2025. The Final SAFE Rule affects both upstream (production and delivery) and downstream (tailpipe exhaust) CO₂ emissions (CARB 2020) and has been challenged by 23 states. NHTSA repealed and the U.S. EPA rescinded the SAFE Rule Part One in December 2021 and March 2022, respectively, restoring California’s authority to implement its GHG standards and ZEV mandates (NHTSA 2022, U.S. EPA 2022b).

State

California Assembly Bill 32 (AB 32)

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. In November 2007, CARB completed its estimates of 1990 GHG levels. Net emission 1990 levels were estimated at 427 million metric tons (MMT). Accordingly, 427 million MTCO₂e equivalent was established as the emissions limit for 2020.

Senate Bill 32, California Global Warming Solutions Act of 2006

Senate Bill 32 (SB 32) was enacted in 2016, a decade after AB 32. SB 32 extended the horizon year of the state's codified GHG reduction planning targets from 2020 to 2030, requiring California to reduce its GHG emissions to 40 percent below 1990 levels by 2030. SB 32 allows CARB to enact further regulations to reduce emissions.

Renewable Portfolio Standards

Renewable Portfolio Standards (RPS) are policies designed to increase the use of renewable energy sources for electricity generation. These policies require or encourage electricity suppliers to provide their customers with a stated minimum share of electricity from eligible renewable resources. Established in 2002, California's RPS requires electricity providers (i.e., utilities, cooperatives, and community choice aggregators) to ensure that renewable energy constitutes a specified minimum portion of their electric load. Generation must be procured from RPS-certified facilities. The California Energy Commission (CEC) verifies RPS claims.

The RPS goals include displacing fossil fuel use, building renewable power plants, reducing GHG emissions, ensuring reliable operation of the electrical grid, and promoting customer affordability through stable customer rates. The RPS program has helped California reduce GHG emissions from electric power generation even as the State's population and economy have grown.

Senate Bill 1078, California Renewable Portfolio Standard Program

Senate Bill 1078 (Pub. Util. Code § 387 et al.) established the RPS in 2002. The bill required electricity providers to increase procurement of electricity from renewable energy sources by at least one percent per year with the goal of reaching 20 percent renewables by 2017.

Senate Bill 107

In 2006, Senate Bill 107 (Pub. Util. Code § 399.15 et al.) accelerated the 20 percent RPS requirement from 2017 to 2010.

Senate Bill 2

In 2011, Senate Bill 2 (1X) increased the RPS to 33 percent renewables by 2020 with compliance period targets of 20 percent by 2013 and 25 percent by 2016.

Senate Bill 350, Clean Energy and Pollution Reduction Act

In 2015, Senate Bill 350 extended the RPS to 50 percent by 2030, with interim targets of 40 percent by 2024 and 45 percent by 2027. In addition, the bill requires that 65 percent of RPS procurement must be derived from long-term contracts (10 years or more) starting in 2021.

Senate Bill 375 (Sustainable Communities and Climate Protection Act)

In 2009, SB 375, went into effect. The objective of SB 375 is to better integrate regional planning of transportation, land use, and housing to reduce sprawl and reduce GHG emissions and other air pollutants. SB 375 tasks CARB to set GHG reduction targets for each of California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an Alternative Planning Strategy may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies.

Senate Bill 100, 100 Percent Clean Energy Act of 2018

In 2018, Senate Bill 100 increases the RPS to 60 percent by 2030, with new interim targets of 44 percent by 2024 and 52 percent by 2027 as well. The bill further requires that all the state's electricity come from carbon-free resources (not only RPS-eligible ones) by 2045.

Assembly Bill 1279 (2022), The California Climate Crisis Act

Senate Bill 1279 codifies the statewide carbon neutrality goal to dramatically reduce climate pollution. Approved in 2022, the legislation establishes a legally binding goal for California to achieve statewide carbon neutrality as soon as possible, and no later than 2045, and establishes an 85% emissions reduction target as part of that goal.

Senate Bill 1020 (2022), Clean Energy, Jobs, and Affordability Act

Approved in 2022, Senate Bill 1020 establishes a pathway toward the state's clean energy future by establishing clean electricity targets of 90% by 2035 and 95% by 2040 with the intent of advancing the state's trajectory to the existing 100% clean electricity retail sales by 2045 goal.

California Code of Regulations Title 13, Section 2449(d)(3) and 2485

The California Air Resources Board (CARB) is responsible for enforcing California Code of Regulations (CCR) Title 13 Sections 2449(d)(3) and 2485, which limit idling from both on-road and off-road diesel-powered equipment.

CARB Scoping Plan

CARB's Climate Change Scoping Plan (Scoping Plan) contains measures designed to reduce the State's emissions to 1990 levels by the year 2020 to comply with AB 32 and SB 32. The Scoping Plan identifies recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target – each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors. Key elements include expanding and strengthening building and appliance standards, achieving 35 percent renewables, cap, and trade

program, GHG reduction targets, and incentives and mitigation measures to reduce pollution and accelerate the transition to clean energy. The Scoping Plan sets the goal of carbon neutrality by 2045.

CCR Title 24

Located in CCR Title 24, Part 6 and commonly referred to as “Title 24”, these energy efficiency standards were established in 1978 in response to a legislative mandate to reduce California’s energy consumption. The goal of Title 24 energy standards is to reduce energy use. In August 2021, the CEC adopted the 2022 Building and Energy Efficiency Standards. This code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more.

Title 24 also includes Part 11, known as California’s Green Building Standards (CALGreen). The CALGreen standard took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial, low-rise residential, and State-owned buildings, as well as schools and hospitals.

California Solar Mandate

In 2018, California created a mandate that new single-family homes and multifamily dwellings up to three stories high, must install solar panels. The California Solar Mandate took effect on January 1, 2020, and is part of California’s Title 24 building codes. In 2023, the California Energy Commission released new requirements associated with the California Solar Mandate, which includes new requirements for solar PV, battery storage, and EV charging to encourage the installation of onsite clean energy for new buildings.

State Vehicle Standards

The CARB Advanced Clean Cars program for passenger vehicles and light trucks serves to reduce petroleum consumption by increasing the operating efficiencies of vehicles and accelerating the penetration of plug-in hybrid and zero-emission vehicles in California. While such regulations primarily are adopted to reduce air pollution, co-benefits in the form of reduced petroleum consumption are common.

Executive Order N-79-20

In September 2020, California Governor Gavin Newsom signed Executive Order N-79-20 setting a State goal that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. EO N-79-20 also sets the goal of 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks.

Executive Order S-03-05

On June 1, 2005, Governor Schwarzenegger signed Executive Order S-03-05, requiring the Secretary of the California EPA to report to the Governor and the state legislature by January 2006 and every two years afterward on the impacts of global warming on California.

Executive Order B-30-15

In April 2015, Governor Edmund Gerald Brown signed Executive Order (EO) B-30-15, establishing a new interim greenhouse gas reduction target of 40 percent below 1990 levels and directing state agencies to take additional actions to prepare for the impacts of climate change. The EO requires considering climate change impacts in the State's Infrastructure Investment Plan and in all state planning and investment decisions. The EO also sets principles for the state's action to address climate impacts and calls for monitoring of State progress.

Executive Order B-55-18

Executive Order B-55-18 was signed in 2018 and commits the State to achieving a just and equitable transition to carbon neutrality by 2045. Achieving EO B-55-18 requires both significant reductions in greenhouse gas emissions and removal of carbon dioxide from the atmosphere, including sequestration in forests, soils, and other natural landscapes.

California Energy Commission

The California Energy Commission (CEC) is the State's primary energy policy and planning agency and plays a critical role in implementing and creating policies and programs to create a low-carbon economy. According to the CEC's Energy Consumption Database, the State of California consumed approximately 279,510 gigawatt hours (GWh) of electricity in the most recent available year, 2020. Electricity demand in California is projected to rise to approximately 354,209 GWh (high energy demand) in 2030. The State produces roughly 82 percent of its electricity and imports 18 percent. The California Independent System Operator (ISO) governs electricity transmission from power plants to utilities.

Regional and Local***Connect SoCal***

In August 2010, CARB released the proposed GHG reduction targets for the Metropolitan Planning Organizations. The proposed reduction targets for the Southern California Association of Governments (SCAG) region were 8% by year 2020 and 13% by year 2035. In September 2010 and February 2011, the 8% and the 13% targets were adopted, respectively. SCAG's Regional Council adopted 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) on April 7, 2016, which updated the 2012 RTP/SCS.

In March 2018, CARB established new regional GHG reduction targets for SCAG and other MPOs in the state (CARB, 2018). The new SCAG targets are an 8% reduction in per capita passenger vehicle GHG reductions by 2020 and a 19% reduction by 2035. On May 7, 2020, SCAG adopted "Connect SoCal", the 2020-2045 RTP/SCS, for federal transportation conformity purposes only. On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is designed to meet the regional GHG reduction targets for SCAG that were identified by CARB in 2018.

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians.

Imperial Irrigation District

Imperial Irrigation District (IID) is the sixth largest electrical utility in California, serving more than 150,000 customers. The IID energy service territory covers 6,471 square miles, including all Imperial County along with parts of Riverside and San Diego counties. According to the CEC Energy Consumption Database, approximately 3,678.6 GWh were consumed in IID's service area in 2020. IID provides residents and businesses in its service area with various assistance and renewable energy programs.

Imperial Irrigation District 2018 Integrated Resource Plan

The Integrated Resource Plan (IRP) identifies IID's resource portfolio at least through 2030 and beginning in 2018 and, pursuant to state law, addresses the best of mix of resources, IID's compliance with the RPS and emissions laws, and operational flexibility and effectiveness in renewable integration, among other topics. The IRP addresses IID's objectives to create supply plan solutions that meet current and future customer needs, create a system stability and reliability plan that ensures greater grid resilience, creates a renewable energy and emissions reductions plan, and creates an energy efficiency plan. With respect to energy efficiency, the IRP sets forth various goals, including implementing energy efficiency programs necessary to reduce load by at least 5 percent by 2020, adjust this goal annually as necessary to comply with state law, provide positive impact on utility cost by stabilizing energy consumption and reducing purchases of expensive peak power, ensuring the program portfolio is cost effective, assist residential developers to meet the title 24 "zero net energy" standards and provide customers the opportunity to improve the environment by conserving energy and/or acquiring renewable energy, and increasing the awareness of energy efficiency and utilization through effective promotion of programs and energy issues and providing a forum for customer adoption of energy effective habits through energy education. The IRP also identifies the need to adopt energy efficiency targets consistent with State law.

IID Green Energy Rate Program

IID has developed a Green Energy Rate Program that allows customers to designate how much renewable energy they will utilize. In 2018, IID planned to serve its customers with 35 percent renewable energy. Customers who elect participation in the new Green Energy Rate Program, can choose to be served with an even greater percentage of renewables, up to 100 percent. For participants, it is estimated to increase customers per kilowatt-hour rate by \$0.013 to \$0.02. The monthly rate will fluctuate based on IID's cost to procure renewable resources.

The program is open to all electric customers, with an exception for customers who have installed on-site renewable systems or wholesale power customers receiving standby service.

The district has allocated 5 megawatts in the initial offering of the program; however, additional megawatts may be added if customer demand warrants an increase. IID has invested millions of dollars in incentives to help customers take part in its renewable energy programs, including issuing rebates, weathering homes, tuning-up AC units and offering savings on energy and excess power sold to IID through net metering and net billing programs.

Residential Energy Assistance Program

IID's Residential Assistance Program (REAP) provides income-qualifying customers with a 20 percent discount on their electric bill. IID also offers a 30 percent REAP discount to qualifying customers aged 62 or older. Participants who are 62 or older need to reapply for REAP every two years, while all other participants must reapply annually.

eGreen Program

The eGreen Program was customized to bring renewable solar clean energy to low-income families without the need for on-site installation. No enrollment is required. REAP customers will automatically be enrolled in IID's eGreen program. The eGreen program provides up to 5 percent additional discount to REAP customers' monthly electric bills.

Emergency Energy Assistance Program

IID's Emergency Energy Assistance Program (EEAP) was established to assist customers who face disconnection for non-payment. EEAP payment assistance is available quarterly to those who participate in the REAP program, and customers may qualify for up to \$75 off their electric bill during the 1st and 4th quarter, and up to \$125 during the 2nd and 3rd quarter.

Energy Consumers Advisory Committee

IID's Energy Consumers Advisory Committee (ECAC) was established in 1994 and provides advice and recommendations to the IID Board of Directors regarding fiscal, strategic planning, and Board policy matters that affect the Energy Department. Since the time of its inception, the ECAC has acted in an advisory capacity to the Board recommending actions on a variety of topics, including budget needs, capital expenditures and pilot program needs.

The committee was recently reconstituted and is now comprised of 20 representatives. In the Imperial Valley, each director is responsible for the selection of two appointees for his or her division – totaling 10 representatives. The Coachella Valley is also represented by 10 members; however, they are nominated by the cities and the County of Riverside. Indio, La Quinta, and Coachella are allowed two nominations each, while Palm Desert and Rancho Mirage share a delegate. The unincorporated areas are served by three representatives nominated by the county. After nomination, each representative is then ratified by the IID board.

Joint Powers Authority

On June 20, 2023, IID voted to create a Joint Powers Authority between the IID and the City of Indio which would form Indio Electric Financing. Representatives of Indio and IID have worked together over a period to identify and develop a structure that would facilitate the desired growth of the City of Indio. The California Government Code authorizes Indio and IID to create a joint exercise of powers entity. The agreement will create a new agency known as the Indio Electric Financing Authority.

City of Indio Climate Action Plan

The City Climate Action Plan (CAP) was adopted on September 18, 2019, and is designed to provide clear policy guidance to City staff and decision makers on how to reduce greenhouse gas emissions. It identifies a pathway to reduce emissions within consistent with State-level emissions reduction targets for 2020 and 2030. This path includes strategies for improving connectivity and land use patterns, improving transportation modes and systems, incorporating energy efficiency standards, increasing the City's renewable energy supply, and reducing solid waste.

The Indio CAP also identifies the sources of emissions in the community, the steps necessary to reduce emissions, and the citywide GHG reduction targets for 2020, 2030, and 2040, which represent the City's contribution to the State's effort to reduce GHG emissions.

Indio Municipal Code

Like the CAP and the Indio General Plan, the City's Municipal Code also includes provisions that encourage the use of alternative transportation means that reduce the use of non-renewable energy, as well as the use of energy efficient appliances and building design standards. The following list includes some of these provisions:

- Chapter 160, Transportation Demand Management: Chapter 160 is intended to protect the public health, welfare, and safety by reducing air pollution caused by vehicle trips and vehicle miles traveled.
- Section 151.017, Adoption of the California Energy Code: Section 151.017 adopts the California Energy Code as the energy code of the City of Indio for regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment use, height, area and maintenance of all buildings and/or structure in the City.

Indio General Plan & Environmental Impact Report

Chapter 8, the Conservation Element, of the Indio General Plan addresses the conservation, development, and sustainable use of Indio's natural resources, including energy. The City has sponsored and supported a wide variety of environmental and sustainability programs, including: Energy Star promotions and rebates; standard appliance efficiency improvements; solar installations by IID, the Indio Water Authority (IWA), and City Hall; solid waste recycling and diversion programs; water saving initiatives; fleet fuel shifting from gasoline to compressed natural gas (CNG) by SunLine, Burrtec, and Desert Sands Unified School District; use of alternative-fuel vehicles in the municipal fleet service;

adoption of a plastic bag ban; and school outreach programs. Additionally, residential customers served by Southern California Gas Company (SoCal Gas) are eligible for rebates if they install high-efficiency water heaters, clothes washers, and furnaces, utilize low-flow showerheads, or insulate their attics and walls.

The City General Plan addresses the need to reduce reliance on fossil fuels and develop renewable alternative energy solutions, such as solar and wind power. Policy CE-3.12 requires the City to explore future renewable energy sources utilizing diverse energy resources with IID and other agencies and facilitate the development of small-scale alternative energy infrastructure.

The City supports a more diverse portfolio of energy sources, including renewable sources of energy, such as biomethane, solar, and wind power. The city will also ensure that electricity and natural gas services are available to the community.

Energy efficiency is also emphasized in the Mobility and Land Use and Urban Design Elements in the Indio General Plan.

Electricity

According to the Indio General Plan Environmental Impact Report (EIR), proposed General Plan build out would result in 1,964,419,325 kiloWatt hours (kWh) per year of electrical consumption. Residential uses will account for 311,195,925 kWh/year of this amount, while commercial uses will consume 1,227,887,500 kWh/year, and industrial uses will consume 257,235,400 kWh/year. The City is committed to reducing its consumption of electricity resources through promoting:

- Energy Star promotions and rebates
- Standard appliance efficiency improvements
- Solar installations by IID, IWA, and City Hall
- Solar installations at the City Corporate Yard
- Solid waste recycling and diversion programs
- Water saving initiatives

Natural Gas

According to the Indio General Plan EIR, at build-out, the City's General Plan Planning Area is expected to consume approximately 5,400,451,410 thousand British Thermal Units (kBtu) per year. Residential uses will account for 1,103,365,750 kBtu/year of this amount, while commercial uses will consume 3,174,619,660 kBtu/year, and industrial uses will consume 823,406,800 kBtu/year at buildout.

SoCal Gas is responsible for providing natural gas services to Indio. SoCal Gas provides rebate and incentive programs that reward residents for using energy efficient natural gas equipment. Residential customers are eligible for rebates if they install high-efficiency water heaters, clothes washers, and furnaces, utilize low-flow showerheads, or insulate their attics and walls. In addition, customers can receive incentives for making other energy efficient upgrades to their homes.

Petroleum

According to the Indio General Plan EIR, at build-out, the City's General Plan Planning Area is expected to generate 861,451,794 vehicle miles traveled (VMTs) per year. The Mobility Element of the Indio General Plan addresses the importance of alternative forms of transportation throughout the City including bike lanes, pedestrian pathways, golf cart networks, and public transportation to reduce automobile transportation and VMTs. ME-8.1 requires that new development provide electric vehicles charging stations and preferential parking for carpools, vanpools, and alternative fuel vehicles. These alternative modes of transportation reduce the petroleum consumed throughout the City.

4.6.4 Project Impact Analysis

Thresholds of Significance

The following thresholds or criteria are derived from Appendix G of the CEQA Guidelines and are used to determine the level of potential effect. The significance determination is based on the recommended criteria set forth in Section 15064 of the CEQA Guidelines. For analysis purposes, development of the project would have a significant effect on energy resources if it were determined that the project will:

- a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Methodology

The analysis in this section relies on the energy calculations conducted to prepare the project-specific *Energy and Greenhouse Gas Analysis Report* (referred to as "Energy and GHG Report" herein), provided by MIG, Inc. (MIG). Calculations were generated using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.20 Modeling Data, CARB's Emission Factor (EMFAC) Model 2021 (Version 1.0.2). The Energy and GHG Report evaluates the proposed project's potential construction- and operations-related energy and GHG impacts. The Energy and GHG Report evaluates the potential worst-case conditions associated with the proposed project's construction and operational energy consumption to ensure potential energy impacts are not underestimated. CalEEMod is a Statewide land use emissions computer model designed to provide a uniform platform to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with construction and operations from land use projects.

For purposes of analyzing potential environmental impacts associated with the project, the Energy and GHG Report analyzes two buildout scenarios:

1. *Maximum Buildout Scenario (MBS)*: The MBS would result in 3,240 dwelling units, 20,000 square feet of retail commercial uses, and 1,806,290 square feet of industrial development.

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2. *Scenario #2:* Scenario #2 assumes lesser buildout than the MBS but within the maximum intensities permitted. It would result in 1,237 dwelling units, 71,600 square feet of retail commercial uses, a 128 key hotel/motel, and 1,806,290 square feet of industrial uses.

Construction

It is possible that either no construction could be occurring at any given time, or multiple projects could be occurring within the Plan Area simultaneously. The project applicant anticipates that PA 4 would be one of, if not the first, areas developed within the project area; however, this is based on market conditions.

Construction activities associated with typical development can include site preparation, grading, building construction, paving, and architectural coating operations. These types of construction activities would consume energy from the following sources:

- Heavy-duty, off-road construction equipment (e.g., bulldozers, loaders, etc.) would consume diesel fueling during construction of the proposed project.
- Construction-related worker, vendor, and haul truck trips would consume gasoline, diesel, and electric fuel.

Potential construction-related energy impacts were evaluated based on the typical construction activities associated with typical residential, commercial, industrial, and infrastructure development projects. To determine construction energy consumption, construction activity models were developed based on the conceptual site plans and associated development assumptions for the MBS and Scenario 2 for the purposes of evaluating potential environmental impacts from project-related construction activities, including construction energy consumption. Construction energy consumption was estimated as follows:

- **Off-road Construction Equipment:** Diesel fuel consumption was estimated using the off-road equipment type, quantity, load factor, and runtime generated by CalEEMod and multiplying through by a fuel consumption factor contained in the CARB Carl Moyer Program Guidelines (2017 Revisions) (CARB, 2017b; Table D-21). For each modeled construction scenario, the total runtime, in horsepower-hours (hp-hr), for each piece of equipment was multiplied by a fuel consumption factor, in grams per horsepower-hour (g/hp-hr) to yield a fuel consumption estimate, converted to gallons.
- **Worker Vehicle, Vendor Truck, and Haul Truck Trips:** Gasoline, diesel, and electric fuel consumption by construction workers commuting to and from the project area, vendor deliveries, and haul trucks used to import or export materials was estimated using trip distances generated by CalEEMod and fuel consumption rates derived from EMFAC 2021. Worker trips were assumed to be a mix of light duty autos (LDA) and light-duty trucks (LDT1 and LDT2). Vendor trips were assumed to be a mix of medium heavy-duty trucks (MHDT) and heavy-heavy duty trucks (HHDT). Haul trips were assumed to be all HHDT. For each vehicle type, an average fuel consumption rate for 2024, 2025, 2026, and 2027 was obtained from EMFAC for the Riverside sub-area of the Salton Sea Air Basin (SSAB) based on each vehicle type's total vehicle miles travelled

(VMT) and total fuel consumption data. The average fuel consumption rate was multiplied by the number of trips and VMT generated by CalEEMod for each modeled scenario to yield total vehicle gasoline, diesel, and electric fuel consumption estimates in gallons and kWh.

The specific equipment and phasing information (e.g., duration, type of equipment required, etc.) for subsequent project proposals within the project area would be dependent on the type and density of project being proposed at that time. The proposed project is anticipated to be fully developed by 2033.

Operational

Operational activities associated with typical residential, commercial, industrial, and infrastructure development projects can consume energy from the same sources that emit GHG emissions, including, building water and space heating and appliance use, vehicle trips, and off-road equipment.

- **Building Energy:** Natural gas and electricity used in building space and water heating, lighting, and appliances were estimated using CalEEMod.
- **Vehicle Trips:** Gasoline, diesel, and electric fuels consumed by operational vehicle trips were estimated using the same methodology as construction vehicle trips. Average fuel consumption factors for each vehicle type for Riverside County sub area of the Salton Sea Air Basin were developed and multiplied by the total annual VMT estimated for each vehicle type by CalEEMod.
- **Off-road equipment:** Year hosteler diesel fuel consumption was estimated using the same methodology as construction vehicle trips.

The analysis of the significance of the project's energy demand was also informed by the factors identified in Appendix F (Energy Conservation) of the State CEQA Guidelines. Specifically, and as relevant to this project, Appendix F recommends the following energy topics be analyzed in the EIR:

- The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including, construction, operation, and maintenance.
- The project's effects on local and regional energy supplies and requirements for additional capacity.
- The degree to which the project complies with existing energy standards.
- The effects of the project on energy resources.
- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Project Goals and Policies

The proposed project includes goals, standards and design guidelines to reduce potential energy consumption and GHG emissions.

Section 1.4 of the Oasis at Indio Specific Plan includes the following goals that are related to energy consumption and GHG emissions:

- **Goal:** Where industrial uses are near existing and planned residential development, ensure that industrial projects are designed to limit the impact of truck traffic, air, and noise pollution.

- o Create a high-quality development that provides industrial land use activity adjacent to I-10.
- o Encourage site plan designs to provide appropriate setbacks and design features that reduce negative impacts at the source.
- o Encourage industrial land uses that accommodate buildings with loading bays with a short, direct access route to I-10 on- and off-ramps.
- o Design safe and efficient vehicle access to commercial land uses from arterial streets to ensure efficient vehicular ingress and egress.
- o Utilize existing designated truck routes and develop a safe and efficient system for delivering goods and services.
- **Goal:** Ensure the circulation network provides a safe and efficient level of connectivity for commercial and passenger vehicles, bicyclists, and pedestrians.
 - o Establish pedestrian connections between residential and retail commercial developments.
 - o Develop sidewalks for pedestrian use where existing gaps exist.
 - o Establish the opportunity for a Multi-Modal Transportation Network that serves all users and modes in a healthy, equitable manner.
 - o Encourage commercial/retail developments to have common driveways to minimize the number of curb cuts along any given block to improve pedestrian safety.
 - o Encourage residential and non-residential developments within a ½ mile radius of existing or planned transit stops, particularly along Avenue 42, to facilitate and take advantage of transit service, reduce vehicle trips, and allow residents without private vehicles to access services.
 - o Design a circulation network that provides pedestrians and bicyclists safe transit on existing designated arterial and boulevard truck routes.

Chapter 3 of the Specific Plan establishes the following use restrictions and standards for development in the project area:

- **3.3.3 Air Contaminants:** Uses, activities, and processes shall not operate in a manner that emits excessive dust, odor, fumes, smoke, or particulate matter unless authorized under Federal, State, or local law. Sources of air emissions shall comply with all rules established by the Environmental Protection Agency (Code of Federal Regulations, Title 40), the California Air Resources Board, and the South Coast Air Quality Management District (SCAQMD). The city shall consult, when appropriate, with SCAQMD to determine which uses shall be equipped with emission-control devices or measures to preclude fugitive dust and particulate emissions from the site. Such devices or measures shall be approved by SCAQMD prior to the issuance of a building permit or other approval authorizing construction activities. The owner shall maintain all devices.
- **3.3.7 Hours of Operation:** The hours of operation for commercial/retail uses in a mixed-use development shall be no earlier than 7 AM and no later than 10 PM daily unless modified by an administrative or conditional use permit. The hours of operation for industrial warehouse use may operate 24 hours daily.

- o Construction hours of operation: It shall be unlawful for any person to operate, permit, use, or cause to operate construction equipment outside the hours listed below. However, the Community Development Director and/or city Engineer shall have the authority to allow hours for construction as needed.

Table 4.6-1 Proposed Project Construction Hours of Operation

Day	Pacific Standard Time	Pacific Daylight Time
Monday thru Friday	7 AM through 6 PM	6 AM through 6 PM
Saturday	8 AM through 6 PM	7 AM through 6 PM
Sunday and Government Holidays	9 AM through 5 PM	9 AM through 5 PM
Source: City of Indio, 2023, Section 3.3.7		

- **3.3.8 Loading:** Loading, unloading, and all service and maintenance activities shall be conducted within the hours of operation for commercial/retail uses in a mixed-use development (no earlier than 7 AM and no later than 10 PM unless modified by administrative or conditional use permit)
- **3.5.1.3: Supplemental Industrial Development Standards (PA 4):** Semi-truck idling shall be restricted to five minutes.

Chapter 4 of the Specific Plan establishes design guidelines for development in the Project area, including:

- **4.1 Multi-Family Guidelines - Exterior Design**
 - o Encourage sustainable building practices.
 - o Encourage the use of building techniques and materials that relate to Indio's warm and dry desert climate. Promote solar control and the use of shade in building design and associated pedestrian amenities.
- **4.4 Landscape**
 - o Conveniently placed bike racks near commercial corridors and visible from a variety of destinations will increase alternative modes of transportation.
- **4.5 Landscape Architectural Concepts**
 - o Desert shade trees at industrial entries and parking areas
- **4.7 Landscape Sustainability and Energy Efficiency**
 - o The plant palette shall utilize a minimal maintenance and low water palette.
 - o Landscaping and irrigation plans and systems shall comply with all city ordinances relating to water efficiency and shall be an automatic system with an irrigation timer and two drip or bubbler heads per tree to produce deep root irrigation. The water use calculations for this system will be prepared and submitted per Indio Water Authority's irrigation design requirements.
 - o Encourage the use of building techniques and materials that relate to Indio's warm and dry desert climate. Promote solar control and the use of shade in building design and associated pedestrian amenities.

The proposed project's development standards and design guidelines are part of the project and are reflected in the emissions estimates and impact analyses, where possible; they are not mitigation measures.

Project Impacts

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation

As discussed previously, the project site is currently undeveloped. Project-related construction and operational activities would result in the consumption of electricity, natural gas, and petroleum fuel. Electricity and natural gas will be provided to the project site by Imperial Irrigation District (IID), and the Southern California Gas Company (The Gas Company or SoCalGas), respectively. Project-related consumption of energy during construction and operation is evaluated subsequently.

Construction

During the construction of the proposed project, energy resources would be consumed in the form of electricity and petroleum. Construction activities, including the construction of new buildings and facilities, typically do not involve natural gas consumption. Electricity consumed is associated with the conveyance of water used for dust control and on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power. Petroleum-based fuels are associated with using off-road construction vehicles and equipment on the project site; construction worker travels to and from the site, and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities).

The proposed project's potential construction energy consumption estimates are based on a series of different construction activity models based on the conceptual site plans and development assumptions for the Maximum Buildout Scenario (MBS) and Scenario 2. The construction models start in January 2025 and conclude in August 2028. The proposed project's potential unmitigated construction energy consumption estimates are summarized in the table below.

Table 4.6-2 Project Unmitigated Construction Energy Consumption Estimates

Construction Year and Source	MBS Fuel Consumption			Scenario 2 Fuel Consumption		
	Diesel (Gallons)	Gasoline (Gallons)	Electricity (kWh)	Diesel (Gallons)	Gasoline (Gallons)	Electricity (kWh)
2025						
Off-Road Equipment	423,051	-	-	440,953	-	-
Vehicle and Truck Trips	123,442	350,478	76,049	90,505	200,327	44,379
Total Fuel Consumption	546,493	350,478	76,049	531,458	200,327	44,379
2026						
Off-Road Equipment	373,651	-	-	385,915	-	-
Vehicle and Truck Trips	184,993	543,674	146,615	130,662	314,838	86,824
Total Fuel Consumption	558,644	543,674	146,615	516,577	314,838	86,824
2027						
Off-Road Equipment	117,871	-	-	111,459	-	-
Vehicle and Truck Trips	69,276	278,202	87,990	32,013	131,311	41,228
Total Fuel Consumption	187,147	278,202	87,990	143,472	131,311	41,228
2028						
Off-Road Equipment	34,478	-	-	32,977	-	-
Vehicle and Truck Trips	14,518	66,354	24,779	7,504	34,848	12,918
Total Fuel Consumption	48,996	66,354	24,779	40,481	34,848	12,918
All Construction (2025-2028)						
Off-Road Equipment	949,051	-	-	971,307	-	-
Vehicle and Truck Trips	392,229	1,238,708	335,433	260,684	681,325	185,350
Total Fuel Consumption	1,341,280	1,238,708	335,433	1,231,987	681,325	185,350
Source: MIG, 2023 (see Appendix A in Energy and GHG Report)						

As shown in the table, the proposed scenarios could consume, in total, between approximately 1.23 and 1.34 million gallons of diesel fuel, between approximately 0.68 and 1.24 million gallons of gasoline, and between approximately 185 to 335 mWh of electricity. Potential land uses would remain below the maximum quantities identified for each category. The maximum levels of consumption, if they were to occur, would represent (based on 2022 data) no more than approximately 0.6% of annual Riverside County diesel fuel sales, 0.1% of annual Riverside County gasoline fuel sales, and 0.01% of annual IID electricity sales. These estimates assume all the project's diesel, gasoline, and electric fuel consumption is purchased in Riverside County and the IID service territory and consumed solely for the purposes of constructing the proposed project (i.e., all fuel consumed is for project-related purposes). The proposed project's construction energy consumption would occur in the following context:

Necessity:

The consumption of diesel, gasoline, and electric fuels in construction-related off-road equipment and vehicle trips are necessary to achieve the proposed project's goals and objectives, including, but not limited to, developing uses that ensure long-term economic benefits and stability for the City, adding employment-generating land uses that would create new jobs for the City, and providing development

along Avenue 42 that results in a connected, complete place with housing and commercial uses organized into a walkable, transit-supportive pattern of neighborhoods and centers.

Efficiency:

The proposed project establishes land use and development regulations that provide balanced and sustainable residential and non-residential development, based on the unique characteristics of the project area, and given its infrastructure, public service, and utility needs, to ensure the comprehensive and coordinated planning of the proposed project's land uses. The project, therefore, would result in the orderly and efficient development of the project area pursuant to applicable project design guidelines, design standards, and City Municipal Code and Development Code requirements. The use of diesel, gasoline, and electric fuels to develop the project area and achieve project objectives would not be inefficient.

Wastefulness:

The proposed project's construction-related energy consumption would be necessary and occur in an efficient manner. The project's construction-related energy consumption would be prolonged, but temporary, and would cease when construction in the project area is complete. Petroleum-powered off-road equipment and on-road vehicles would be subject to increasingly stringent Federal and State rules and regulations such as the Advanced Clean Trucks Program that would increase fuel efficiency. These rules limit truck idling, reduce the carbon content of transportation fuels, prohibit the addition of older, less-efficient construction equipment to fleets, and transition passenger vehicles and trucks from petroleum-based motive power to electric-based motive power. The orderly and efficient development of the Project by off-road equipment and on-road vehicles operating in compliance with all applicable rules and regulations would not be wasteful.

As summarized above, the proposed project would not result in the unnecessary, inefficient, or wasteful use of energy resources during construction of the proposed project. This would be a less than significant impact.

Operation

The proposed project's potential operational energy consumption estimates are based on the MBS and Scenario 2 conceptual site plans and development assumptions, the trip generation assumptions, and the air quality and GHG emissions modeling conducted for the project. The energy consumption estimates assume full development of the project area occurs in the year 2033, consistent with the TIA conducted for the proposed project, provided by LLG, 2023. The proposed project's unmitigated operational energy consumption estimates are summarized in the table below.

Table 4.6-3 Project Unmitigated Operational Energy Consumption

Land Use Option / Energy Source	Energy Consumption Per Year			
	Non-Residential Buildings	Residential Buildings	Mobile Sources	Total
MBS				
Diesel (Gallons)	19,144	-	5,920,734	5,939,878
Gasoline (Gallons)	-	-	8,992,068	8,992,068
Electricity (kWH)	24,520,656	22,183,601	57,520,008	104,224,265
Natural Gas (kBTU)	34,609,630	54,983,522	-	89,593,152
Scenario 2				
Diesel (Gallons)	19,144	-	5,672,446	5,691,590
Gasoline (Gallons)	-	-	8,770,362	8,770,362
Electricity (kWH)	29,168,216	8,469,480	75,384,707	113,022,403
Natural Gas (kBTU)	43,509,672	20,992,166	-	64,501,838
Source: MIG, 2023 (see Appendix A in Energy and GHG Report)				

As shown in the table, the proposed project could consume, in total, between approximately 5.69 and 5.94 million gallons of diesel fuel, between approximately 8.77 and 8.99 million gallons of gasoline, between approximately 104.22 and 113.01 gWh of electricity, and between 64,501.8 and 89,593.2 MMBTU of natural gas. The maximum levels of consumption, if they were to occur, would represent (based on 2022 data) no more than approximately 2.4% of annual Riverside County diesel fuel sales, 1.0% of annual Riverside County gasoline fuel sales, 3.2% of annual IID electricity sales, and 0.02% of annual Southern California Gas sales.

The proposed project's operational energy consumption would occur in the following context:

Necessity:

The consumption of diesel, gasoline, electric, and natural gas in buildings and vehicles would be necessary for the safe, secure, and functional operation of sustainable and balanced residential and non-residential land use activities.

Efficiency:

The proposed project provides for balanced and sustainable residential and non-residential development that promotes efficient building and landscaping energy use and the development of a connected multi-modal transportation network.

Buildings:

The proposed project would include multifamily residential development, which consumes less energy than new single-family and condominium/townhouse developments. New buildings constructed as part of the project would, at minimum, consume electricity and natural gas in compliance with the mandatory prescriptive or performance-based requirements established for Climate Zone 15 in the 2022 Building Energy Efficiency Standards (or Title 24). Title 24 establishes new multi-family (including hotels and motels) building envelope (e.g., roof deck and ceiling insulation, roof solar reflectance, window

insulation and glazing, window heat gain, etc.), building systems (e.g., space and water heating), lighting, and PV requirements. In particular, Title 24 standards includes heat pumps as a primary prescriptive requirement for multi-family building space and water heating systems, adds new PV and battery storage requirements for multi-family buildings with four habitable stories or more, and introduces mandatory electric-ready requirements for new gas furnaces, cooktops, and clothes dryers to support the future transition of equipment powered by renewably sourced electricity. Title 24 also includes improvements to non-residential building envelope standards, new heat pump requirements for certain non-residential building types, including retail and grocery buildings, office buildings, and office space of warehouse buildings, and new PV and battery storage requirements for non-residential buildings. The version of CalEEMod used to evaluate project emissions incorporate energy consumption estimates based on the former (2019) residential survey encompassing a mix of older and newer homes throughout California and California Energy Commission forecasts of total demand for non-residential uses. Although the project would be subject to Title 24 standards in effect at the time a building application is submitted to the City (currently 2022), the project would incorporated mitigation measures to reduce potential GHG and air quality emissions associated with building energy consumption, including **Mitigation Measure GHG-2**, which requires future projects to design their roof areas to maximize solar access, and **Mitigation Measure GHG-3**, which requires future projects to be at least 5% more efficient than applicable requirements.

- **Appliances:** The federal and State governments establish minimum energy and water efficiency standards for appliances such as water heaters, furnaces, heat pumps, air conditioners, refrigerators, etc. The minimum energy efficiency standards apply to all new appliances sold or offered for sale in California. New appliances installed in buildings constructed as part of the project would consume energy and water in compliance with applicable minimum federal and State standards; however, **Mitigation Measure GHG-1** would require the installation of Energy Star certified appliances in residential dwelling units and non-residential building space that is leased or sold with pre-installed appliances. This measure would reduce the project's total energy consumption. For example, the US EPA estimates that an Energy Star certified refrigerator is approximately 9% more energy efficient than a model that meets current minimum energy efficiency standards.
- **Mobile sources:** Although the vehicle and truck trips generated by the proposed project would consume diesel, gasoline, and electric fuel, this fuel consumption would occur in an efficient manner for several reasons. First, the proposed project allows for a mix of residential and commercial land uses that would provide internal capture and pass-by trip reduction benefits, particularly for Scenario 2. Second, the proposed project layout for both scenarios maximizes commercial and industrial connectivity to I-10 and Monroe Street, limiting commercial and industrial trip travel distances from City and regional roadways into the project area. Third, the VMT analysis prepared for the project indicates the project would result in residential VMT per capita and VMT per industrial employee that are approximately 35.3% and 0.9% lower than the Riverside County average, respectively (LLG, 2023b). The project's location and mix of land uses would contribute to reduced VMT and the efficient use of mobile source energy resources.

Finally, the project would be subject to City TDM requirements that would reduce vehicle trips and would incorporate mitigation measures to reduce potential air quality emissions from mobile sources, including **Mitigation Measure AIR-4** through **AIR-7**. These measures would primarily reduce mobile source fuel consumption by requiring the installation of infrastructure that supports the transition to electric vehicles and equipment. While these measures could increase the project's total electricity consumption, the increase in electricity consumption as petroleum fueled vehicles transition to electricity is generally identified, acknowledged, and planned for in the 2022 Climate Change Scoping Plan and, the project would ultimately benefit from regulatory actions taken at the state level to reduce emissions from electricity production. For example, SB 100 requires 60% of the power purchased by California to come from renewable sources by 2030 and that all retail electricity be carbon free by 2045.

- **Wastefulness:** The proposed project's operations-related energy consumption would be necessary and consumed in an efficient manner consistent with all State requirements in effect at the time of approval, including the 2022 (or later) Building Energy Efficiency Standards, the 2022 Climate Change Scoping Plan, and the Indio CAP (see **Section 4.8, Greenhouse Gas Emissions**). In addition, the proposed project includes design guidelines and development standards that promote building energy efficiency (i.e., using building techniques and materials that relate to Indio's warm and dry climate, such as the solar controls and shading), promote landscaping energy efficiency (i.e., installing low maintenance and water efficient plants), support a multi-modal transportation network (including bike lanes, pedestrian pathways, EV paths, and regular car travel), and minimize heat island effects by including natural landscapes. The orderly, purposeful, and efficient development and operation of the project in compliance with all applicable design guidelines, design standards, and energy code rules and regulations would not waste energy resources.

As summarized above, the proposed project would not result in the unnecessary, inefficient, or wasteful use or consumption of energy resources. Therefore, impacts are less than significant.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

The proposed project would not conflict with or obstruct a State or local plan adopted for the purposes of increasing the amount of renewable energy or energy efficiency as there are no such plans in effect that are directly applicable to the project. Nonetheless, as discussed above, the project would be subject to the Building Energy Efficiency Standards for residential and nonresidential buildings, would incorporate mitigation to reduce GHG emissions that would also reduce building and appliance energy consumption. In addition, the project's location and mix of land uses would contribute to reduced VMT and the efficient use of mobile source energy resources, and the project would incorporate mitigation measures to reduce air quality emissions that would also reduce diesel and gasoline fuel consumption. The proposed project's consistency with relevant State and local plans for renewable energy or energy efficiency is provided below.

Title 24

Title 24's Building Energy Efficiency Standards are designed to reduce wasteful and unnecessary energy consumption in newly constructed and existing buildings. Title 24 also includes Part 11, known as California's Green Building Standards (CALGreen), which instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial, low-rise residential, and State-owned buildings, as well as schools and hospitals.

As stated in discussion a) above, Title 24 establishes new multi-family (including hotels and motels) building envelope (e.g., roof deck and ceiling insulation, roof solar reflectance, window insulation and glazing, window heat gain, etc.), building systems (e.g., space and water heating), lighting, and PV requirements. In particular, Title 24 standards includes heat pumps as a primary prescriptive requirement for multi-family building space and water heating systems, adds new PV and battery storage requirements for multi-family buildings with four habitable stories or more, and introduces mandatory electric-ready requirements for new gas furnaces, cooktops, and clothes dryers to support the future transition of equipment powered by renewably sourced electricity. Title 24 also includes improvements to non-residential building envelope standards, new heat pump requirements for certain non-residential building types, including retail and grocery buildings, office buildings, and office space of warehouse buildings, and new PV and battery storage requirements for non-residential buildings. The project will be required to meet the standards of Title 24, consistent with the City's adoption of that Code.

Although the project would be subject to the Building Energy Efficiency Title 24 standards in effect at the time a building application is submitted to the City (currently 2022), the project would incorporate mitigation measures to reduce potential GHG and air quality emissions associated with building energy consumption, including **Mitigation Measure GHG-2**, which requires future projects to design their roof areas to maximize solar access, and **Mitigation Measure GHG-3**, which requires future projects to be at least 5% more efficient than applicable requirements.

CARB 2022 Scoping Plan for Achieving Carbon Neutrality

The project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. The 2022 Climate Change Scoping Plan ("Scoping Plan") is CARB's primary roadmap to ensure State GHG reduction goals are met. The Scoping Plan's primary objective is to identify the measures needed to achieve the 2030 reduction target established under SB 32 and have the state achieve carbon neutrality by 2045, as established by AB 1279 (see **Section 4.8, Greenhouse Gas Emissions**, for an in-depth discussion of CARB's Scoping Plan). The measures identified in the Scoping Plan are Statewide in nature and not applicable at the project's level.

Although the 2022 Scoping Plan is Statewide in nature, Appendix D to the Plan identifies non-binding, potential actions that could be undertaken at a local level to support the State's climate goals. These actions primarily relate to preparing and implementing a qualified Climate Action Plan (CAP) at the local level, but also include specific recommendations regarding the types of measures qualified CAPs should consider aligning with those being undertaken at the State-level. Section 3.2.1 of Appendix D also outlines project attributes for residential and mixed-use projects to qualitatively determine consistency

with the Scoping Plan. The City of Indio has a qualified CAP. The project is required to implement mitigation that require energy efficiency increases in new buildings and the installation of EV infrastructure, both of which are fundamental strategies identified in the Scoping Plan for achieving carbon neutrality by 2045. The project, therefore, would support the overarching goals of the Scoping Plan. Thus, the project will not conflict with the Scoping Plan. Impacts are less than significant.

Indio Climate Action Plan

The City of Indio's Climate Action Plan (CAP) also outlines measures to reduce energy consumed by existing and future developments within the City. The CAP details strategies and actions in five sectors (clean energy, low carbon buildings, zero waste, water conservation, and sustainable land use and transportation) to achieve the greenhouse gas emissions reduction goal. The strategies and actions are implemented through State-level programs to implement cleaner energy and decarbonized buildings, related plans and implementation programs across City departments, and new development proposals. The project is consistent with and would not obstruct implementation of the applicable strategies and actions contained in the City's CAP, as summarized in the table below.

Table 4.6-4 Project Consistency with Indio CAP

CAP Strategy / Implementation Action	Project Consistency
Clean Energy	
Solar Education Program. Encourage installation of solar panels by continuing to aggressively promote Indio’s Ygrene and HERO Programs. Additionally, consider partnering with the IID to gather and distribute information on actual energy and cost savings achieved by residential PV systems.	Consistent. The project is consistent with the goal of clean energy. While the proposed project does not include any existing buildings, the project would include solar installation for all new residential, commercial, and industrial buildings.
Low-Carbon Building	
Net Zero Buildings. Adopt regular updates to the City’s building code. Require all new buildings to meet or exceed Title 24 standards for net zero building (low-rise residential buildings by 2020 and commercial buildings by 2030)	Consistent with mitigation. All development in the Project area would be required by Mitigation Measure GHG-2 and GHG-3 to maximize solar access roof area for PV installation and to exceed applicable Title 24 energy efficiency standards in effect at the time a build permit application is submitted by at least 5%.
Traffic Signal LED Fixture Upgrades. Continue upgrading traffic signals with light-emitting diodes (LED) fixtures. This measure includes developing and implementing a plan to replace City streetlights and traffic signals with LED fixtures by 2040.	Consistent. The proposed Project would allow a mix of private and public development and infrastructure. The City would be responsible for public infrastructure and would implement measures, such as installing LED traffic fixtures at the proposed light at Avenue 42 and Clinton Street.
Water Conservation and Efficiency - Promote Water Conservation	
Landscape and Water Conservation Ordinance. Continue to implement the Coachella Valley Model Water Efficient Landscape Ordinance.	Consistent. The project would use low-water plants and would restrict turf grasses to use areas such as recreation lawns. In addition, future development in the project area would comply with water conservation ordinances.
Rebate Programs. Continue to promote Indio Water Authority rebate programs to reduce water use and improve efficiency.	
Water Conservation Rate Schedule. Continue to implement the “20 x 2020” water conservation rate schedule, exploring the continued implementation of a tiered rate schedule, seasonal rates, and/or excess-use surcharges to reduce peak demands during summer months.	
Turf Reduction and Smart Irrigation Control Systems. Continue to install low-water landscaping and smart irrigation control systems on City-owned parks, properties, and facilities.	
Sustainable Land Use & Transportation - Support Fuel Efficient and Alternative Fuel Vehicles	
Support Fuel Efficient and Alternative Fuel Vehicles.	Consistent with mitigation. The project would

<i>Golf Cart Routes and Neighborhood Electric Vehicles.</i> Develop infrastructure that promotes the use of golf carts and neighborhood electric vehicles. This includes installation of paths in new developments that connect to a larger transportation network of charging stations at non-residential uses.	implement Mitigation Measures AIR-4 to AIR-6 , which incorporate bicycle facilities, and EV infrastructure into residential, commercial, and industrial development projects.
<i>Vehicle Idling.</i> Establish a local ordinance that exceeds the State idling restrictions.	
<i>Sustainable Land Use & Transportation - Improve Pedestrian and Bicycle Infrastructure</i>	
<i>Complete Street and Bicycle Network.</i> Implement a citywide Complete Street and bicycle network consisting of Class I multi-use paths, Class II bike lanes, and Class III and Class IV bicycle routes.	<i>Consistent.</i> The proposed Project would be consistent with and supportive of these sustainable land use and transportation actions. The project would include bicycle and pedestrian connections. The interior of the site would have pedestrian or multiuse paths connecting buildings to each other and to parking lots. There is a Class 1 bikeway across from the Project Area’s western boundary that connects the Project to a larger bicycle network. In addition, Mitigation Measures AIR-4 and AIR-5 require the inclusion of enhanced bicycle facilities in future residential, commercial, and industrial development projects, such as lockers, showers, etc. consistent with the Tier 1 voluntary provisions of the CalGreen code.
<i>Safe Routes to School.</i> Expand the Safe Routes to School program to reach more schools.	
<i>Subdivision Ordinance.</i> Update the City’s site plan review process and subdivision ordinance to require the provision of adequate bicycle and pedestrian access for new development.	
<i>Bicycle Parking.</i> Require all new develop to provide safe and secure parking for bicycles.	
<i>Sustainable Land Use & Transportation - Expand Public Transit Options & Last Mile Connectivity</i>	
<i>Service Network.</i> Expand transit services (frequency and network) in Indio.	<i>Consistent.</i> The proposed Project would be consistent with these sustainable land use and transportation actions because it provides for and improves pedestrian and bicycle connectivity to existing public transit near the Project Area; however, the City would be responsible for implementing these specific actions.
<i>Riverside Commuter Transit.</i> Support expansion of the MetroLink commuter rail from Riverside.	
<i>Sustainable Land Use & Transportation- Support Transportation Demand Management</i>	
<i>Managed Parking.</i> Implement parking standards and management practices through the Zoning Code update that provide sufficient parking, limit impervious surface, and reduce congestion.	<i>Consistent.</i> Large individual development projects would be subject to City TDM requirements. Individual developments would be subject to applicable city parking standards.

Based on the consistency analysis provided in the table above, the project would not conflict or obstruct the CAP. Impacts would be less than significant.

Overall, the project does not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts are less than significant.

4.6.5 Cumulative Impacts

The cumulative analysis for the project site considers the geographic context of IID's service area, SoCal Gas's service area, as well as the Salton Sea Air Basin (SSAB) boundary. Growth within these geographies, partially attributable to the State's emphasis on housing development, is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure, such as new or expanded facilities.

Electricity

Buildout of the project, related projects, and additional forecasted growth in IID's service area would cumulatively increase the demand for electricity supplies and infrastructure capacity. IID's planning area consumed approximately 3,733.4 GWh of electricity in 2022. IID estimates that electricity consumption within IID's planning area will be 4,641,267 MWh annually by 2031. As discussed previously, the project is anticipated to consume between approximately 104.22 and 113.01 GWh of electricity, which is 2.2 and 2.4 percent of IID's estimated energy consumption in 2031.

The proposed project, and other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, and incorporate energy design features, as required. Increased efficiency, both in construction materials and fixture design, will apply not only to the proposed project, but to all cumulative projects developed within the service areas of local energy providers and fuel suppliers. Therefore, the project's contribution to cumulative impacts related to wasteful, inefficient, and unnecessary use of electricity would not be cumulatively considerable and, thus, would be less than significant.

Buildout of the Indio General Plan would result in increased demand for electricity in IID's service area. IID have adequate policies, programs, and projects in place to provide energy to their users, including the proposed project, for the foreseeable future. To maintain reliable energy services to meet future demand, IID outlines in their 2020 Service Area Plan planned energy generation facilities, substations, energy transmission lines, distribution facilities, and opportunities for shared energy facilities. The 2020 Service Area Plan also lists the IID's short term (less than 5 years), mid-term (5 to 10 years), and long term (10 to 15 years) improvement plans of their facilities and mitigation of energy facilities to maintain an adequate energy supply to IID customers and future customers. As mentioned previously, IID estimates that electricity consumption within IID's planning area will be 4,641,267 MWh annually by 2031, which the project would account for approximately 2.2 and 2.4 percent of IID's total estimated demand. Although the demand for electricity will continue to increase with build out of projects throughout the City, IID's planning, along with compliance with applicable energy reduction requirements, assures that the impacts associated with these cumulative projects will not be cumulatively considerable.

The project will construct an onsite power substation, including all required transmission line extensions and feeders that will provide power to the project and excess power to the community grid to enhance

electric system resilience in the area. Surrounding developments will be allowed to connect to the proposed substation. However, the new substation will not facilitate additional development beyond that otherwise allowed under the General Plan. Additionally, IID has established a rate structure that accommodates growth through the extension of facilities and implements energy reducing strategies and renewable energy alternatives that would be available to future developments as technologies advance. Buildout of the General Plan area is expected to occur over time. Therefore, IID's expansion plans will be adjusted to accommodate future growth in the service area. Although build out of the City and growth within IID's service area will increase demand for electrical services, state regulations for energy use and energy efficiency, the implementation of renewable resources as technologies develop, and IID's analysis of existing facilities and new facilities to provide reliable service and IID's rate structure, will assure that cumulative impacts are not considerable.

Natural Gas

Buildout of the City of Indio, the project, related projects, and additional forecasted growth in SoCalGas's service area would cumulatively increase the demand for natural gas supplies and infrastructure capacity. SoCalGas has adequate policies, programs, and projects in place to provide energy to their users, including the proposed project, for the foreseeable future. According to the 2020 California Gas Report, SoCalGas projects total gas demand to decline at an annual rate of 1 percent from 2020 to 2035. The decline in demand is due to modest economic growth, and California Public Utility Commission (CPUC)-mandated energy efficiency standards and programs and SB 350 goals, as well as tighter standards created by revised Title 24 codes and standards, renewable energy goals, a decline in core commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI).

SoCalGas also invests in research and development of new and emerging clean, energy-efficient technologies for residential commercial, industrial, power generation, and transportation markets to reduce energy use. Additionally, SoCalGas set a commitment to achieve net zero emissions in their operations and delivery of energy by 2045. The implementation of SoCalGas's energy efficiency and conservation programs will reduce energy consumption within the service area.

The California Energy and Electric Utilities estimates natural gas consumption within SoCalGas's planning area will be approximately 2,310 million cf per day in 2030. The project would consume an approximate maximum 3.8 percent of the 2030 forecasted consumption in SoCalGas's planning area. SoCalGas forecasts consider projected population growth and development based on local and regional plans. Although the project and future development would result in the use of natural gas resources, which could limit future availability, the use of such resources would be reduced by measures rendering future developments more energy efficient and would be consistent with regional and local growth expectations for SoCalGas's service area.

The proposed project and future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, and incorporate energy design features, as required. Increased efficiency, in

fixture design, will apply not only to the proposed project, but to all cumulative projects developed within the service areas of the local energy providers and fuel suppliers. Therefore, the buildout of the City in conjunction with the project's contribution to cumulative impacts related to wasteful, inefficient, and unnecessary use of natural gas would not be cumulatively considerable and, thus, would be less than significant.

Transportation Energy

Buildout of the project, related projects, and additional forecasted growth would cumulatively increase the demand for transportation related fuel in the State and region. The project's estimated maximum petroleum-based fuel usage during operation would be approximately 14,931,946 gallons of petroleum fuel per year. By comparison, the SSAB would consume approximately 326,288,400 gallons of total petroleum fuel for 2031. Furthermore, California consumes approximately 26 billion gallons of petroleum per year. The anticipated increase in consumption associated with one year of the project operation is a maximum 0.06 percent of the Statewide use.

Additionally, as described previously, petroleum accounts for 90 percent of California's transportation energy sources; however, over the last decade the State has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and reduce VMT, which would reduce reliance on petroleum fuels. According to the CEC, total gasoline per capita has declined by 6 percent since 2008, and the CEC predicts that the demand for gasoline will continue to decline over the next 10 years and that there will be an increase in the use of alternative fuels, such as natural gas, biofuels, and electricity. As with the project, other future development projects would be expected to reduce VMT by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions. Therefore, the project's contribution to cumulative impacts related to petroleum fuel would not be cumulatively considerable and, thus, would be less than significant.

Conclusion

Based on the analysis provided above, the project's contribution to cumulative impacts related to energy consumption (i.e., electricity, natural gas, and petroleum-based fuel) would not result in a cumulatively considerable impact related to the wasteful, inefficient, and unnecessary consumption of energy during construction or operation.

4.6.6 Mitigation Measures

None required.

4.6.7 Level of Significance After Mitigation

Compliance with existing State, regional, and City regulations, plans, and programs, in addition to the incorporation of the use of energy efficient building materials and design features, would ensure that project impacts related to energy resources would be less than significant. The energy used during the

construction of the project would be limited to the development of the project and would not require long-term petroleum use. Additionally, there are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities, or use of equipment that would not conform to current emissions standards (and related fuel efficiencies).

4.6.8 Resources

1. CARB, EMFAC2017 Web Database, available at <https://arb.ca.gov/emfac/>
2. California Energy Demand 2018-2030 Revised Forecast, California Energy Commission, Demand Analysis Office, February 2018.
3. California Public Utilities Commission, 2018 California Gas Report, pg 103.
4. California Energy Commission (CEC), California Energy Consumption Database, "Electricity Consumption by Planning Area", <http://www.ecdms.energy.ca.gov/elecbyplan.aspx>
5. Integrated Resource Plan, Imperial Irrigation District, November 2018, <https://www.iid.com/home/showpublisheddocument/9280/636927586520070000>
6. Natural Gas and California, California Public Utilities Commission, https://www.cpuc.ca.gov/natural_gas/.
7. Service Area Plan 2020, Imperial Irrigation District, October 2020, <https://www.iid.com/home/showpublisheddocument?id=18842>.

4.7 Geology and Soils

4.7.1 Introduction

This section describes the existing setting and proposed improvements to the project site that could result in the placement of habitable structures in an area of known geologic hazards. This section is based on the information contained in the *Geotechnical Investigation*, prepared by Sladden Engineering, Inc. in 2022, the *Paleontological Resources Assessment*, prepared by CRM Tech in 2022, the *Historical/Archaeological Resources Survey Report* by CRM Tech in 2022, *CEQA and Fossil Preservation in California* by Eric Scott and Kathleen Springer, the *City of Indio General Plan 2040 (General Plan)*, the *City of Indio General Plan Update Environmental Impact Report (EIR)*, *Indio Municipal Code*, *Riverside County General Plan*, the *2020 Coachella Valley Regional Urban Water Development Plan*, the *Coachella Valley Water District website*, and the 2010, *Geologic map of California, Version 2.0* (California Geological Survey 150th Anniversary Edition), Department of Conservation, California Geological Survey. The project's Geotechnical Investigation is included in the EIR in **Appendix E**, and the Paleontological Resources Assessment is included in **Appendix F**.

Prior to the preparation of the Draft EIR, a Notice of Preparation (NOP) was prepared. The BH Properties NOP is included in **Appendix A** of this Draft EIR. Following the screening criterion related to geology and soils in the NOP, threshold topic "e" does not require additional analysis in this Draft EIR.

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.

Issue areas found to have no impacts are further discussed in **Chapter 6.0, Effects Found to have No Impact**, of this Draft EIR. Please consult **Chapter 9.0** for a glossary of terms and acronyms used in this Draft EIR.

4.7.2 Existing Conditions

Regional

The project site is located within the City of Indio, in the Coachella Valley in the County of Riverside. The Coachella Valley is located within the Colorado Desert Physiographic Province that is characterized as a northwest-southeast trending structural depression extending from the Gulf of California to the Banning Pass. The Coachella Valley is considered the westernmost extension of the Colorado Desert, located south of the Mojave Desert in Imperial, Riverside, and San Diego Counties. The Colorado Desert is bordered by the Peninsular Range and the Pacific Coastal Plain on the west and the Colorado River on the east. It is bordered on the north and east by the Little San Bernardino, Cottonwood, and Orocopia Mountains, and bordered on the west by the Santa Rosa and San Jacinto Mountains.

The Coachella Valley is semi-arid with seasonal temperature extremes and wind patterns. The mountains reach elevations of 6,000-10,000 feet and create a rain shadow effect in the valley. Due to the rain shadow effect, very little precipitation reaches the eastern slopes or the valley floor. The annual average rainfall is 3.2 inches during the winter, with occasional summer tropical storms from the Gulf of Mexico that can result in flash floods. Runoff from the seasonally active streams, within washes that empty into the valley, quickly sinks into the alluvial fans at the mouths of the canyons.

Seismicity and Faulting

The City of Indio, like most of Southern California, is susceptible to earthquakes due to the multiple active faults that traverse the area. The City of Indio General Plan (General Plan) highlights three faults with the potential to have a significant impact in the City. These faults include 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. These faults pose geologic and seismic hazards in the form of earthquakes, fault rupture, liquefaction, and landslides.

Faulting

Most of Southern California, including the Coachella Valley, is located at the boundary between the North American and Pacific tectonic plates. These plates slide past each other in a northwesterly direction at a rate of approximately 2.5 inches annually, forming the San Andreas Fault system. Based on the frequency and magnitude of earthquakes, and its influence over seismic hazards in the area, the San Andreas is considered the “Master Fault” in Southern California. The San Andreas Fault Zone occurs approximately 2.2 miles northeast from the project site. The San Jacinto Fault Zone is one of the major branches that influences the Coachella Valley. The San Jacinto Fault Zone is a strike-slip fault zone and occurs approximately 24 miles south from the project. Per the Alquist-Priolo Act, an active fault is one that has ruptured in the last 11,000 years. Both fault zones are active and can generate earthquakes of magnitude greater than 7.0 on the Richter scale, which trigger seismic hazards such as ground shaking, landslides and liquefaction.

Seismicity

Southern California is subject to seismic hazards of varying degrees depending on the proximity, degree of activity, and capability of nearby faults. These hazards can be primary (i.e., directly related to the energy release of an earthquake such as surface rupture and ground shaking) or secondary (i.e., related to the effect of earthquake energy on the physical world, which can cause phenomena such as liquefaction and ground lurching).

Earthquakes release seismic energy that is measured in terms of intensity and magnitude. Several factors determine the intensity of ground shaking, including the earthquake’s magnitude, distance from the epicenter, and soil and rock composition. A variety of logarithmic scales have been used by seismologists

to measure earthquakes. The most common measure of seismic intensity is the Modern Mercalli Intensity (MMI) scale, which measures damage from partial or total collapse of masonry structures to severe damage or devastation of underground infrastructure, bridges, overpasses, or other improvements. The Richter Scale measures earthquake magnitude as a function of amplitude of ground motion at distance from the epicenter, based on a scale from one to ten.

Below is a table of the closest known active faults to the project site.

Table 4.7-1 Closest Known Active Faults

Fault Name	Distance (miles)	Maximum Event
San Andreas – Coachella	2.2	7.2
San Andreas – Southern	2.2	7.2
San Jacinto – Anza	24	7.2
San Jacinto – Coyote Creek	25	6.8
Burnt Mountain	16	6.5
Eureka Peak	16	6.4
San Andreas – San Bernardino	18	7.5
Source: Table 1, Geotechnical Investigation, Sladden Engineering, 2022		

Landslides

As a result of seismic ground shaking, secondary effects such as slope failures, rockfalls and landslides may occur in the City, especially throughout elevated areas. According to the General Plan, landslides occur when masses of rock, earth, or other material move rapidly down a slope. Landslides and surficial slope failure are most likely to occur in areas with a slope greater than 25 percent (hillside areas) and along steep buffs. Since Indio is relatively flat with undeveloped hillsides along the northern boundary, the City is at low risk of landslides.

Soils

A relatively thick sequence (20,000 feet) of sediment has been deposited in the Coachella Valley portion of the Colorado Desert Physiographic Province from Miocene (23 to 5.3 million years ago) to present times. These sediments are predominantly terrestrial in nature with some lacustrine (lake) and minor marine deposits. The major contributor of these sediments has been the Colorado River. The mountains surrounding the Coachella Valley are composed primarily of Precambrian (4.6 billion to 541 million years ago) metamorphic and Mesozoic (252 to 66 million years ago) granitic rocks.

The Coachella Valley, including the City of Indio, was inundated by ancient Lake Cahuilla as recently as 400 years ago. Lacustrine deposits may be up to 300 feet thick and may form clay soils in the valley areas where these soils alternate in layers with alluvial fan sediments and rock debris from the adjacent mountains. According to the General Plan, there is a wide variety of soils in the City favorable for agricultural uses due to their water holding capacity. Soils in the City vary appreciably in origin, degree of weathering, and depth and texture. Based off Figure 4.6-2, *Soils*, from the General Plan, the project

site is in an area dominated by very fine sandy loam Indio soils. The western portion of the project site contains Gilman fine sandy loam and Coachella fine sand.

According to the Coachella Valley Water District (CVWD) website section on soil types in the Coachella Valley, Indio soils, which have a type of aridic soil moisture regime, are very deep, well or moderately well drained soils formed in alluvium derived from mixed rock sources with slow runoff, and moderate permeability. Gilman soils have high water holding capacity, but getting water into and through it can be difficult.

Erosion

Climate, topography, soil and rock types, and vegetation are all factors that influence erosion, runoff, and sedimentation. The Coachella Valley is subject to infrequent but often powerful storms that generate high rates of erosion from both rain and wind, especially in areas where the soil is not stabilized by vegetation. Particulate matter less than 10 microns in diameter, classified as PM10, typically includes suspended particles of dust, sand, metallic and mineral substances, road-surfacing materials, pollen, smoke, fumes, and aerosols. Erosion, especially in the form of PM10, is a concern in the Coachella Valley because it leads to sediment transport and re-deposition as well as health issues and property damage. Over time, windblown sand and dust can damage building surfaces, roads, and infrastructure throughout the City and region. Windborne and waterborne erosion can result in the displacement of topsoil, resulting in soil scouring, as well as the placement of compressible or incompatible soils in developable areas. These effects of soil erosion can impact structural foundations and require the implementation of additional specialized grading techniques to ensure soils located at the site can support habitable structures and infrastructure.

Ground Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement. It is caused by both human activities (i.e., groundwater extraction) and natural activities (i.e., earthquakes) and can cause regional damage. According to the General Plan, Indio is in an area of historic subsidence due to declining groundwater levels because of increased pumping. Figure S-7, *Documented Subsidence Areas*, in the Safety Element of the Riverside County General Plan indicates that the project site is situated in an area both susceptible to ground subsidence and an area with documented subsidence.

Collapse

Hydroconsolidation or soil collapse typically occurs in recently deposited sediments that accumulated in an arid or semi-arid environment. Sediments prone to collapse are commonly associated with alluvial fan and debris flow sediments deposited during flash floods. These deposits are typically dry and contain minute pores and voids. The soil particles may be partially supported by clay, silt or carbonate bonds.

When saturated, collapsible soils undergo a rearrangement of their grains and a loss of cementation, resulting in substantial and rapid settlement under relatively light loads. An increase in surface water infiltration, such as from irrigation, or a rise in the groundwater table, combined with the weight of a building or structure, can initiate rapid settlement and cause foundations and walls to crack. Typically, differential settlement of structures occurs when landscaping is heavily irrigated in close proximity to the structure's foundation. The young alluvial and wind-deposited sediments in the Indio area may be locally susceptible to collapse due to their low density, rapid deposition in the desert environment, and the generally dry condition of the upper soils.

Paleontological Resources

Paleontological resources represent the remains of prehistoric life, exclusive of any human remains, and include the localities where fossils were collected as well as the sedimentary rock formations in which they were found. The defining character of fossils or fossil deposits is their geologic age, which is typically regarded as older than approximately 12,000 years, the generally accepted temporal boundary marking at the end of the last late Pleistocene (circa 2.6 million to 12,000 years B.P.) glaciation and the beginning of the current Holocene epoch (circa 12,000 years B.P. to the present). Fossils are commonly found within lacustrine sediments associated with ancient Lake Cahuilla.

Common fossil remains include marine shells; the bones and teeth of fish, amphibians, reptiles, and mammals; leaf assemblages; and petrified wood. Fossil traces, another type of paleontological resource, include internal and external molds (impressions) and casts created by these organisms. These items can serve as important guides to the age of the rocks and sediments in which they are contained and may prove useful in determining the temporal relationships between rock deposits from one area and those from another as well as the timing of geologic events. They can also provide information regarding evolutionary relationships, development trends, and environmental conditions.

Fossil resources generally occur only in areas of sedimentary rock (e.g. sandstone, siltstone, mudstone, claystone, or shale). Because of the infrequency of fossil preservation, fossils, particularly vertebrate fossils, are considered nonrenewable paleontological resources. Occasionally fossils may be exposed at the surface through the process of natural erosion or because of human disturbances; however, they generally lay buried beneath the surficial soils. Thus, the absence of fossils on the surface does not preclude the possibility of their being present within subsurface deposits, while the presence of fossils at the surface is often a good indication that more remains may be found in the subsurface.

According to guidelines proposed in the *CEQA and Fossil Preservation in California*, paleontological resources can be of significant scientific interest if they meet one or more of the following criteria:

1. The fossils provide information on the evolutionary relationships and developmental trends among organisms, living or extinct;

2. The fossils provide data useful in determining the age(s) of the rock unit or sedimentary stratum, including data important in determining the depositional history of the region and the timing of geologic events therein;
3. The fossils provide data regarding the development of biological communities or interaction between palaeobotanical and paleozoological biotas;
4. The fossils demonstrate unusual or spectacular circumstances in the history of life; or
5. The fossils are in short supply and/or in danger of being depleted or destroyed by the elements, vandalism, or commercial exploitation, and are not found in other geographic locations.

The Coachella Valley occupies the northwestern portion of the Colorado Desert geomorphic province. Elevations within the Colorado Desert geomorphic province tend to be low, while those of the surrounding provinces can be quite high. This configuration has made for local to regional rapid filling of the basin, especially along its margins, with coarse clastic sediments. Such coarse sediments afford only local environments for the preservation of vertebrate remains. However, some scattered vertebrate fossils have been found in these fluvial derived clastic sediments. The shores of Holocene Lake Cahuilla, a series of freshwater lakes that once filled portions of the Salton Trough, were present in the Coachella Valley. The lake formed when water from the Colorado River flowed into the basin and then through Baja California to the Gulf of California. The shoreline of the last ancient lake to fill the basin, at its high stand prior to desiccation around 1700 A.D., reached the elevation of approximately 42 feet above mean sea level.

Paleontological resources are the fossilized remains of ancient plants and animals. They occur in older soils which have been deposited in the Valley over millions of years. Literature sources reviewed for the Paleontological Resources Assessment Report that was conducted by CRM Tech suggest that the project area is in a region of relatively thick Holocene sedimentation. The proposed project's potential to impact significant, nonrenewable paleontological resources appears to be low in the surface and near-surface soils of Holocene age but high in the subsurface deposits of older Pleistocene alluvial sediments. Due to the presence of Pleistocene sediments at unknown depth, the County of Riverside categorizes the property in the highest category of paleontological sensitivity, "High A". Discussion about this category ranking is discussed below in the *Paleontological Resources Assessment*.

Project Site

Terrain

The terrain of the project site is relatively level. The berm along the Thousand Palms Canyon Wash delineates the project's western boundary. Historical aerial imagery indicates that the berm was previously lined with a row of tamarisk trees; however, the trees were removed in 2020. The land within the project area is currently vacant, but the ground surface has been disturbed by previous agricultural activities occurring from the 1930s (in the southeast corner) until about 2005. Based on the Geotechnical

Investigation, it is possible that historical septic systems, an irrigation well, residual soil impacts from prior agricultural, maintenance and fueling activities, and other possible subsurface features are present at the subject property. Additionally, according to the Historical/Archaeological Resources Survey Report conducted for the proposed project by CRM Tech, a septic tank and some standpipes were encountered in the central portion of the project area.

The original flora in the vicinity belongs to the California Floristic Province, represented in this area by the creosote bush scrub plant community (please see **Section 4.4, *Biological Resources***).

Soils

The project site has been mapped to be immediately underlain by undifferentiated Quaternary-age lake deposits (Ql), and alluvium (Qal), according to the project-specific Geotechnical Investigation. The subsurface soil conditions of the project property were analyzed by Sladden Engineering, Inc. during the onsite field investigation, in which the subsurface conditions were evaluated by completing 25 exploratory boreholes throughout the site. A thin mantle of artificial soil generally less than three feet in depth was encountered throughout the project site. Native earth materials encountered within the bores consist primarily of interbedded alluvium and lacustrine deposits consisting of silty sand (SM) sandy and clayey silt (ML), and sand (SP). Granular horizons appeared grayish brown, dry to moist, loose to medium dense, and fine- to coarse-grained. Cohesive layers appeared grayish brown to olive brown, slightly moist to moist, medium stiff to very stiff, and exhibited low to high plasticity characteristics. See **Section 4.7.4, *Methodology***, of this ***Geology and Soils*** Section for further discussion of the project-specific Geotechnical Investigation conducted at the site.

Erosion

As discussed above, the Coachella Valley, including Indio, is subject to infrequent but often powerful winter storms that generate high rates of erosion. The high winds can lift soils from alluvial fans along the base of mountain slopes and canyons and other areas where loose, sandy soils occur, creating blowsand. These sediments are carried generally from the northwest to southeast. These soils are also generally considered compressible and unsuitable for development without the implementation of specialized grading techniques. Since the project site contains alluvium materials, the potential for surficial erosion exists. The low levels of rain in the Coachella Valley result in low vegetative growth to anchor soils, and the current state of the project site has little vegetation to stabilize surficial soils. When the Coachella Valley experiences storms, they tend to occur in high frequency, thus highly accelerating soil erosion and potentially causing floods. However, the project site is located on relatively flat land with generally consistent elevations reducing erosion effects from stormwater. Additionally, a significant portion of offsite flows were channelized by the construction of the Thousand Palms Storm Channel and no longer reach the property. To address any issue with erosion, the City requires all future developments to follow the most recent CBC standards and the local ordinances pertaining to erosion control.

Seismicity and Faulting

Faulting

There are no active faults mapped at the subject site, and the site is not located within a fault-rupture hazard zone as defined by Alquist-Priolo Earthquake Fault Zones Act.

Seismicity

No signs of active surface faulting were identified on-site and in the project vicinity, based on a review of non-stereo digitized photographs of the project area. Since there are no active faults at the site, the potential for primary ground rupture is considered very low. The primary seismic hazard for the site is ground shaking. Secondary seismic hazards include liquefaction and earthquake-induced slope instability. However, no signs of active surface faulting have occurred on-site and in the project vicinity, based on a review of non-stereo digitized photographs of the project area (**Appendix E**).

The project is not located near any coastal areas; therefore, it is not prone to seismic-related tsunami hazards. A seiche is primarily defined by free or standing wave oscillations on the surface of water, the causes of which may be wind, atmospheric changes, or seismic activity. See **Section 4.10, Hydrology and Water Quality**, for further analysis of secondary seismic hazards, such as tsunami and seiche, at the project site.

Paleontological Resources

At elevations ranging approximately from 1 and 25 feet above mean sea level (MSL), the project area would have been near the shoreline of the now-vanished freshwater lake, Holocene Lake Cahuilla. During the last high stand of the lake in the late 17th century, the shoreline reached the present-day 42-foot contour, which runs approximately a mile to the north and the west of the project location.

4.7.3 Regulatory Setting

Federal

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) was created in 1972 in the Clean Water Act to address water pollution by regulating point sources that discharge pollutants into waters of the United States. The regulations provide that discharges of storm water to waters of the United States from construction projects that encompass five or more acres of soil disturbance are effectively prohibited unless the discharge is in compliance with an NPDES Permit. Regulations (Phase II Rule) that became final on December 8, 1999, lowered the permitting threshold from five acres to one acre.

The NPDES Program has been delegated to the State of California for implementation through the State Water Resources Control Board (SWRCB) and its Regional Water Quality Control Boards. The SWRCB administers the NPDES permit program regulating storm water for construction activities, known as the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, also known as the Construction General Permit. The main compliance requirement of NPDES permits is the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for construction projects, addressing on-site pollutants and establishing appropriate storm water best management practices (BMPs) during grading and construction as well as post-construction BMPs (please see **Section 4.10, *Hydrology and Water Quality***).

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was enacted in 1972 to prohibit the location of developments and structures for human occupancy across the trace of active faults. To assist with this, the State Geologist delineates appropriately wide earthquake fault zones (Alquist-Priolo Zones) to encompass potentially and recently active traces, which are submitted to city and county agencies to be incorporated into their land use planning and construction policies. A trace is a line on the earth's surface defining a fault, and an active fault is defined as one that has ruptured in the last 11,000 years. The minimum distance a structure for human occupancy can be placed from an active fault is generally fifty feet.

Seismic Hazard Mapping Act

The Seismic Hazards Mapping Act (SHMA) of 1990 directs the Department of Conservation, California Geological Survey to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslides and amplified ground shaking. The purpose of the SHMA is to reduce the threat to public safety and to minimize the loss of life and property by identifying and mitigating these seismic hazards.

The SHMA requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps). These maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling construction and development.

California Code of Regulations, Title 24 (California Building Standard Code)

The California Building Standards Commission operates within the Department of General Services and is charged with the responsibility to administer the process of approving and adopting building standards for publication in the California Building Standards Code (Cal. Code Regs., Title 24). These regulations

include provisions for site work, demolition, and construction, which include excavation and grading, as well as provisions for foundations, retaining walls, and expansive and compressible soils. The California Building Code (CBC) also provides guidelines for building design to protect occupants from seismic hazards.

As of October 2022, the City of Indio Building Division adopted the 2022 CBC in the plan check process and in field inspections. The City's Building Division shall use the latest CBC in effect at the time of application for building permits within the project site as applications within planning areas are submitted.

Regional and Local

South Coast Air Quality Management District

South Coast Air Quality Management District (SCAQMD) is the regulatory agency responsible for improving air quality for Orange County and portions of Los Angeles, San Bernardino, and Riverside counties, including the Coachella Valley. SCAQMD is responsible for controlling emissions primarily from stationary sources of air pollution, including grading and construction sites. The main source of pollution from grading and construction activities is fugitive dust, which is particulate matter that is suspended in the air by direct or indirect human activities. Two South Coast AQMD rules were adopted with the purpose of reducing the amount of fugitive dust entrained because of human activities. Rule 403 applies to any activity capable of generating fugitive dust. Rule 403.1 is supplemental to Rule 403 and applies only to fugitive dust sources in Coachella Valley.

Rule 403 – Fugitive Dust

Rule 403 requires the implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust. This rule also requires activities defined as "large operations" to notify the South Coast AQMD by submitting specific forms. A large operation is defined as any active operation on property containing 50 or more acres of disturbed surface area; or any earth moving operation with a daily earth-moving or throughput volume of 5,000 cubic yards, three times during the most recent 365-day period. The project will be subject to Rule 403.

Rule 403.1 – Supplemental Fugitive Dust Control Requirements for Coachella Valley Sources

Rule 403.1 is a supplemental rule to Rule 403 and is applicable to man-made sources of fugitive dust in the Coachella Valley. The purpose of this rule is to reduce fugitive dust and resulting particulate matter (PM₁₀) emissions from man-made sources. Rule 403.1 requires a Fugitive Dust Control Plan approved by South Coast AQMD or an authorized local government agency prior to initiating any construction/earth-moving activity. These requirements are applicable to construction projects with 5,000 or more square feet of surface area disturbance. The project will be subject to Rule 403.1.

Indio General Plan

The Indio General Plan provides long-term guidance and policies for maintaining and improving the quality of life as well as the man-made and natural resources of the community. The purpose of the Conservation Element is to address the conservation, development, and suitable use of Indio's natural resources, including, but not limited to, water, soils, natural gas, fossil fuels, renewable energy sources, and mineral deposits. The purpose of the Safety Element is to establish a policy framework for maintaining and improving the safety of Indio's residents. This Element seeks to strengthen links between quality community design and safety issues. It also identifies known seismic, flooding, and geological hazards, as well as methods to reduce the potential risk of illness, injury, death, or property damage that can occur as a result of these hazards.

Applicable goals and policies established in the Conservation Element and the Safety Element of the Indio General Plan in regard to the project are as follows:

Goal CE-6: The protection of soils from erosion by wind and water, and from the build up of salts on agricultural land.

- *Policy CE-1: Minimize grading of land to protect specific efforts to limit the impact of soil erosion from wind, water, and landslides in areas of unstable slopes, and reduce negative aesthetic impacts in areas of significant landforms.*
- *Policy CE-2: Continue to work with agricultural property owners and operators to minimize the impacts of tilling and grading on soil erosion.*

Goal CE-8: Historic, archaeological, and paleontological resources preserved for their scientific, educational, aesthetic, and cultural values.

- *Policy CE-8.1: Ensure adequate site plan review and mitigation measures are implemented for the development of sites with the potential to contain historic, archaeological, and paleontological resources.*

Goal SE-4: A community that is minimally affected and less vulnerable to earthquakes and seismic hazards.

- *SE-4.1: Require all new structures to be designed in accordance with the most recent California Building Code adopted by City Council, including the provisions regarding seismic loads, lateral forces, and grading and not built across the trace of an active fault.*
- *SE-4.2: Require submittal of applicable geotechnical reports prepared by qualified professional as part of the development review process.*
- *SE-4.3: Reduce the impact of future seismic hazards by incorporating seismic setback standards for new development into the zoning code. The City may designate these setback areas as open space.*

City of Indio Municipal Code***Chapter 152 – Dust Control***

This Chapter of the IMC establishes standards for dust control that must be provided prior to any excavation, grading, or building construction. These regulations are intended to minimize impacts because of grading in order to protect and preserve the public health, safety, general welfare, aesthetic value, and natural resources of the City.

Chapter 155 – Requirements Related to Soil Erosion:

To prevent soil erosion, protection shall be provided by means of windbreaks, walls, fences, planting and maintaining vegetation, covering the land, applying water or other material, or other effective methods or combination of methods of holding the soil in place.

Chapter 162 – Grading and Information Requirements for Development Activities:

A grading plan is required for each grading permit. The Director of Public Works may require a preliminary soils report, a preliminary engineering geology report, and/or a final engineering soils/geology report prior to approving grading plans and issuing grading permit applications. The preliminary engineering geology report is required for all development on hillside sites where geologic conditions could have a substantial effect on existing and/or future site stability. In addition, a seismicity/liquefaction report is required as a condition for issuance of a grading permit and/or building permit. A landscape and irrigation plan are required for all graded slopes higher than 5 feet and for graded areas determined by the Director of Public Works to be susceptible to erosion. The civil engineer or applicant may also be required to prepare and submit suitable studies and data regarding percolation and permeability characteristics of the soils and their suitability for the use of septic tanks.

4.7.4 Project Impact Analysis

Thresholds of Significance

The following standards and criteria have been drawn from Appendix G: Environmental Checklist Form of the CEQA Guidelines. Development of future projects with the BH Properties project site would have a significant effect on soils and geology if it is determined that the project would:

- 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?
 - ii. Strong seismic ground shaking?

- iii. Seismic-related ground failure, including liquefaction?
- iv. Landslides?
- b. Result in substantial soil erosion or the loss of topsoil?
- c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
- d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?
- 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?
- f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Threshold topic “e”, involving septic tanks or alternative wastewater disposal systems, is not analyzed in great detail since screening criterion related to septic systems concluded that there would be no impacts. See **Chapter 6.0** for a complete discussion.

Methodology

Geotechnical Investigation

A Geotechnical Investigation was prepared for the approximately 183-acre project site by Sladden Engineering, in August 2022. The purpose of the Geotechnical Investigation was to determine specific engineering characteristics of the surface and near surface soil to develop foundation design criteria and recommendations for site preparation. Specifically, the site characterization consisted of the following tasks:

- Site reconnaissance to assess the existing surface conditions on and adjacent to the site.
- The excavation of twenty-five (25) exploratory boreholes to depths between approximately 5 and 51 feet bgs to characterize the subsurface soil conditions. Representative samples of the soil were classified in the field and retained for laboratory testing and engineering analyses.
- The performance of laboratory testing on selected samples to evaluate their engineering characteristics.
- The review of geologic literature with respect to potential geologic hazards.
- The performance of engineering analyses to develop recommendations for foundation design and site preparation.
- The preparation of the report summarizing Sladden Engineering’s work at the site.

For the field investigation, twenty-five (25) exploratory bores were excavated on September 26, 2022, and October 4, 2022, utilizing a truck mounted hollow stem auger rig (Mobile B-61). Continuous logs of the materials encountered were made by a representative of Sladden Engineering. Bore tests were labeled BH-1 to BH-25 and occurred throughout the project site in the areas where retail, residential,

industrial, and water basins are proposed. The bore tests determined subsurface soil conditions and whether shallow groundwater is present. See discussions below for findings.

Paleontological Resources Assessment

A project-specific Paleontological Resources Assessment (referred to as “Paleontological Report” herein) was provided by CRM Tech in December 2022 (**Appendix F**). The Paleontological Report was conducted to determine whether the proposed project would adversely affect any significant, nonrenewable paleontological resources, as required by CEQA. In order to identify any paleontological resource localities that may exist in or near the project area and to assess the probability for such resources, CRM Tech initiated records searches at the appropriate repositories, conducted a literature review, and carried out a systematic field survey of the project area. The following methods were used in the Paleontological Report:

- Record searches provided by the Western Science Center (WSC) in Hemet, California, to identify known previously performed paleontological resource assessments, as well as known paleontological localities within a one-mile radius of the project location.
 - The WSC, on July 18, 2022, determined that no previously discovered paleontological localities are located within the project area or within a one-mile radius of the project location.
 - WSC stated that the geologic unit underlying this project is mapped as alluvial sand, clay, and silt dating from the Holocene epoch. Holocene alluvial units are of high preservation value, but material found is unlikely to be fossil material due to the relatively modern associated dates of the deposits. However, if development requires any substantial depth of disturbance, the likelihood of reaching Pleistocene alluvial sediments would increase. This material could be scientifically significant.
 - WSC also stated that excavation activity associated with the development of the project area is unlikely to be paleontologically sensitive, but caution during development should be observed.
- Literature review of the project site, including primarily topographic, geologic, and soil maps of the Coachella Valley region, published geologic literature pertaining to the project location, and other materials in the CRM Tech library, including unpublished reports produced during similar surveys in the vicinity.
- Field survey of the project area carried out on August 24, and September 2, and 12, 2022. The survey was completed by walking a series of parallel north-south transects spaced approximately 50 feet apart. In this way, the ground surface in the entire project area was systematically and carefully examined to determine soil types, verify the geological formations, and search for indications of paleontological remains. Ground visibility was excellent (95-100 percent) over the property due to the extensive clearing of the vegetation that has been done on the property.

- o The field survey of the project area encountered no surface manifestation of any vertebrate fossil remains.

The Riverside County paleontological sensitivity map classifies the project location as High Potential (High Sensitivity A).

- High A is based on geologic formations or mapped rock units that are known to contain or have the correct age and depositional conditions to contain significant paleontological resources. These include rocks of Silurian or Devonian age and younger that have potential to contain remains of fossil fish, and Mesozoic and Cenozoic rocks that contain fossilized body elements and trace fossils such as tracks, nests and eggs.

According to the County, “surface geology, such as soils, are not always indicative of subsurface geology or the potential for paleontological resources. For instance, an area mapped as soil type ‘Qal’ may actually be a thin surficial layer of non-fossiliferous sediment which covers fossil-rich Pleistocene sediments”. The surface geology in the project area was mapped in 1965 as *Ql-Qal*, with the *Ql* defined as Quaternary lake deposits and the *Qal* as Recent alluvium. In 2008, the project site in its entirety was mapped as *Qa*, described as alluvial sand and clay of valley areas. More recently (2012), the surface geology at the project location was mapped as mostly *Qe*, or aeolian and dune deposits described as “unconsolidated, generally well-sorted wind-blown sand” (**Appendix F**).

Project Impacts

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault

Based on the most recent Alquist-Priolo Earthquake Zoning Map, issued by the State Geologist, the closest Alquist-Priolo Earthquake Fault Zone to the project site is the San Andreas Fault, approximately 2.2 miles northeast of the subject property. According to the project-specific Geotechnical Investigation, no signs of active surface fault rupture or secondary seismic effects (lateral spreading, lurching, etc.) were identified on-site during the field investigation. There are no known active faults near or at the project site, and the project is not located in an Alquist-Priolo Earthquake Fault Zone. Therefore, there would be no impact associated with fault rupture on-site.

ii. Strong seismic ground shaking

Regional faults, including the San Andreas and San Jacinto fault zones, have the potential to generate moderate to severe ground shaking in the planning area. Factors that determine the effect of ground

motion and the degree of structural damage that may occur include intensity of the earthquake, distance between epicenter and site, soil and bedrock composition, depth to groundwater, presence of ridge tops, and building design and other criteria.

The project site is located approximately 2.2 miles southwest of the closest active fault zone, the San Andreas Fault. The Geotechnical Investigation states that due to the multiple active faults in the project's vicinity, the site has been subjected to past ground shaking, and strong seismic shaking is expected during the design life of the proposed project.

The proposed development shall be constructed in a manner that reduces the risk of seismic hazards (Title 24, California Code of Regulations). According to Geotechnical Investigation and the most recent California Building Code (CBC), Site Class D may be used to estimate design seismic loading for the proposed project's structures. The Site Class is based on the site soil properties in accordance with Chapter 20 of ASCE 7. Site Class D is classified as "stiff soil". Since the Geotechnical Report was finalized, the City of Indio has adopted 2022 CBC. City Municipal Code Section 8.02.010 adopts the 2022 California Building Code for regulating the construction, alteration, movement, replacement, repair, equipment use and occupancy, location, maintenance, removal and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures. The proposed project shall comply with the most current seismic design coefficients and ground motion parameters and all applicable provisions of the CBC as stated in **Mitigation Measure GEO-1**, specifically Chapter 16 of the CBC, *Structural Design*, Section 1613, *Earthquake Loads* in order to reduce potential impacts of seismic ground shaking activity.

Additionally, all areas to be graded shall be cleared of any existing foundations, vegetation, associated root systems, and debris. Cavities created from removal should be backfilled in accordance with the compaction recommendations of the project-specific Geotechnical Investigation. This is required by **Mitigation Measure GEO-2**. Moreover, remedial grading at the project site shall include over-excavation and/or re-compaction of the artificial fill and primary foundation bearing soil. The removal of all artificial fill and native low density near surface soil would provide firm and uniform foundation bearing conditions. The removal of onsite loose surface soil would ensure that the presence of potentially compressible and expansive near-surface native soil and potential seismic settlements do not occur at the project site. This is required by **Mitigation Measure GEO-3** through **GEO-5**.

With the implementation of the appropriate building codes, and Mitigation **Measure GEO-1** through **GEO-5**, impacts related to strong seismic shaking at the project site would be reduced to less than significant levels.

iii. Seismic-related ground failure, including liquefaction

Liquefaction occurs in areas of loose, unconsolidated soils with relatively shallow groundwater depths (50 feet or less) during ground shaking a relatively long duration and intensity over 0.2 g (the acceleration

due to gravity on the surface of the Earth). The sudden increase in water pressure in pores between soil grains may substantially decrease soil shear strength, and the soil takes on the qualities of a liquid or a semi-viscous substance. This loss of soil strength can result in ground settlement, ground undulation, lateral spreading or displacement, and flow failures. Structures may sink or tilt as bearing capacity decreases, causing substantial damage. Other effects of liquefied soils include a loss of bearing strength, ground oscillations, lateral spreading, and ground lurching and slumping.

Based on the Indio General Plan, the City could experience seismic shaking levels that have the potential for liquefaction in areas where groundwater is generally shallower than 30 feet. The *Seismic Hazards Map* (Figure 10-1 In General Plan) indicates that the northern boundary of the City is the most susceptible to liquefaction. According to the map, the project site is located in an area with moderate susceptibility to liquefaction.

In order to assess the subsurface conditions, Sladden Engineering conducted a field investigation by drilling 25 exploratory boreholes onsite. Groundwater was not encountered at depths of approximately 51 feet bgs. Therefore, based on the conditions encountered during the field investigation, liquefaction is not likely to occur at the project site. Although groundwater is located at depths greater than 50 feet at the project site, remedial grading within the proposed new building areas shall be required to include the removal and re-compaction of any loose surface soil; stripping areas of vegetation, associated root systems, and debris; and the over-excavation and re-compaction of soils throughout building and foundation areas. This is required by **Mitigation Measures GEO-1** through **GEO-5** and would ensure that the soil is absent of debris, organic material, and loose surface soil and compacted to provide firm and uniform foundation bearing conditions. With the implementation of **Mitigation Measures GEO-1** through **GEO-5**, impacts of seismic related ground failure at the project shall be reduced to less than significant levels.

iv. Landslides

The project site is located south of Avenue 42 between Madison Street and Monroe Street in the City of Indio. The site is situated on relatively level ground and is not immediately adjacent to any slopes or hillsides that could result in slope instability. No signs of slope instability in the form of landslides, rock falls, earthflows or slumps were observed at or near the subject site during the field investigation conducted by Sladden Engineering. As such, risks associated with slope instability should be considered "negligible". Less than significant impacts associated with landslides and slope-related hazards are anticipated.

b. Result in substantial soil erosion or loss of top soil

The project property is located on approximately 183 acres of vacant land, bounded by Avenue 42 on the north, the Interstate-10 Freeway on the south, Monroe Street on the east, and Thousand Palms Canyon Wash and Madison Street on the west. The project proposes the development of a mixed-use

community, consisting of residential, commercial, and industrial uses. Development of the project would also include retention basins, paved drive aisles and parking areas, truck loading docks, underground utilities, landscaped areas, and other associated improvements.

Chapter 155 of the City of Indio Municipal Code establishes guidelines and requirements related to reducing soil erosion throughout the City. Per Chapter 155, protection shall be provided by means of windbreaks, walls, fences, planting, and maintaining vegetation, covering the land, applying water or other material, or other effective methods of combination of methods of holding the soil in place. The following discussion analyzes project-related erosion and mitigation.

Windborne Erosion

The project area is currently vacant, but the ground surface has been disturbed by previous agricultural activities (between the 1930s to 2005). Several concrete pads, a septic tank, a hydraulic piston, and multiple concrete irrigation standpipes were observed on the project site associated with the agricultural uses. At the present time, the sparse vegetation on the property consists of creosote bush scrub and various small desert grasses.

The construction of this project would involve ground disturbing activities, such as the clearing and grubbing of existing vegetation, and grading of the property. These activities would increase the potential of soil erosion at the time of development. In order to reduce the effect of windborne erosion at the project site, the project shall be required to implement the Coachella Valley PM10 State Implementation Plan requirement for a Fugitive Dust Control Plan. The purpose of this plan is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions. The Fugitive Dust Control Plan requires the implementation of best management practices (BMPs) such as the use of perimeter fencing, applying adhesive dust suppressant, or watering the project site. The project property shall implement the BMPs for on- and off-site improvements outlined within their project-specific Fugitive Dust Control/PM10 Plan during construction of the project site. Additionally, each phase of construction would develop BMPs to protect previous phase occupants. Refer to **Section 4.3, Air Quality**, of this environmental document for further information on the Fugitive Dust Control Plan.

With the implementation of the Fugitive Dust Control Plan as **Mitigation Measure AQ-1**, impacts from windborne erosion created from the project site shall be less than significant.

Waterborne Erosion

In addition to windborne erosion, the project property would be subject to waterborne erosion during project construction and operation. Waterborne erosion can be caused by both human activities, such as over-watering a site, and natural conditions, such as stormwater runoff from a rain event. Site drainage appears to be controlled via sheet flow and surface infiltration, and regional drainage is provided by the Whitewater River that is located to the south of the site.

The project site is situated on relatively level ground, and no natural ponding of water or surface seeps were observed at or near the site during the field investigation conducted on September 26, 2022 and October 4, 2022 by Sladden Engineering.

The project is required to comply with the most current Construction General Permit (CGP) during construction. Compliance with the CGP involves the development and implementation of a project-specific Stormwater Pollution Prevention Plan (SWPPP), which is designed to reduce potential adverse impacts to surface water quality during the period of construction.

The required plan would identify the locations and types of construction activities requiring BMPs and other necessary compliance measures to prevent soil erosion and stormwater runoff pollution. The SWPPP may include, but is not limited to, the following BMPs:

- *Temporary Soil Stabilization*: sandbag barriers, straw bale barriers, sediment traps, and fiber rolls;
- *Temporary Sediment Control*: hydraulic mulch and geotextiles;
- *Wind Erosion Control*: watering of the construction site, straw mulch;
- *Tracking Control*: staging/storage area and street sweeping;
- *Non-stormwater Management*: clear water diversion and dewatering; and
- *Waste Management and Materials Pollution Control*: vehicle and equipment cleaning, concrete waste management, and contaminated soil management.

A Notice of Intent (NOI) to implement a SWPPP must be submitted to the State Water Resources Control Board (SWRCB) who would issue a Waste Discharge Identification (WDID) number. The SWPPP and WDID must be kept on site and used during the life of the project. The implementation of a SWPPP during construction activities will help to prevent substantial soil erosion or the loss of topsoil during construction. This is discussed further in **Section 4.10, Hydrology and Water Quality**.

Project implementation would include landscaping, buildings, and paved areas throughout the property. During operation of the project, landscaped areas would include ground coverings that would stabilize the ground surface. Irrigation systems (i.e., sprinklers or drip irrigation) would also be maintained during project operation to ensure that overwatering of plants (which leads to waterborne erosion) does not occur. This is required in **Mitigation Measure GEO-6**. Additionally, the project would introduce impervious, paved areas throughout the property. The impervious surfaces would reduce the potential for erosion during operation by stabilizing the ground surface and minimizing the amount of exposed soil. Drainage and retention facilities would also be maintained during project operation to ensure their intended function.

A project-specific Water Quality Management Plan (WQMP) is required to ensure that the project implements adequate storm water conveyances and treatment throughout the site during operations. The WQMP includes guidelines for facility maintenance and other operations aimed at complying with local surface water quality requirements. The WQMP incorporates grading, hydrology, and other plans to document the site design, source controls, and treatment controls with a required operation and

maintenance program to comply with water quality objectives (see **Section 4.10, Hydrology and Water Quality**, for further discussion). Such WQMP BMP protocol applicable to the project would include the following:

- Education for Property Owners, Operators, Tenants, Occupants, or Employees;
- Activity Restrictions;
- Irrigation System and Landscape Maintenance;
- Street Sweeping Private Streets and Parking Lots; and,
- Drainage Facility Inspection and Maintenance

A WQMP must also include Structural Source Control BMPs specific towards landscape and irrigation system design, signage and protection of slopes and channels. These features, included in the project-specific WQMP, would establish stabilized surfaces and onsite maintenance programs at the project site, thereby decreasing the likelihood of onsite windborne and waterborne erosion during project operation.

The implementation of **GEO-6** would ensure that impacts from erosion created from the project site will be less than significant.

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

During the field investigation of the project site, a thin mantle of artificial fill soil generally less than three feet in depth was encountered throughout the project site. Native earth materials encountered within the bores consist primarily of interbedded alluvium and lacustrine deposits consisting of silty sand (SM) sandy and clayey silt (ML) and sand (SP). Granular horizons appeared grayish brown, dry to moist, loose to medium dense, and fine- to coarse-grained. Cohesive layers appeared grayish brown to olive brown, slightly moist to moist, medium stiff to very stiff, and exhibited low to high plasticity characteristics.

Liquefaction

As discussed previously, in section a) iii., liquefaction occurs when ground shaking of relatively long duration and intensity causes loose, unconsolidated soils to act like a liquid and lose strength. Generally, liquefaction can occur if all of the following conditions apply: liquefaction-susceptible soil, groundwater within a depth of 50 feet or less, and strong seismic shaking. In the City of Indio General Plan Update EIR, Figure 4.6-4, *Liquefaction Hazard Map*, shows how the eastern portion of the City is susceptible to liquefaction, and the proposed site is rated as moderately to low susceptibility. However, based on the findings from the bore tests showing the current depth to groundwater being more than 50 bgs and the generally uniform soil conditions underlying the site, differential seismic settlements are expected to be "negligible".

Landslides and Rockfalls

The site is situated on relatively level ground and is not immediately adjacent to any slopes or hillsides that could result in slope instability. The closest slope to the project site is the Indio Hills, approximately 2 miles north. No signs of slope instability in the form of landslides, rock falls, earthflows or slumps were observed at or near the subject site during Sladden Engineering's investigation. As such, risks associated with slope instability is considered "negligible". Impacts are less than significant.

Ground Subsidence

Ground subsidence occurs when the ground surface gradually sinks or settles, with no horizontal movement. Subsidence is primarily caused by human activity such as the extraction of sub-surface water, oil, or gas in sediment-filled valleys and floodplains. In the City of Indio General Plan EIR, it states that the southern portion of the City is susceptible to additional subsidence from continued groundwater overdraft conditions. The project site does not exist in the southern portion; however, proper measures would be taken to address any possibility of subsidence in the lifetime of the project.

In the 2020 Coachella Valley Regional Urban Water Management Plan, Indio Water Authority (IWA), the project site's water purveyor, identifies a water use and management plan that would be utilized to reduce overdraft and land subsidence. A Memorandum of Understanding between IWA and the Valley Sanitation District (VSD) is included that prescribes collaboration in construction of capital improvement projects that support groundwater recharge efforts. IWA plans to develop a program where recycled water could be used for groundwater recharge by 2030. In addition to utilizing recycled water for groundwater recharge, IWA is considering the possibility of investing in a desalination plant, which would be planned by other water agencies in exchange for receiving a portion of their Colorado River deliveries. These options considered would continue the efforts of reducing overdraft and subsidence.

To address possible subsidence in the future at the proposed project site, proper measures during the construction of the project would take place, such as volumetric shrinkage of the material that is excavated and replaced as controlled compacted fill. Sladden Engineering estimates that this shrinkage could vary from 15 to 25 percent. Subsidence of the surfaces that are scarified and compacted can be expected to be between 1 and 3 tenths of a foot. This would vary depending upon the type of equipment used, the moisture content of the soil at the time of grading and the actual degree of compaction attained. Volume calculations are further discussed in Sladden Engineering's geotechnical investigation. Due to the fact that no excessive withdrawal of water is anticipated at the site, the potential for subsidence is considered low and impacts would be less than significant.

Collapse

Soil collapse occurs in recently deposited sediments that accumulated in an arid or semi-arid environment. Young alluvial and wind-deposited sediments in the City may be locally susceptible to soil collapse due to their low density, rapid deposition in the desert environment, and the generally dry

condition of the upper soils. As previously stated, the soils at the project site includes interbedded Lacustrine and Alluvial Deposits (Ql/Qa), per the Geotechnical Investigation.

The project is required to remove debris, vegetation, undocumented fill soil, and loose soil from the existing soil, and compact the soil using controlled compacted fill, as provided in **Mitigation Measure GEO-2** through **GEO-5**. The implementation of this mitigation measure would ensure that impacts associated with soil collapse are reduced to less than significant levels.

Conclusion

Grading plans and structural engineering plans would be reviewed and approved by the City. The project would be conditioned to comply with the current California Building Code (CBC) standards, City requirements, and recommendations stated within the project-specific Geotechnical Investigation to reduce the impacts of potentially unstable soils. The recommendations provided are included as **Mitigation Measure GEO-1** through **GEO-6**, which require the project to remove debris, vegetation, undocumented fill soil, and loose soil from the existing soil, and compacted using controlled compacted fill. The subgrade and fill material shall be compacted with acceptable compaction equipment. The implementation of these mitigation measures prior to and during project grading and construction would ensure that foundation bearing conditions are firm and uniform, therefore, reducing impacts of collapse, lateral spreading, and liquefaction to less than significant levels.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property

Expansive soils contain 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.

The Geotechnical Investigation contains an Expansion Index (EI) test of select samples on the project site to evaluate expansive potential of the materials underlying the property. Based on the laboratory testing, the materials underlying the site are considered to have “very low” to “medium” expansion potential.

Per the Geotechnical Investigation, the project shall remove and re-compact any loose subsurface soil during construction. If imported fill is required, the material should be of a non-expansive nature and should meet the criteria outlined within the Geotechnical Investigation. After grading occurs at the project site, the expansion potential should be re-evaluated, as required by **Mitigation Measure GEO-7**. The project shall comply with the recommendations established within the project-specific Geotechnical Investigation and outlined herein as **Mitigation Measures GEO-1** through **GEO-7**, to ensure the

foundational safety of the project site. With the implementation of these measures, the impact of expansive soils at the project site shall be reduced to less than significant levels.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

CRM Tech prepared a project-specific Paleontological Report on December 8, 2022, on the currently vacant project property. The Paleontological Report was designed to identify any significant, non-renewable paleontological resources that may exist within or adjacent to the project area, and to assess the possibility for such resources to be encountered in future excavation and construction activities. In order to identify any paleontological resource localities that may exist in or near the project area, CRM Tech initiated records searches at the appropriate repositories, conducted a literature review, and carried out a systematic field survey of the project area. Findings from the research procedures indicate that the project's potential to impact significant paleontological resources appears to be low based on the relatively young age of deposition of the alluvial sand and clay deposits at the surface. Deep excavations extending into the older Pleistocene alluvial sediments, however, may encounter vertebrate fossil remains at substantial depth (Western Science Center, 2022).

In addition to the records searches and literature reviews, CRM Tech also completed a field survey on August 24, and September 2 and 12, 2022 of the project area. The wind-blown sands and light, scattered vegetation allowed for excellent ground visibility during the field survey, which yielded negative findings for potential paleontological resources, and no surficial indications of any fossil remains were observed within or adjacent to the project area. Field observations confirmed that the ground surface in the project area has been extensively disturbed by past agricultural use.

Although the record searches, literature reviews, and field surveys conducted for Paleontological Report did not discover paleontological resources in or around the project area, CRM Tech recommends that all earthmoving operations reaching beyond the depth of three feet shall be monitored periodically for potential paleontological resources, with a full-time monitoring program implemented if potential fossiliferous soils are encountered. This is required as **Mitigation Measure GEO-8**. With implementation of this mitigation measure, impacts to paleontological resources on the project site shall be reduced to less than significant levels.

4.7.5 Cumulative Impacts

Potential cumulative impacts on geology and soils could result from projects that combine to create geologic hazards, including unstable geologic conditions. However, most geology and soil hazards associated with development projects in the surrounding area would be site specific. Nonetheless, cumulative growth in the project area would expose a greater number of people to seismic and geologic hazards. However, these can be mitigated to a less than significant level. Mitigation measures in the form of CBC compliance, compliance with the Indio Municipal Code, and recommendations outlined in a

project-specific geotechnical investigation during grading and construction would address geotechnical hazards associated with seismic ground shaking, ground failure, liquefaction, subsidence, loss of topsoil, and expansive or corrosive soils, and would apply to all future development in the City. **Mitigation Measure GEO-1** through **Mitigation GEO-7** would ensure that the proposed project adheres to the recommendations provided in the project-specific Geotechnical Investigation and the most current CBC. Finally, **Mitigation Measure GEO-8** requires the periodic presence of a qualified paleontological monitor onsite during earth-moving operations reaching beyond the depth of three feet, with a full-time monitoring program implemented if fossiliferous soils are encountered. Implementation of the foregoing Mitigation Measures as well as implementation of project specific PM10 Plans, SWPPPs, and WQMP, development within the BH Properties Specific Plan would not cause or contribute to any cumulative impacts associated with geology and soils and are thus considered to be less than significant. Additionally, all future projects in the region would be subject to established guidelines and regulations pertaining to building design and seismic safety, including those set forth in the California Building Code and the Indio Municipal Code. Therefore, project impacts would not be cumulatively considerable.

4.7.6 Mitigation Measures

- GEO-1** All earthwork including excavation, backfill and preparation of the subgrade soil, shall be performed in accordance with the recommendations of the Geotechnical Investigation and with the most current seismic design coefficients and ground motion parameters and all applicable provisions of the CBC.
- GEO-2** **Site Clearing:** Areas to be graded shall be cleared of any existing improvements, foundation elements, vegetation, associated root systems, and debris. All areas scheduled to receive fill should be cleared of old fills and any irreducible matter. The unsuitable materials should be removed off site or stockpiled for later use in the landscape areas. Voids left by obstructions should be properly backfilled in accordance with the compaction recommendations of this report.
- GEO-3** **Preparation of Industrial/Warehouse Building Areas:** In order to provide firm and uniform foundation bearing conditions, over-excavation and re-compaction are required throughout the building areas. All artificial fill and native low density near surface soil should be removed to a depth of at least 5 feet below existing grade or 4 feet below the bottom of the footings, whichever is deeper. Remedial grading should extend laterally a minimum of five feet beyond the building foundations. The soil exposed by over-excavation should be scarified, moisture conditioned to near optimum moisture content, and compacted to at least 90 percent relative compaction prior to fill placement.
- GEO-4** **Preparation of the Commercial/Residential Building Areas:** In order to provide firm and uniform bearing conditions, over-excavation and re-compaction are required throughout the building areas. All artificial fill soil and low density near surface native soil should be removed

to a depth of approximately 4 feet below existing grade or 3 feet below the bottom of the footings, whichever is deeper. Remedial grading should extend laterally, a minimum of five feet beyond the building perimeter. The exposed surface should then be scarified, moisture conditioned to within two percent of optimum moisture content, and compacted to at least 90 percent relative compaction.

- GEO-5 **Compaction:**** Soil to be used as engineered fill should be free of organic material, debris, and other deleterious substances, and shall not contain irreducible matter greater than three (3) inches in maximum dimension. All fill materials shall be placed in thin lifts not exceeding six inches in a loose condition at near optimum moisture content. If import fill is required, the material shall be of a non-expansive nature and shall meet the following criteria:

Plastic Index	Less than 12
Liquid Limit	Less than 35
Percent Soil Passing #200 Sieve	Between 15% and 35%
Maximum Aggregate Size	3 Inches

The subgrade and all fill material shall be compacted with acceptable compaction equipment, to at least 90 percent relative compaction. The bottom of the exposed subgrade shall be observed by a representative of Sladden Engineering prior to fill placement. Compaction testing shall be performed in order to verify proper compaction. Excavation and compaction recommendations are summarized in the Geotechnical Investigation.

- GEO-6 **Project Grounds:**** The project shall be required to maintain landscaping and irrigation systems to ensure that overwatering of plants (which leads to waterborne erosion) does not occur.
- GEO-7 **Soil Expansion Reevaluated:**** After grading occurs at the project site, the expansion potential shall be re-evaluated in accordance with the UBC Standard 18-2. Based on the laboratory testing, the materials underlying the site before grading were considered to have “very low” to “medium” expansion potential.
- GEO-8 All earth-moving operations reaching beyond the depth of three feet below the current ground surface shall be monitored periodically for potential paleontological resources, with a full-time monitoring program implemented if potentially fossiliferous soils are encountered. The monitor shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays and shall collect samples of sediments that are likely to contain fossil remains of small vertebrates or invertebrates. The monitor must have the power to temporarily halt or divert grading equipment to allow for the removal of specimens.**
- Samples of sediments shall be collected and processed to recover small fossil remains.
 - Recovered specimens shall be identified and curated at a repository with permanent retrievable storage.

- A report of findings, including itemized inventory of recovered specimens, shall be prepared upon completion of the procedures outlined above. The report shall include a discussion of the significance of the paleontological findings, if any. The report and the inventory, when submitted to the City of Indio, would signify completion of the program to mitigate potential impacts on paleontological resources.

Qualifications of the paleontological monitor typically include having an undergraduate degree (preferably in paleontology or geology, but also related fields and/or course work) and, especially, training and experience. The paleontological monitor can recognize fossils and fossiliferous sediments and has the skill and experience to recover paleontological resources. The monitor, besides having experience and training, is working under the direction of a qualified paleontologist (a person with an advanced degree in paleontology and/or geology and with experience). A qualified paleontologist will assist the monitor if paleontological resources are encountered.

4.7.7 Level of Significance After Mitigation

With implementation of **Mitigation Measures GEO-1** through **GEO-8**, impacts associated with strong seismic ground shaking, seismic-related ground failure, ground subsidence, collapsible soils, corrosive soils, and paleontological resources would be reduced to less than significant levels. Mitigation measures shall be applied as future projects are proposed within the project site, and the project design and construction of habitable structures must be per the recommendations of each project's Geotechnical Investigation Report as well as the latest UBC and CBC as required by the City Engineer. Responsible parties include each project's geotechnical consultant and the City Engineer or his/her designee.

4.7.8 Resources

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3. City of Indio General Plan 2040, Chapter 10, Safety Element, <https://www.indio.org/home/showpublisheddocument/918/637874287891330000>
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7. Geotechnical Investigation Proposed Industrial/Warehouse Buildings & Mixed-Use Commercial/Residential Development Avenue 42, Indio, California, Sladden Engineering, November 2022.
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 9. Land subsidence, groundwater levels, and geology in the Coachella Valley, California, 1993–2010: U.S. Geological Survey, Scientific Investigations Report:
<https://pubs.usgs.gov/sir/2014/5075/pdf/sir2014-5075.pdf>
 10. Paleontological Resources Assessment Report, BH Properties Specific Plan, CRM Tech, December 2022.
 11. Historical/Archaeological Resources Survey Report, BH Properties Specific Plan, CRM Tech, December 2022.
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<https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-2021-elements-Ch06-Safety-092821.pdf>

4.8 Greenhouse Gas Emissions

4.8.1 Introduction

The purpose of this section is to analyze the potential impacts, in terms of greenhouse gas (GHG) emissions, resulting from construction and operation of the project and to identify feasible mitigation measures to reduce any such potentially significant impacts. The GHG contributors, their descriptions and supporting analyses are based in part on the following: Federal *Clean Air Act* (CWA); *Final 2016 Air Quality Management Plan* (AQMP), by South Coast Air Quality Management District (SCAQMD), March 2017; and sections of the SCAQMD Rule Book; and *California Greenhouse Gas Emissions for 2000 to 2019, Trends of Emissions and Other Indicators*, 2021 Edition, California Air Resources Board; and Releases No. 18-37 & 19-35, California Air Resources Board Press Release, July 2018 and August 2019.

The analytical and quantitative findings are based on the *Oasis at Indio Specific Plan Energy and Greenhouse Gas Analysis Report* (Energy and GHG Report), prepared by MIG on November 29, 2023. The Energy and GHG Report evaluates and documents the potential energy and greenhouse gas (GHG) impacts associated with the construction and operation of the proposed Oasis at Indio Specific Plan (proposed project), a new Specific Plan that would guide land use and development decisions for an approximately 183-acre area in the north-central part of the city of Indio, in the Coachella Valley region of Riverside County, California. If approved, the proposed project would support the sustainable development of both residential and non-residential land uses. The Energy and GHG Report consistent with the guidance and recommendations contained in the South Coast Air Quality Management District's (SCAQMD) California Environmental Quality Act (CEQA) Air Quality Handbook, as amended, and supplemented, and prevailing practices for evaluating GHG emissions pursuant to CEQA. The Energy and GHG Report is intended to assist the CEQA Lead Agency (City of Indio) with its review of potential project-related GHG and energy impacts in compliance with the State CEQA Statutes and Guidelines, particularly in respect to the energy and GHG issues identified in Appendix G of the State CEQA Guidelines.

4.8.2 Existing Conditions

The site is currently vacant. It has been cleared for weed abatement. The property is bounded on the north by Avenue 42, on the east by Monroe Avenue and on the south by Interstate 10 (I-10) and on the west by the Thousand Palms Storm Channel.

The Energy and GHG Report referenced in this section is provided in **Appendix H** of this Draft EIR.

Greenhouse Gases

Gases that absorb and emit infrared thermal radiation (heat) in the atmosphere and affect regulation of the Earth's temperature are known as greenhouse gases (GHGs). There are many compounds present in

the Earth's atmosphere which are GHGs, including but not limited to water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). GHGs allow solar radiation (sunlight) to enter the atmosphere freely. When solar radiation strikes the earth's surface, it is either absorbed by the atmosphere, land, and ocean surface, or reflected toward space. The land and ocean surface that has absorbed solar radiation warms up and emits infrared radiation toward space. GHGs absorb some of this infrared radiation and "trap" the energy in the earth's atmosphere. Entrapment of too much infrared radiation produces an effect commonly referred to as the "greenhouse effect." Human activities since the beginning of the Industrial Revolution (approximately 1750) have increased atmospheric GHG concentrations. Average global surface temperatures have risen because of GHG emissions. This increase in globally averaged surface temperatures is commonly referred to as "Global Warming," although the term "Global Climate Change" is preferred because effects associated with increased GHG concentrations are not just limited to higher global temperatures (NOAA 2023a).

GHGs that contribute to climate regulation are a different type of pollutant than criteria or hazardous air pollutants because climate regulation is global in scale, in terms of both causes and effects. Some GHGs are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide, or CO₂), and off-gassing from low-oxygen environments such as swamps or exposed permafrost (methane or CH₄). However, GHG emissions from human activities such as fuel combustion (e.g., CO₂) and refrigerant use (e.g., hydrofluorocarbons, or HFCs) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change. Human production of GHG has increased steadily since pre-industrial times (pre-1880), and atmospheric CO₂ concentrations have increased from a pre-industrial value of 280 parts per million (ppm) in the early 1800s to approximately 420 ppm in August 2023 (NOAA 2023b). The effects of increased GHG concentrations in the atmosphere include increasing shifts in temperature and precipitation patterns and amounts, reduced ice and snow cover, sea level rise, and acidification of oceans. These effects in turn will impact food and water supplies, infrastructure, ecosystems, and overall public health and welfare.

The 1997 United Nations' Kyoto Protocol international treaty set targets for reductions in emissions of four specific GHGs - CO₂, CH₄, nitrous oxide (N₂O), and sulfur hexafluoride (SF₆), and two groups of gases - HFCs and perfluorocarbons (PFCs). These are the primary GHGs emitted into the atmosphere by human activities. Water vapor is also a common GHG that regulates the Earth's temperature; however, the amount of water vapor in the atmosphere can change from day to day, whereas other GHG emissions remain in the atmosphere for longer periods of time. Black carbon consists of particles emitted during combustion; although a particle and not a gas, black carbon also acts to trap heat in the Earth's atmosphere. The most common GHGs are described below.

- **Carbon Dioxide (CO₂).** CO₂ is released to the atmosphere when fossil fuels (oil, gasoline, diesel, natural gas, and coal), solid waste, and wood or wood products are burned.

- **Methane (CH₄).** CH₄ is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from the decomposition of organic waste in municipal solid waste landfills and the raising of livestock.
- **Nitrous Oxide (N₂O).** N₂O is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels.
- **Sulfur Hexafluoride (SF₆).** SF₆ is commonly used as an electrical insulator in high voltage electrical transmission and distribution equipment such as circuit breakers, substations, and transmission switchgear. Releases of SF₆ occur during maintenance and servicing as well as from leaks of electrical equipment.
- **Hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs).** HFCs and PFCs are generated in a variety of industrial processes. Although the amount of these gases emitted into the atmosphere is small in terms of their absolute mass, they are potent agents of climate change due to their high global warming potential.

GHG can remain in the atmosphere long after they are emitted. The potential for a particular greenhouse gas to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO₂, which has a GWP of one. By comparison, CH₄ has a GWP of 28, which means that one molecule of CH₄ has 28 times the effect on global warming as one molecule of CO₂. Multiplying the estimated emissions for non-CO₂ GHG by their GWP determines their CO₂ equivalent (CO₂e), which enables a project's combined GWP to be expressed in terms of mass CO₂ emissions.

4.8.3 Regulatory Setting

Federal

Clean Air Act

The Clean Air Act (CAA) is the comprehensive federal law that regulates air emissions from stationary and mobile sources. Among other things, this law authorizes EPA to establish National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and to regulate emissions of hazardous air pollutants. Clean Air Act (CAA) has served as the primary basis for federal regulation of greenhouse gas emissions, particularly through CAA section 111, which covers emissions regulation for stationary facility sources. Under Section 111(b) of the Clean Air Act, EPA is authorized to set New Source Performance Standards (NSPS) for greenhouse gas (GHG) emissions from new, modified, and reconstructed fossil fuel-fired power plants.

In *West Virginia v. EPA*, the United States Supreme Court issued a ruling limiting EPA's authority to regulate greenhouse gas emissions through broad rules capable of exerting significant changes in the industry of electricity generation. The court decision found that Congress did not give EPA the authority

to adopt a regulatory scheme at a magnitude and significance to incur economywide changes, such as a generation shift. EPA was found to lack the authority to require coal-fired power plants to shift to wind, solar, and other cleaner fuel sources; however, the court did not broadly eliminate EPA's ability to regulate greenhouse gas (GHG) emissions or pursue reductions under section 111 or any other section of the CAA.

State

California Assembly Bill 32 (AB 32)

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Global Warming Solutions Act of 2006, which required that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction was to be accomplished through an enforceable statewide cap on GHG emissions beginning in 2012. To implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. In November 2007, CARB completed its estimates of 1990 GHG levels and established 427 million metric tons of carbon dioxide equivalent (MTCO_{2e}) as the total statewide aggregated greenhouse gas 1990 emissions level and the 2020 emissions limit or target. The California GHG Emissions Inventory and Trends discussion provided below summarizes the State's progress in reducing GHGs based on information collected through various AB 32 programs.

As part of AB 32, CARB determines 1990 GHG emissions levels and projected a "business-as-usual" (BAU) estimate for 2020, to determine the amount of GHG emission reductions that would need to be achieved. BAU is a term used to define emissions levels without considering reductions from future or existing programs or technologies. In 2007, CARB approved a Statewide 1990 emissions level and corresponding 2020 GHG emissions limit of 427 million MTCO_{2e} (CARB, 2007). In 2008, CARB adopted its Climate Change Scoping Plan, which projects 2020 Statewide GHG emissions levels of 596 million MTCO_{2e} and identifies numerous measures (i.e., mandatory rules and regulations and voluntary measures) that will achieve at least 174 million MTCO_{2e} of GHG reductions and bring Statewide GHG emissions to 1990 levels by 2020 (CARB, 2009).

Executive Order B-30-15, 2030 Carbon Target and Adaptation, issued by Governor Brown in April 2015, set a target of reducing GHG emissions by 40 percent below 1990 levels in 2030. To achieve this ambitious target, Governor Brown identified five key goals for reducing GHG emissions in California through 2030:

- Increase renewable electricity to 50 percent.
- Double energy efficiency savings achieved in existing buildings and make heating fuels cleaner.
- Reduce petroleum use in cars and trucks by up to 50 percent.
- Reduce emissions of short-lived climate pollutants.
- Manage farms, rangelands, forests, and wetlands to increasingly store carbon.

By directing State agencies to take measures consistent with their existing authority to reduce GHG emissions, Executive Order B-30-15 establishes coherence between the 2020 and 2050 GHG reduction goals set by AB 32 and seeks to align California with the scientifically established GHG emissions levels needed to limit global warming below two degrees Celsius.

To reinforce the goals established through Executive Order B-30-15, Governor Brown went on to sign SB 32 and AB 197 on September 8, 2016. SB 32 made the GHG reduction target (to reduce GHG emissions by 40 percent below 1990 levels by 2030) a requirement, as opposed to a goal. AB 197 gives the Legislature additional authority over CARB to ensure the most successful strategies for lowering emissions are implemented, and requires CARB to, “protect the State’s most impacted and disadvantaged communities ...[and] consider the social costs of the emissions of greenhouse gases.”

On September 16, 2022, Governor Newsom signed into law AB 1279, the California Climate Crisis Act, which codified California’s 2045 carbon neutrality goal and established a GHG emission reduction target of 85% below 1990 levels.

Senate Bill 32 (SB 32)

Senate Bill 32 (2016) adds Section 38566 to the Health and Safety Code and requires that CARB ensure statewide GHG emissions meet the 40% reduction target no later than December 31, 2030.

CARB Scoping Plan

The CARB Scoping Plan is the comprehensive plan primarily directed at identifying the measures necessary to reach the GHG reduction targets stipulated in AB 32. The key elements of the 2008 Plan were to expand and strengthen energy efficiency programs, achieve a Statewide renewable energy mix of 33 percent, develop a cap-and-trade program with other partners (including seven States in the United States and four territories in Canada) in the Western Climate Initiative, establish transportation-related targets, and establish fees (CARB, 2009). CARB estimated that implementation of these measures will achieve at least 174 million MTCO_{2e} of reductions and reduce Statewide GHG emissions to 1990 levels by 2020 (CARB, 2009).

On February 10, 2014, CARB released the public draft of the “First Update to the Scoping Plan.” “The First Update” built upon the 2008 Scoping Plan with new strategies and recommendations and identified opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. “The First Update” defined CARB’s climate change priorities over the next five years and set the groundwork to reach post-2020 goals set forth in Executive Orders S-3-05 and B-16-12. It also highlighted California’s progress toward meeting the 2020 GHG emission reduction goals defined in the 2008 Scoping Plan. “The First Update” evaluated how to align the State’s long-term GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. “The First Update” to the Scoping Plan was approved by the Board on May 22, 2014.

The second update to the scoping plan, the *2017 Climate Change Scoping Plan Update* (CARB, 2017a), was adopted by CARB in December 2017. The primary objective for the *2017 Scoping Plan Update* is to identify the measures required to achieve the mid-term GHG reduction target for 2030 (i.e., reduce emissions by 40 percent below 1990 levels by 2030) established under Executive Order B-30-15 and SB 32. The *2017 Scoping Plan Update* identifies an increased need for coordination among State, Regional, and local governments to realize the potential for GHG emissions reductions that can be gained from local land use decisions.

The third update to the scoping plan, the *2022 Scoping Plan* (CARB 2022a), was released in May 2022 and adopted by CARB in December 2022. The plan presents a scenario for California to meet the State goal of reducing GHG emissions 40% below 1990 levels by 2030 and to achieve carbon neutrality by 2045 (CARB 2022a). Specifically, the *2022 Scoping Plan*:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California’s dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California’s most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the state’s GHG emissions, as well as their role in achieving carbon neutrality.
- Relies upon the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits taking action.
- Identifies key implementation actions to ensure success.

Unlike the previous scoping plans, the *2022 Scoping Plan* relies more heavily on the implementation, adoption, and use of existing technologies to reduce GHG emissions over the coming decades, as opposed to technologies that need to be developed. Examples of existing technologies the *2022 Scoping Plan* relies upon include the use of renewable energy and energy storage systems (as opposed to polluting alternatives) for the electrical grid and transitioning the transportation sector’s mobile sources to zero-emission technologies for light- and heavy-duty vehicles. The *2022 Scoping Plan* also differs from its predecessors in that it considers carbon sources and sinks from California’s NWL and identifies the need for active carbon capture and sequestration (CCS) technologies for some emissions sectors, such as petroleum refining and the production / processing of stone, clay, glass, and cement.

The continued implementation of existing plans, policies, and regulations adopted for the purposes of reducing GHG emissions remain critical for achieving the State’s 2030 and 2045 GHG reduction goals.

For example, the *2022 Scoping Plan* identifies a goal of achieving a per capita VMT reduction of at least 25 percent below 2019 levels by 2030 and a 30 percent below 2019 levels by 2045, which is related to the implementation of SB 375 and recommendations provided by the Scoping Plan’s Environmental Justice Advisory Committee. The *2022 Scoping Plan* also acknowledges that, “local governments are also frequently the sources of innovative and practical climate solutions that can be replicated in other areas. Their efforts to reduce GHG emissions within their jurisdictions are vital to achieving the state’s near-term air quality and long-term climate goals... and can also provide important co-benefits such as improved air quality, local economic benefits, healthier and more sustainable communities, and improved quality of life.”

CARB 2022 Scoping Plan and Anticipated Changes in Energy Consumption

As identified in the CARB 2022 Scoping Plan Update, California energy consumption is anticipated to shift over the coming decades as the State moves towards carbon neutrality. As part of CARB’s plan to achieve carbon neutrality by 2045, the State will decarbonize energy consumption across several primary sectors, including industrial processes, residential and commercial buildings, and transportation. Successful implementation of the 2022 Scoping Plan Update is anticipated to result in a significant reduction in the State’s fossil fuel consumption and an increase in carbon-free electricity, hydrogen, and biogas. Unlike the previous scoping plans, the 2022 Scoping Plan relies more heavily on the implementation, adoption, and use of existing technologies to reduce GHG emissions over the coming decades, as opposed to technologies that need to be developed. The following describes anticipated changes in energy consumption habits over the coming decades, and how the 2022 Scoping Plan Update, other rules and regulations, and funding strategies, are anticipated to influence the primary sources of energy used within various sectors of the economy.

Overall energy demand for industrial manufacturing is projected to increase from 2022 to 2045. The primary sources of energy for these activities have historically come from liquid petroleum fuel (e.g., gasoline, diesel, oil) and natural gas, but are anticipated to shift to electricity under the implementation of the *2022 Scoping Plan Update* and related legislation (e.g., AB 197 that calls for direct emissions reductions from sources covered by the AB 32 inventory). Hydrogen, biomethane, and liquid biofuels are anticipated to increase and replace petroleum fuel and natural gas; however, a complete phase out of fossil fuels is expected to occur by 2045. Industrial processes and equipment have varying energy demands. Replacement energy sources therefore must still be able to meet the same instantaneous and long-term energy demands that are currently provided by petroleum and natural gas. The *2022 Scoping Plan* expects that:

- Electricity and thermal solar will replace fossil fuels for industrial processes with low heat requirements.
- Hydrogen and biomethane will replace fossil fuels for industrial processes with high heat requirements.

The energy demands for oil and gas extraction and petroleum refining are projected to decrease by more than 75% between 2022 and 2045, corresponding to a decrease in demand for gasoline and diesel. The 2022 Scoping Plan notes, however, that it would not be feasible to eliminate oil and gas extraction completely by 2045 due to an existing demand that would remain in some capacity (CARB 2022a).

Decreases in gasoline and diesel consumption would be offset by increases in electricity, hydrogen, and biomethane.

The 2022 Scoping Plan projects that residential and commercial buildings will make up one third to half of building stock statewide by 2050. The 2022 Scoping Plan calls for ending natural gas in new residential and commercial buildings, replacing gas appliances, and reducing existing natural gas infrastructure. It is anticipated that, under the scenario evaluated in the 2022 Scoping Plan, approximately 90% of energy demand in residential and commercial buildings would be for electricity. Remaining building energy demand would be attributable to hydrogen, biomethane, and liquid biofuel, with a minor amount of natural gas and liquid petroleum remaining in the overall building energy consumption portfolio. The 2022 Scoping Plan projects that by 2035, seven million homes will be all-electric or electric-ready and that 100% of residential appliance sales would be electric. The 2022 Scoping Plan also projects that 80% of appliance sales for commercial buildings will be electric by 2035 and by 2045, 100% of the sales will be electric.

The 2022 Scoping Plan identifies three categories in the transportation sector where changes in energy consumption would occur: technology (vehicles and refueling infrastructure), fuels, and VMT. Per Executive Order (EO) N-79-20, all new passenger vehicles sold in California should be zero-emission by 2035. The EO also calls for all drayage trucks to be zero-emission 2035, and buses and heavy-duty long-haul trucks to be zero-emission by 2045, too, where feasible. Regulations, such as Advanced Clean Cars II, Advanced Clean Trucks, and the proposed Advanced Clean Fleet regulation, along with State incentive programs, would help with the deployment of ZEVs. In addition, California plans to rapidly expand its electric charging infrastructure from approximately 80,000 EV charging stations in 2022 to approximately 250,000 EV stations by 2025, which is over a doubling in EV charging station capacity.

Existing ZEVs are primarily fueled by electricity and hydrogen. The production of electricity and hydrogen would continue to increase. Biomethane would be used along with fossil fuels while the development of ZEV technologies for aviation, locomotives, and marine vessels continues. Renewable diesel has increased from approximately 1.8 million gallons in 2011 to approximately 589 million gallons in 2020. The Scoping Plan aims to reduce VMT per capita by 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045, which would result in a decrease in energy demand from the transportation sector. The Scoping Plan seeks to achieve this goal through strategies such as increasing funding for public transportation, implementing roadway pricing programs, expanding active transportation infrastructure, and supporting transportation and land use planning.

Electricity demand is anticipated to increase over the coming decades as more building systems, appliances, industrial processes, and vehicles transition to electricity as a primary energy source. Actions are being taken at the state level to help accommodate the additional demand, while ensuring that necessary increase in capacity will come from renewable sources.

In California, renewable energy and carbon-free energy sources are projected to increase in line with state goals, such as achieving 60% renewable resources for electricity by 2030 and 100% carbon-free energy sources for electricity by 2045 required by SB 100 (CEC 2021d). California would increase renewable energy infrastructure such as solar arrays and wind turbines so that electricity generated by

carbon-free sources would replace electricity generated by natural gas. CARB projects that by 2045 California will add four times the solar and wind capacity and 1,700 times the hydrogen supply. While fossil fuels would still be used, the demand for fossil fuels in 2045 would decrease by 86% relative to 2022, including a 94% reduction in demand for liquid petroleum.

Low Carbon Fuel Standard Regulation

CARB initially approved the LCFS regulation in 2009, identifying it as one of the nine discrete prompt action measures in the 2008 Scoping Plan to reduce California's GHG emissions. The LCFS regulation is designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The LCFS regulation defines a Carbon Intensity, or "CI," reduction target (or standard) for each year, which the rule refers to as the "compliance schedule."

The LCFS regulation initially required a reduction of at least 10 percent in the CI of California's transportation fuels by 2020. CARB approved some amendments to the LCFS in December 2011, which were implemented on January 1, 2013. In September 2015, the Board approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted. The 2015 rulemaking included many amendments, updates, and improvements to the program, including a compliance schedule that maintained the 2009 LCFS regulation's target of a 10 percent reduction in average carbon intensity by 2020 from a 2010 baseline. In 2018, the Board approved amendments to the regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with California's 2030 GHG emission reduction target enacted through SB 32, adding new crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector (CARB, 2020).

Senate Bill 375 (Sustainable Communities and Climate Protection Act)

In January 2009, California Senate Bill (SB) 375, known as the Sustainable Communities and Climate Protection Act, went into effect. The objective of SB 375 is to better integrate regional planning of transportation, land use, and housing to reduce sprawl and reduce GHG emissions and other air pollutants. SB 375 tasks CARB to set GHG reduction targets for each of California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an Alternative Planning Strategy may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies.

In August 2010, CARB released the proposed GHG reduction targets for the MPOs. The proposed reduction targets for the Southern California Association of Governments (SCAG) region were 8% by year 2020 and 13% by year 2035. In September 2010 and February 2011, the 8% and the 13% targets were adopted, respectively. SCAG's Regional Council adopted 2016-2040 Regional Transportation

Plan/Sustainable Communities Strategy (2016 RTP/SCS) on April 7, 2016, which updated the 2012 RTP/SCS

In March 2018, CARB established new regional GHG reduction targets for SCAG and other MPOs in the state (CARB, 2018). The new SCAG targets are an 8% reduction in per capita passenger vehicle GHG reductions by 2020 and a 19% reduction by 2035. On May 7, 2020, SCAG adopted “Connect SoCal”, the 2020-2045 RTP/SCS, for federal transportation conformity purposes only. On September 3, 2020, SCAG’s Regional Council unanimously voted to approve and fully adopt Connect SoCal, and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is designed to meet the regional GHG reduction targets for SCAG that were identified by CARB in 2018.

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal contains 10 primary goals, as detailed below:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of habitats.

Connect SoCal’s “Core Vision” centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The Core Vision includes: Sustainable Development, System Preservation and Resilience, Demand and System Management, Transit Backbone, Complete Streets, and Goods Movement (SCAG 2020).

SB 100

The 100 Percent Clean Energy Act of 2018, otherwise known as Senate Bill 100 (SB 100, De León), set a 2045 goal of powering all retail electricity sold in California and state agency electricity needs with renewable and zero-carbon resources, such as solar and wind energy that do not emit climate-altering greenhouse gases. SB 100 also updated the state’s Renewables Portfolio Standard to ensure that by 2030 at least 60 percent of California’s electricity is renewable and required the Energy Commission, Public Utilities Commission and Air Resources Board to use programs under existing laws to achieve 100

percent clean electricity and issue a joint policy report on SB 100 by 2021 and every four years thereafter.

AB 1493

California AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011. The standards were projected to result in about a 22% reduction compared with the 2002 fleet, and the mid-term (2013–2016) standards will result in about a 30% reduction. The updated regulations are projected to reduce GHGs from new cars by 34% from 2016 levels by 2025.

AB 1279

AB 1279 or the "California Climate Crisis Act, declared the policy of the state both to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. The law required the California Air Resources Board to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies in California.

S-3-05

Executive Order S-3-05 was issued by California Governor Arnold Schwarzenegger and established targets for the reduction of greenhouse gas emission at the milestone years of 2010, 2020, and 2050. Statewide GHG emissions must be reduced to 1990 levels by year 2020 and by 80 percent beyond that by year 2050. The Order requires the Secretary of the California Environmental Protection Agency (Cal-EPA) to coordinate with other State departments to identify strategies and reduction programs to meet the identified targets. A Climate Action Team (CAT) was created and is headed by the Secretary of Cal-EPA who reports on the progress of the reduction strategies. The latest CAT Biennial Report to the Governor and Legislature was completed in April 2016.

B-30-15

In 2015, Governor Brown issued Executive Order B-30-15 to establish a new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. All state agencies with jurisdiction over sources of greenhouse gas emissions were required to implement measures, pursuant to statutory authority, to achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets. At the time, this was considered the most aggressive benchmark enacted by any government in North America to reduce dangerous carbon emissions over the next decade and a half.

N-79-20

In 2020, California Governor Gavin Newsom issued Executive Order N-79-20, setting new statewide goals for phasing out gasoline-powered cars and trucks in California, including a zero-emission requirement for all in-state sales of new passenger cars and trucks by 2035. Similarly, under this Order, 100% of in-state sales of medium- and heavy-duty trucks and buses are to be zero-emission by 2045, where feasible; and 100% of off-road vehicles and equipment sales are to be zero-emission by 2035, where feasible.

California GHG Emissions Inventory and Trends

California's annual statewide GHG emission inventory is a relevant tool for tracking California's progress in reducing GHGs and achieving the statewide GHG target. The GHG inventory relies on data collected through various California Global Warming Solutions Act (AB 32) programs. On July 11, 2018, CARB announced in a press release (No. 18-37) that greenhouse gas pollution in California fell below 1990 levels for the first time since emissions peaked in 2004, an achievement equal to taking 12 million cars off the road or saving 6 billion gallons of gasoline a year. Moreover, according to the CARB report on California Greenhouse Gas Emissions for 2000 to 2017 (published in 2019), which tracks the trends of GHG emissions, California's GHG emissions have followed a declining trend between 2007 and 2017. In 2017, emissions from GHG emitting activities statewide were 424 million metric tons of CO₂ equivalent (MMTCO₂e), 5 MMTCO₂e lower than 2016 levels and 7 MMTCO₂e below the 2020 GHG Limit of 431 MMTCO₂e. The data also show that for the first time since California started to track GHG emissions, the state power grid used more energy from zero-GHG sources like solar and wind power than from electrical generation powered by fossil fuels. On July 28, 2021, CARB announced via Press Release No. 21-34 that state Greenhouse Gas Inventory shows emissions have continued to drop below 2020 target, which is a return to the 1990 GHG levels. The target was achieved four years ahead of schedule in 2016.

Wildfires are known to have served a natural function in California's diverse ecosystems for millennia, such as facilitating germination of seeds for certain tree species, replenishing soil nutrients, clearing dead biomass to make room for living trees to grow, and reducing accumulation of fuel that leads to high-intensity wildfires. However, fire also impacts human health and safety, and releases greenhouse gas (GHG) emissions and other air pollutants, including those that contribute to ozone formation. In recent years, the magnitude and intensity of wildfires have increased across California. CARB works with other State agencies to develop an ecosystem carbon inventory for natural and working lands. This inventory quantifies the carbon stored in the State's forests, soils, and other natural lands. Senate Bill 901 (2018) directed the California Air Resources Board (CARB) to develop a baseline estimate of greenhouse gas (GHG) emissions from California's natural fire regime that reflects conditions before modern fire suppression (i.e., before 1910). In response, CARB has prepared a draft report, titled California's Historical Fire Activity Before Modern Fire Suppression, dated November 2021. The report indicates that wildfires that occurred between 2000 and 2020 emitted, on average, 19 million metric tons of carbon dioxide per year. This equates to an average of 24 metric tons of carbon dioxide per acre burned.

The State's 2022 Scoping Plan recognizes that of the twenty largest wildfires ever recorded in California, nine occurred in 2020 and 2021. The worst wildfire season in California's recorded history was in 2018,

with over 24,226 structures damaged or destroyed and over 100 lives lost. The largest wildfire season ever recorded in state history was in 2020, where more than 4.3 million acres burned, albeit at different intensity and with varying ecological impacts, and over 112 million metric tons of carbon dioxide (CO₂) emitted into the atmosphere. Wildfires have always been part of California's natural ecology and will continue to be. However, changes to the state's climate and precipitation expands the footprint of wildfire threat, severity, and intensity, with one quarter of California—more than 25 million acres—now classified as being under very high or extreme fire threat. The impacts of wildfire smoke have been linked to respiratory infections, cardiac arrests, low birth weight, mental health conditions, and exacerbated asthma and chronic obstructive pulmonary disease.

Regional and Local

South Coast Air Quality Management District (SCAQMD)

SCAQMD is the agency responsible for air quality planning and regulation in the SCAB. The SCAQMD addresses the impacts to climate change of projects subject to SCAQMD permit as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The SCAQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

City of Indio General Plan

In September 2019, the Indio City Council adopted the General Plan. The General Plan contains the following goals and policies related to energy consumption (City of Indio, 2019):

- **Policy CE-3.6 Zero Net Energy Use.** Implement building design requirements to achieve zero net energy use for new residential development by 2020 and zero net energy use for new commercial development by 2030 consistent with the California Public Utilities Commission's California Long Term Energy Efficiency Strategic Plan.
- **Policy CE-3.8 Building Energy Use.** Encourage the use of building placement, design, and construction techniques to limit energy consumption, reduce the heat island effect, increase renewable energy use, and maintain solar access.
- **Policy HE-3.10 Lower Emission Fuel Technologies.** Support collaboration between State, regional, and local agencies to continue transitioning goods movement and transit vehicles to lower emission fuel technologies in order to reduce vehicle air pollution.

City of Indio Municipal Code

The Indio Municipal Code, Section 151.017 adopts the 2022 California Energy Code as the energy code for the city of Indio. In addition, Section 151.050 indicates that the 2022 California Green Building standards is adopted as the city's green building standards code. The city of Indio Municipal Code establishes certain specific requirements for employee vehicle trip reductions, as summarized below.

Title XV (Land Usage), Chapter 160 (Transportation Demand Management): This code chapter (Code Sections 160.01 to 160.12) reduces pollution caused by vehicle trips and vehicle miles travelled by requiring all new development projects and or change of use projects that are estimated to employ at total of 100 or more persons to submit a Transportation Demand Management (TDM) Plan that reduces work related vehicle trips by 10% from the expected number of trips related to the project.

Indio Climate Action Plan (CAP)

The city of Indio adopted its Climate Action Plan (CAP) in September 2019. The CAP includes an emissions inventory with a baseline year of 2010 and emissions projections for 2020, 2030, and 2040. The CAP contains GHG reduction measures that achieve GHG reductions to 1990 levels by 2020, 40% below 1990 levels by 2030, and 60% below 1990 levels by 2040, consistent with statewide targets and the Indio General Plan.

4.8.4 Project Impacts

Thresholds of Significance

The following thresholds or criteria are derived from Appendix G of the CEQA Guidelines and are used to determine the level of potential effect. The significance determination is based on the recommended criteria set forth in Section 15064 of the CEQA Guidelines. For analysis purposes, development of the Oasis at Indio would have a significant effect on greenhouse gas emissions if it will:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Methodology

As previously introduced, the GHG findings are based primarily on the Oasis at Indio Specific Plan Energy and Greenhouse Gas Analysis Report, dated November 29, 2023.

CEQA Guidelines Section 15064 establishes that the determination of the significance of a project's GHG emissions requires careful judgement and a good-faith effort to describe or estimate the amount of GHG emissions resulting from a project. A lead agency may prepare a quantitative or a qualitative analysis of GHG emissions; however, the analysis should focus on a project's foreseeable change in GHG emissions, for an appropriate timeframe, and with consideration of evolving scientific knowledge and state regulatory schemes. When determining the significance of a project's GHG emissions impact, a lead agency should consider factors such as, but not limited to, the potential increase or decrease in GHG emissions compared to a project's existing environmental setting, whether a project's GHG emissions exceed threshold of significance determined to apply, and the extent to which a project complies with regulations or requirements in an adopted statewide, regional, or local plan for reducing or mitigating GHG emissions, provided such requirements were adopted in a public review process and reduce or

mitigate a project's incremental GHG emissions contribution to cumulative climate change effects. In addition, CEQA Guidelines Section 15183.5 sets forth that a lead agency may analyze and mitigate the significant effect of GHG emissions at a programmatic level, such as in a general plan or a separate plan for the reduction of GHG emissions. Such a plan may be used to find that a project's incremental contribution to global climate change is not cumulatively considerable if the project complies with the requirements of the GHG reduction plan, provided the GHG reduction plan: 1) Quantifies existing and projected GHG emissions over a specific time period from activities within a defined geographic area; 2) Establishes a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable; 3) Identifies and analyzes the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area; 4) Specifies measures, or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified GHG emissions reduction level; 5) Establishes a mechanism to monitor the plan's progress toward and to require amendment if the plan is not achieving the specific GHG reduction level; and 6) Is adopted in a public process following environmental review.

With regards to the programmatic analysis and mitigation of GHG emissions, the city of Indio CAP identifies and mitigates significant GHG emissions at a programmatic level and was prepared in accordance with the requirements of CEQA Guidelines Section 15183.5 for tiering and streamlining the analysis of GHG emissions under CEQA. The CAP establishes the following project-level review thresholds, based on substantial evidence, to exempt projects that are too small to have significant GHG emissions impacts from further analysis.

Indio CAP Project Review Screening Thresholds:

- Single family residential: 50 units
- Apartments/condominiums: 70 units
- General commercial office space: 35,000 square feet
- Retail space: 11,000 square feet
- Supermarket/grocery space: 6,300 square feet

The CAP also establishes the following levels, based on substantial evidence, below which activities covered by the CAP would not be cumulatively considerable:

Indio CAP 2030 GHG Emissions Targets:

- 5.9 MTCO₂e per year per capita (MTCO₂e/yr/capita)
- 4.2 MTCO₂e/yr/SP

Indio CAP 2040 GHG Emissions Targets:

- 3.8 MTCO₂e/yr/capita
- 2.6 MTCO₂e/yr/SP

The Indio CAP states that using the CAP to tier or streamline the review of a project's GHG emissions analysis "should be limited to situations where the project is consistent with the General Plan and Zoning, scope is lesser, site-specific or a negative declaration, except when a project requires rezoning to

maintain conformity with the general plan” (City of Indio, 2019, page 40). The CAP’s efficiency metrics reflect that methodology, which assumes substantial reductions from measures to be implemented on a citywide basis. The CAP is a programmatic document that considers assumed buildout under the General Plan and applies assumed reductions in emissions from measures to be implemented through year 2040. As such, it contemplates tiering for projects consistent with the General Plan using a checklist (CAP Appendix B), with the assumption that the CAP measures identified would apply to projects and serve to reduce emissions in a manner commensurate with the efficiency metrics. For projects requiring a General Plan amendment or zone change, and therefore conducting a similar efficiency analysis, that analysis is done without the benefit of the same reductions assumed in the CAP from measures to be implemented by the City (but that would reduce emissions from such projects).

Notwithstanding this limitation on the CAP, to ensure a conservative analysis, the proposed project would result in a potentially significant GHG emissions impact if it would:

Generate GHG emissions, either directly or indirectly, above the 2030 or 2040 GHG emissions level determined by the city of Indio CAP to not result in a cumulatively considerable and adverse impact on the environment:

- Indio CAP 2030 GHG Emissions Levels: 5.9 MTCO₂e/yr/capita or 4.2 MTCO₂e/yr/SP
- Indio CAP 2040 GHG Emissions Levels: 3.8 MTCO₂e/yr/capita or 2.6 MTCO₂e/yr/SP; or

Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG, including the city of Indio CAP, CARB 2022 Scoping Plan, the Sustainable Freight Action Plan, and Connect SoCal.

The Energy and GHG Report applies the Indio CAP GHG emissions levels as a significance threshold because the city’s emissions levels were developed based on substantial evidence, evaluated in a public process, and includes strategies that provide a roadmap to meet GHG reduction by 2030 and 2040 that are consistent with State emission reduction targets. Although the proposed project would not be an activity covered by the CAP, future development proposals within the project area would be subject to CAP review, completion of the CAP’s development review checklist, and incorporation of specific CAP implementation strategies and actions. Therefore, the city’s CAP, and more specifically the GHG emissions levels identified in the CAP, represent the best available source of information for evaluating local GHG emissions for projects within the city of Indio.

The proposed project would not directly result in the construction or operation of any specific project; however, the proposed project’s land use plan allows for new residential, commercial, industrial, and infrastructure development projects that could generate construction and operational GHG emissions of that may have an effect on the environment and/or conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions.

The proposed project’s construction and operational GHG emissions were estimated using methods and data sources that are consistent with SCAQMD-recommended guidance and procedures and prevailing practices for CEQA-based GHG emissions estimates. A summary of the proposed project’s GHG emissions

sources and the methods used to estimate and evaluate the project's GHG emissions is provided in **Table 4.8-1**.

Table 4.8-1: Summary of Emissions Quantification Methodologies

Emissions Source	Methodology	Key Data Inputs
Construction Activities	CalEEMod	Size of Project Lot
Area, Energy, Water and Wastewater, Solid Waste, and Refrigeration Sources	CalEEMod	Size and Type of Proposed Structure, Climate Zone, and Energy Efficiency
Mobile Sources	CalEEMod	Number of Trips and Trip Distances
Yard Hostellers	EMFAC	Quantity of Equipment and Distance Travelled

Construction GHG Emission Factors

The proposed project's potential construction GHG emissions were estimated using CalEEMod (Version 2022.1.1.20). Although future project-specific characteristics are not known, construction activities associated with typical residential, commercial, industrial, and infrastructure development projects in undeveloped areas can include site preparation, grading, trenching, building construction (including foundation work, vertical building work, mechanical, electrical, and plumbing work, and finishing work), paving, and architectural coating activities. The proposed project would not require demolition activities because the project area is not currently developed with any buildings or structures. These types of construction activities would consume energy and generate GHG emissions from the following sources:

- **Off-Road Construction Equipment:** Heavy-duty, off-road equipment (e.g., bulldozers, loaders, etc.) would consume diesel fuel and emit GHG during construction of the proposed Project.
- **Construction Vehicle Trips:** Worker vehicle trips, vendor vehicle trips, and haul truck trips generated by the proposed Project's construction activities would consume gasoline, diesel, and electric fuels and emit GHG.

Construction models were developed for the purposes of evaluating potential environmental impacts from project-related construction activities, including construction GHG emissions. The construction models are based on the conceptual site plan and associated development assumptions for the Maximum Buildout Scenario (MBS) and Scenario 2, and the construction phasing and equipment assumptions used to estimate potential construction GHG emissions are consistent with the CalEEMod inputs used to evaluate the proposed project's potential construction air quality impacts (MIG, 2023).

The proposed project's potential construction phases and schedule for each construction model were provided by the Applicant; the equipment usage for each construction model was developed using CalEEMod default assumptions. The Energy and GHG Report modified certain default assumptions to reflect the following project-specific characteristics:

- **Schedule:** The proposed project is a programmatic guide to land use and development in the Project area, and the actual timing of future development projects would be subject to

market conditions. The construction modeling conducted for the project assumes concurrent construction in PA 1, PA 2, PA 3, and PA 4. The Energy and GHG Report assumes construction would begin with mass grading of the approximately 183-acre project area in 2025, followed by the installation of A Street and utility mains, and the construction of the IID substation. Site development for each subsequent construction model run was assumed to begin in May 2025 and proceed concurrently until project construction is completed in 2028.

- **Demolition:** The demolition phase was removed from the model to reflect the fact the project area is undeveloped and does not contain structures that require demolition or removal.
- **Soil Hauling:** The model was modified to include 2,525 cubic yards of total soil import hauling during the grading phase. The amount of hauling for each modeled scenario was apportioned based on the ratio of the modeled scenario size to the total project area size. In addition, 6,000 cubic yards of material movement and 1,500 cubic yards of material movement were added to the mass grading and IID substation construction models, respectively.

Operational GHG Emission Factors:

The Energy and GHG Report also estimated the proposed project's potential regional operational emissions using CalEEMod (Version 2022.1.1.20). Although future project-specific characteristics are not known, operational activities associated with typical residential, commercial, industrial, and infrastructure development projects can generate GHG emissions from the following sources:

- **Small "area" sources** including landscaping equipment.
- **Energy use** in the form of natural gas combustion for building water and space heating needs.
- **Mobile sources** including passenger car and truck trips made to and from the site by new residents, visitors, customers, employees, deliveries, vendors, and goods movement.
- **Solid waste** including the transport and disposal of waste generated in the project area to recycling facilities, composting facilities, and landfills.
- **Water and wastewater sources** such as indoor water use for drinking, cleaning, cooking, etc. and outdoor water use for landscaping. These sources include the imbedded electricity consumption required to supply water to the project area and treat wastewater produced by individuals working or visiting the site.
- **Off-road sources** such as forklifts and other equipment used to move goods manufactured and/or stored and distributed to and from industrial buildings.
- **Refrigerants** that may escape from appliances (e.g., residential, and commercial refrigerators), other on-site building systems (e.g., HVAC equipment).

The following potential sources of GHG emissions were not modeled:

- **Substation Electrical Insulation Gas Leaks:** SF₆ can be used as an insulator for the type of equipment that would be present in the substation. SF₆ leaks were not modeled, since CARB is phasing out SF₆ in gas insulated equipment (CARB, 2021). It was assumed that potential leakage from the SF₆-free insulation would not result in substantial GHG emissions.
- **Vegetation** that includes the release of carbon accumulated in the soil and carbon sequestration from the trees added to the site by the project. The release of carbon accumulated in the soil of the undeveloped project area could not be estimated because the

data for CO₂ accumulation for the land use type and soil type in the project area was not available. Additionally, carbon would be sequestered by trees planted in the project area. The exact number and species of trees in the landscaping plan has not yet been determined, and so carbon sequestration from this source was not quantified.

Similar to construction emissions, the assumptions used in the Energy and GHG Report to estimate potential operational GHG emissions are based on, and consistent with, the CalEEMod operational activities and other modeling assumptions used to evaluate the proposed project's potential operational air quality impacts (MIG, 2023). GHG emissions from operational activities were estimated in CalEEMod, based on default model assumptions, with modifications made to reflect project-specific characteristics, including the following modifications relevant to operational GHG emissions estimates:

- **Operation Year:** The proposed project is anticipated to be fully developed by 2033. The construction modeling conducted for the project is based on concurrent construction activities between 2025 and 2028 to provide a worst-case estimate of daily construction emissions and noise levels; however, consistent with the TIA prepared for the project, full development and occupancy of the site is assumed to occur by 2033.
- **Area Sources:** Woodstoves and wood-burning fireplaces were removed pursuant to SCAQMD Rule 445 and the quantity of wood-burning fireplaces that was removed was added to the default number of natural-gas fireplaces assumed by CalEEMod.
- **Energy Sources:** Forecasted 2033 GHG emission factors for electricity generation were used instead of 2019 reported factors to reflect the Project's modeled operational year.
- **Mobile Sources:** Mobile source operations were modified to be consistent with the proposed project's traffic impact and trip generation analyses:
 - **Trip Generation Rates:** The CalEEMod default weekday and weekend trip generation rates for each modeled land use type (e.g., low-rise apartments, strip retail, etc.) was updated to be consistent with the values used in the proposed project's TIA.
 - **Trip Type:** The CalEEMod default primary, diverted, and pass by trip percentages were modified to reflect the internal capture (assumed to be diverted) and pass by trip percentages from the proposed Project TIA.
 - **Residential and Industrial Employee Trip Distances:** Residential and industrial employee trip distances were modified to reflect the specific residential VMT/capita (9.6 miles/capita) VMT/employee (18.3 VMT/employee) identified in the proposed Project's VMT screening analysis (LLG, 2023b).
 - **Industrial Truck Trip Distance:** Truck trips were assumed to have an average trip distance of 32.2 miles, consistent with SCAQMD recommendations.
 - **Industrial Truck Trip Types:** The default truck mix was updated to match the trip types identified in the project's TIA (LLG, 2023). Trucks were assumed to be a blend of Light-Heavy Duty (LHD) trucks (2-axle), Medium-Heavy Duty (MHD) trucks (3-axle), and Heavy-Heavy Duty (HHD) Trucks based on the breakdown provided in the TIA trip generation estimates.

- **Off-Road Equipment:** A total of 8 diesel yard hostellers (4 at each industrial building) and 217 electric forklifts were added to the modeling, consistent with the warehouse average forklift/pallet jacks per 1,000 square feet determined in the SCAQMD high-cube warehouse survey (SCAQMD, 2014).
- **Refrigerants:** The GWP for residential, commercial, and industrial refrigerants was assumed not to exceed 750 for residential air conditioning and 150 for retail refrigerants, consistent with the requirements of CARB's Prohibitions on Use of Certain Hydrofluorocarbons in Stationary Refrigeration, Stationary Air-conditioning, and Other End-Uses (CARB 2020b).
- **Substation Land Use** defaults were adjusted to reflect the operation of a substation (e.g.: trip rate reduced to an average of two total trips per day with energy, waste, water, and refrigerant sources removed). In addition, as described above, fugitive leaks of SF₆ or other GHG were not estimated for the substation land use.

Impact Analysis Results

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment

The proposed project includes two primary land use districts in four planning areas (PA). A Mixed-Use District would permit multi-family residential uses (20 to 50 dwelling units (DU) per acre) and a variety of commercial non-residential uses (up to 0.50 floor to area ratio, or FAR), including lodging (i.e., a hotel or motel), in PA 1, PA 2, and PA 3. An Industrial District would allow a variety of light-industrial land uses (up to 0.60 FAR) in PA 4. The proposed project would also set aside land for public ROW dedication and internal circulation needs.

For purposes of analysis in the Energy and GHG Report and in this DEIR, two development patterns have been analyzed, each of which are consistent with the Specific Plan. Both development patterns are conceptual in nature and are not necessarily indicative of the project's actual final development pattern. Nonetheless, these two development patterns, referred to as the Maximum Buildout Scenario (MBS) and Scenario 2, help contextualize, describe, and assess potential impacts that could be associated with future development in the project area. Both land use options are consistent with the proposed project's maximum allowable development density and other applicable standards. The MBS and Scenario 2 would result in the same amount of industrial non-residential development in PA 4 (1,806,290 square feet), as well as the same amount of acreage allocated for public ROW and internal circulation needs. The primary difference between the two options is the amount of residential and commercial development. Whereas the MBS assumes maximum residential development in PA 1, PA 2, and PA 3, resulting in 3,240 dwelling units and 20,000 square feet of commercial non-residential space, Scenario 2 assumes lesser residential development and more non-residential development in PA 1, PA 2, and PA 3, resulting in 1,237 dwelling units, 71,600 square feet of commercial non-residential space, and a 128-key hotel or motel development. The proposed project is anticipated to be fully developed by 2033.

The proposed project would generate GHG emissions from the short-term construction and long-term operational sources activities described in the methodology section. Construction activities would cease to emit GHG upon completion, unlike operational emissions that would be continuous year after year until the project is decommissioned. Accordingly, the SCAQMD recommends averaging construction GHG emissions over a 30-year period and combining this average with operational emissions estimates to facilitate comparison to potential thresholds, standards, plans, etc. that may be based on annual GHG emissions estimates or GHG reduction targets.

The proposed project's potential construction emissions are based on a series of individual construction models. The proposed project's potential total unmitigated construction GHG emissions, in MTCO₂e/yr, are summarized in **Table 4.8-2** and **Table 4.8-3**, respectively.

Table 4.8-2: Maximum Buildout Scenario Unmitigated Construction GHG Emissions

Construction Model	GHG Emissions (Metric Tons)				
	CO ₂	CH ₄	N ₂ O	Refrigerant CO ₂ e	Total CO ₂ e
01: Mass Grading Area	1,160.0	0.0	0.0	0.1	1,164.7
02: "A" Street	136.4	0.0	0.0	0.0	138.4
03: IID Substation	290.5	0.0	0.0	0.0	292.6
04: PA4 Southwest Industrial	3,140.1	0.1	0.1	2.1	3,186.2
05: PA4 Southeast Industrial	3,254.1	0.1	0.2	2.3	3,304.1
06: MBS PA1 Northwest Residential	5,154.0	0.1	0.2	5.1	5,231.6
07: MBS PA1 Northeast and PA2 Mixed-Use	9,695.1	0.2	0.5	9.8	9,846.5
08: MBS PA3 Residential	1,085.3	0.0	0.0	0.9	1,099.3
Total GHG Emissions (2025 to 2028)	23,915.6	0.6	1.0	20.3	24,263.4
Average GHG Emissions Per Year^(A)	797.2	0.0	0.0	0.7	808.8
Source: MIG, 2023					
(A) Emissions are averaged over a 30-year period, the assumed lifetime of the Project.					

Table 4.8-3: Scenario 2 Unmitigated Construction GHG Emissions

Construction Model	GHG Emissions (Metric Tons)				
	CO ₂	CH ₄	N ₂ O	Refrigerant CO ₂ e	Total CO ₂ e
01: Mass Grading Area	1,160.0	0.0	0.0	0.1	1,164.7
02: "A" Street	136.4	0.0	0.0	0.0	138.4
03: IID Substation	290.5	0.0	0.0	0.0	292.6
04: PA4 Southwest Industrial	3,140.1	0.1	0.1	2.1	3,186.2
05: PA4 Southeast Industrial	3,254.1	0.1	0.2	2.3	3,304.1
09: S2 PA1 Northwest Residential	2,792.6	0.1	0.1	1.9	2,826.6
10: S2 PA1 Northeast Residential	5,849.9	0.2	0.2	4.8	5,927.2
11: S2 PA2 Commercial	366.4	0.0	0.0	0.0	368.0
12: S2 PA3 Commercial	913.4	0.0	0.0	0.5	924.8
Total GHG Emissions (2025 to 2028)	17,903.5	0.5	0.7	11.7	18,132.58
Average GHG Emissions Per Year^(B)	596.8	0.0	0.0	0.4	604.4
Source: MIG, 2023					
(A) Emissions are amortized over the life of the Project, which is presumed to be 30 years.					

As described in the methodology section, the proposed project's potential operational GHG emissions estimates are based on the MBS and Scenario 2 conceptual site plan and development assumptions, the trip generation assumptions, and input assumptions used to estimate the project's operational air quality impacts (MIG, 2023). The modeling assumes full operation of the project area occurs in the year 2033, consistent with the TIA conducted for the proposed project (LLG, 2023a). The proposed project's maximum unmitigated operational GHG emissions (in MTCO₂e), are summarized in **Table 4.8-4** and **Table 4.8-5** for the MBS and Scenario 2, respectively.

Table 4.8-4: Maximum Buildout Scenario Unmitigated Operational GHG Emissions (Year 2033)

Project Emissions Source	GHG Emissions (MTCO ₂ e) by Land Use Type		
	Residential	Non-Residential	Total
Area	737.3	26.9	764.2
Energy	5,426.3	5,227.9	10,654.2
Mobile	12,731.0	32,483.6	45,214.6
Waste	747.9	537.1	1,285.0
Water	249.7	8.1	257.8
Off-Road	0.0	1,174.3	1,174.3
Refrigerants	3.3	0.0	3.3
Average Construction ^(A)	-	-	808.8
Total Emissions (MTCO₂e/yr)^(B)	19,895.5	39,458.0	60,162.2
Total Service Population			13,946.0
Project Emissions (MTCO₂e/yr/Capita)	1.9	-	-
Project Emissions (MTCO₂e/yr/SP)	-	-	4.3
Indio CAP 2030 Emissions Level	5.9	NA	4.2
CAP 2030 Emissions Level Exceeded?	No	-	Yes
Indio CAP 2040 Emissions Level	3.8	-	2.6
CAP 2040 Emissions Level Exceeded?	No	NA	Yes
Source: Energy and GHG Report			
(A) Totals may not equal due to rounding.			

Table 4.8-5: Scenario 2 Unmitigated Operational GHG Emissions (Year 2033)

Project Emissions Source	GHG Emissions (MTCO ₂ e) by Land Use Type		
	Residential	Non-Residential	Total
Area	281.5	30.4	311.9
Energy	2,071.7	6,225.4	8,297.1
Mobile	4,145.3	55,152.5	59,297.8
Waste	285.6	691.1	976.7
Water	95.3	31.1	126.5
Off-Road	0.0	1,174.3	1,174.3
Refrigerants	1.4	261.6	263.0
Average Construction ^(A)	-	-	604.4
Total Emissions (MTCO₂e/yr)^(B)	6,880.7	63,566.5	71,051.7
Residents / Employees / SP	3,996.0	3,690.0	7,686.0
Project Emissions (MTCO₂e/yr/Capita)	1.7	-	-
Project Emissions (MTCO₂e/yr/SP)	-	-	9.2
Indio CAP 2030 Emissions Level	5.9	NA	4.2
CAP 2030 Emissions Level Exceeded?	No	-	Yes
Indio CAP 2040 Emissions Level	3.8	-	2.6
CAP 2040 Emissions Level Exceeded?	No	NA	Yes
Source: Energy and GHG Report			
(A) Totals may not equal due to rounding.			

As summarized in **Table 4.8-4** and **Table 4.8-5**, the proposed project's potential unmitigated GHG emissions efficiency for the Maximum Buildout Scenario and Scenario 2 would not exceed the CAP's 2030 and 2040 GHG levels on a per capita basis, but would exceed the CAP's 2030 and 2040 GHG levels on a service population basis. The modeling also shows:

- **Mobile Sources:** The primary source of the project's GHG emissions is mobile sources, which account for approximately 75.2% of the total GHG emissions under the Maximum Buildout Scenario and 83.5% of the total GHG emissions under Scenario 2.
- **Energy:** Building energy use is the second highest source of project GHG emissions, accounting for 17.8% of total GHG emissions under the Maximum Buildout Scenario and 11.7% of total GHG emissions under Scenario 2.
- **Other Sources:** Together, all other sources (area, waste, water, off-road equipment, refrigerants, and average construction) would generate less than 10% of the proposed project's total GHG emissions. Individually, these other GHG emissions sources each contribute a small percentage of potential GHG emissions. For example, the third largest GHG emissions source under the Maximum Buildout Scenario and Scenario 2 are waste and off-road equipment, respectively, which both account for approximately 1% to 2% of total GHG emissions.

As summarized above, the proposed project would have the potential to generate GHG emissions that

could exceed the GHG emissions levels, in terms of MTCO₂e/yr/SP, established by the Indio CAP. This is considered a potentially significant impact.

GHG Mitigation Measures

To reduce the proposed project's potential operational GHG emissions levels, the Energy and GHG Report recommends the proposed project incorporate **Mitigation Measure GHG-1** (Reduce Appliance Energy Consumption and GHG Emissions), **Mitigation Measure GHG-2** (Maximize Solar Roof Access Area), and **Mitigation Measure GHG-3** (Reduce Building Energy Consumption and GHG Emissions), which would ensure buildings are as energy efficient as possible when they are developed.

Mitigation Measure GHG-1: Reduce Appliance Energy Consumption and GHG Emissions. To reduce potential GHG emissions from appliance-related energy consumption, all developer-installed refrigerators, dishwashers, clothes washers and dryers, and room air conditioners shall be Energy Star certified products.

Mitigation Measure GHG-2: Maximize Solar Roof Access Area. To reduce building energy related GHG emissions, all future residential, commercial, and industrial development shall design roof areas to maximize the solar access roof area by:

- 1) Minimizing roof areas occupied by other building systems, shading from natural features, external structures, and, for low-sloped roofs, components of the building itself.
- 2) Maximizing solar roof access area by covering exterior parking areas with shade control structures that are compatible with photovoltaic systems. This shall only be required if the primary building's rooftop photovoltaic system does not already meet the minimum photovoltaic system size pursuant to the version of the building energy efficiency standards code in effect at the time a project submits its building permit application. The current 2022 Building Energy Efficiency Standards establish minimum PV system size for multifamily residential development with three or less habitable stories using equation 170.2-C, Annual Photovoltaic Electrical Output, and for multifamily residential development with four or more habitable stories using Equation 170.2D, Photovoltaic Direct Current Size.

Notwithstanding the above mitigation requirements, the design and calculation of individual project solar roof access areas shall be done in compliance with all applicable zoning, design, and building standards of the Oasis at Indio Specific Plan, the Indio Municipal Code, the Indio Unified Development Code, and the California Building Standards Code.

Mitigation Measure GHG-3: Reduce Building Energy Consumption and GHG Emissions. To reduce potential GHG emissions associated with the performance of the building envelope and systems components covered by Title 24 of the California Code of Regulations, all buildings in the project area shall be designed to have a total energy design rating that is at least 5% less than the standard building design for Climate Zone 15. The energy budget for the standard design building and the energy budget for the proposed design building shall be determined in accordance with the definitions and approach set forth in the version of the Building Energy Efficiency Standards (Energy Code) that is in effect at the time of building permit approval, unless the city Indio has adopted local requirements that are more stringent than the Energy Code. The requirement to

reduce a project's energy budget by 5% below the standard design building shall not apply if the Energy Code or the city of Indio has already established a zero net energy requirement for the standard design building.

In addition to the GHG -specific mitigation measures identified above, it is noted that the proposed project's Air Quality and Health Risk Assessment Report also recommended mitigation measures to reduce emissions of criteria air pollutants and toxic air contaminants. Some of these air quality mitigation measures would also reduce GHG emissions. The air quality mitigation measures that could reduce GHG emissions are summarized below.

- **Mitigation Measure AIR-2: Reduce Construction NO_x and PM Exhaust Emissions.** This measure requires future development projects to use late model construction equipment and connect to existing electrical service to power stationary and portable construction equipment.
- **Mitigation Measure AIR-3: Reduce Landscaping Equipment Emissions.** This measure supports the voluntary replacement of small off-road equipment less than 25 horsepower that could be used for landscaping activities in the project area with electric equipment.
- **Mitigation Measure AIR-4: Reduce Residential Vehicle Trip Emissions.** This measure requires residential projects to comply with the Voluntary Tier 1 charging provisions for new construction and voluntary bicycle parking provisions contained in the version of the California Green Building Code (CalGreen Code) that is in effect at the time of building permit approval, unless the city has adopted local requirements that are more stringent than the CalGreen Code.
- **Mitigation Measure AIR-5: Reduce Commercial and Industrial Light-Duty Vehicle Trip Emissions.** This measure requires commercial projects to develop infrastructure to comply with the Voluntary Tier 1 charging provisions for new construction and the voluntary bicycle accommodations contained in the version of the California Green Building Code (CalGreen Code) that is in effect at the time of building permit approval, unless the city has adopted local requirements that are more stringent than the CalGreen Code.
- **Mitigation Measure AIR-6: Reduce Commercial and Industrial Truck Trip Emissions.** This measure requires commercial and industrial projects to reduce truck trip emissions by designing and incorporating electrical system infrastructure components that promote and support the use of near-zero and zero emission trucks.
- **Mitigation Measure AIR-7: Reduce Commercial and Industrial Yard Equipment Emissions.** This measure requires commercial and industrial projects to use zero emission yard equipment.

The proposed project's potential mitigated GHG emissions estimates are summarized in **Table 4.8-6** and **Table 4.8-7**, respectively.

Table 4.8-6: Maximum Buildout Scenario Mitigated Operational GHG Emissions (Year 2033)

Project Emissions Source	GHG Emissions (MTCO ₂ e) by Land Use Type		
	Residential	Non-Residential	Total
Area	737.3	26.9	764.2
Energy	4,479.3	5,193.9	9,673.2
Mobile	12,731.0	32,483.6	45,214.6
Waste	747.9	537.1	1,285.0
Water	249.7	5.1	254.8
Off-Road	0.0	0.0	0.0
Refrigerants	3.3	0.0	3.3
Average Construction	-	-	808.8
Total Emissions (MTCO₂e/yr)^(A)	18,948.5	38,246.6	58,003.8
Total Service Population			13,946
Project Emissions (MTCO₂e/yr/Capita)	1.8	-	-
Project Emissions (MTCO₂e/yr/SP)	-	-	4.2
Indio CAP 2030 Emissions Level	5.9	NA	4.2
CAP 2030 Emissions Level Exceeded?	No	-	No
Indio CAP 2040 Emissions Level	3.8	-	2.6
CAP 2040 Emissions Level Exceeded?	No	NA	Yes
Source: Energy and GHG Report			
(A) Totals may not equal due to rounding.			

Table 4.8-7: Scenario 2 Mitigated Operational GHG Emissions (Year 2033)

Project Emissions Source	GHG Emissions (MTCO ₂ e) by Land Use Type		
	Residential	Non-Residential	Total
Area	281.5	30.4	311.9
Energy	1,680.1	6,098.9	7,779.0
Mobile	4,145.3	55,152.5	59,297.8
Waste	285.6	691.1	976.7
Water	0.0	0	0
Off-Road	281.5	30.4	311.9
Refrigerants	1.4	261.6	263.0
Average Construction	-	-	604.4
Total Emissions (MTCO₂e/yr)^(A)	6,489.1	62,262.7	69,365.2
Residents / Employees / SP	3,996.0	3,690.0	7,686.0
Project Emissions (MTCO₂e/yr/Capita)	2.6	-	-
Project Emissions (MTCO₂e/yr/SP)	-	-	9.0
Indio CAP 2030 Emissions Level	5.9	NA	4.2
CAP 2030 Emissions Level Exceeded?	No	-	Yes
Indio CAP 2040 Emissions Level	3.8	-	2.6
CAP 2040 Emissions Level Exceeded?	No	NA	Yes
Source: Energy and GHG Report			
(A) Totals may not equal due to rounding.			

As shown in **Table 4.8-6** and **Table 4.8-7**, the implementation of **Mitigation Measures GHG-1 to GHG-3** and Air Quality **Mitigation Measures AIR-2 to AIR-7** would reduce the proposed project's GHG emissions under the MBS by approximately 4.8% for residential land uses and approximately 3.1% for non-residential land uses. For Scenario 2, **Mitigation Measures GHG-1 to GHG-2** and **AIR-2 to AIR-7** are estimated to reduce GHG emissions by 5.7% for residential land uses and 2.1% for non-residential land uses. These GHG emissions reductions are primarily associated with **Mitigation Measure GHG-1** (Reduce Appliance Energy Consumption and GHG Emissions), which reduces appliance energy consumption by up to 15%, **GHG-2** (Maximize Solar Roof Access Area) and **GHG-3** (Reduce Building Energy Consumption and GHG Emissions). Approximately 30% of the total CalEEMod default electrical energy demand for residential land uses was assumed to be generated by on-site solar PV systems. Similarly, 0.4% to 34% (Maximum Buildout Scenario) and 0.4% to 9.9% of the total CalEEMod default electrical energy demand for non-residential land uses was assumed to be generated by on-site solar PV systems.

The potential GHG emissions reductions associated with **Mitigation Measures AIR-2 to AIR-7** may be much higher but cannot be fully quantified at this time. The amount of EV infrastructure that could be installed in the project area, the number of ZNE or ZE trucks and EVs that could be supported by this infrastructure, and the specific combustion vehicle trip type that could be displaced due to this infrastructure is speculative at this time. In addition, the increase in electricity consumption associated with the use of electric landscaping equipment and EVs is not known at this time, and thus potential

increases in indirect GHG emissions from energy consumption cannot be quantified. State actions to reduce emissions from electricity production would result in less and less GHG emission with time. For example, SB 100 requires 60% of the power purchased by California to come from renewable sources by 2030 and that all retail electricity be carbon-free by 2045; however, in 2033 (the operational year for which project GHG emissions are estimated), it is probable that there would be some increase in indirect GHG emissions due to higher total electricity consumption by electric equipment and vehicles.

As described above, there is uncertainty regarding the level of GHG emissions reductions that could be achieved by **Mitigation Measures GHG-1 to GHG-3** and **AIR-2 to AIR-7**. A high number of buildings achieving a substantial increase in EV infrastructure and EV use would substantially reduce building energy and mobile sources emissions; however, actual GHG emissions reductions would depend on the type and number of buildings, EV infrastructure, EV use, and other factors that are not known at this time. For the reasons described above, the potential additional GHG emissions reductions resulting from **AIR-2 to AIR-7** have not been quantified.

Although it is possible that the implementation of **Mitigation Measures GHG-1 to GHG-3** and **AIR-3 to AIR-7**, in concert with State actions that support carbon free electricity generation, would result in substantial reductions or even the complete elimination of GHG emissions from the project's building energy and mobile sources by 2033 and beyond, the actual reductions that would occur with the implementation of these measures and the ability of future actions to achieve State goals cannot be known at this time and, therefore, is uncertain. Thus, although substantial GHG emissions reductions may occur, the timing and certainty of such reductions cannot be guaranteed. Therefore, the proposed project's GHG emissions could have the potential to result in a cumulatively considerable contribution to the adverse effects of global climate change, even with the incorporation of feasible mitigation measures. Therefore, the project's GHG emissions would be potentially significant.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases

The proposed project is a specific plan that would guide land use and development decisions in the approximately 183-acre project area. As a plan-level document that proposes changes to underlying zoning and General Plan designations to facilitate potential development, the proposed project is not a specific activity covered by the CAP that is eligible for tiering or streamlining pursuant to CEQA Guidelines Section 15183.5. Although the proposed project is not a covered activity, individual future development projects may be covered by the CAP and, if applicable, would be reviewed by the city in accordance with the CAP's Development Review Checklist. The proposed project's consistency with applicable strategies and implementation actions contained in the city's CAP is summarized in **Table 4.8- 8**.

Table 4.8-8: Project Consistency with Indio CAP

CAP Strategy / Implementation Action	Project Consistency
<i>Clean Energy</i>	
<i>Solar Education Program.</i> Encourage installation of solar panels by continuing to aggressively promote Indio's Ygrene Energy Fund and HERO Programs. Additionally, consider partnering with the IID to gather and distribute information on actual energy and cost savings achieved by residential PV systems.	Consistent. The project is consistent with the goal of clean energy. While the proposed project does not include any existing buildings, the project would include solar installation for all new residential, commercial, and industrial buildings.
<i>Low-Carbon Building</i>	
<i>Net Zero Buildings.</i> Adopt regular updates to the City's building code. Require all new buildings to meet or exceed Title 24 standards for net zero building (low-rise residential buildings by 2020 and commercial buildings by 2030)	Consistent with mitigation. All development in the project area would be required by Mitigation Measure GHG-2 and GHG-3 to maximize solar access roof area for PV installation and to exceed the applicable Title 24 energy efficiency standards in effect at the time a build permit application is submitted by at least 5%.
<i>Traffic Signal LED Fixture Upgrades.</i> Continue upgrading traffic signals with light-emitting diodes (LED) fixtures. This measure includes developing and implementing a plan to replace City streetlights and traffic signals with LED fixtures by 2040.	Consistent. The proposed project would allow a mix of private and public development and infrastructure. The city would be responsible for public infrastructure and would implement measures, such as installing LED traffic fixtures at the proposed light at Avenue 42 and Clinton Street.
<i>Zero Waste</i>	
<i>Zero Waste.</i> Implement a zero-waste plan to divert waste from landfills. Actions include working with waste haulers, businesses, and residents to increase recycling and composting, adjusting rate schedules to promote recycling and diversion, and ensuring schools have three-bin programs. <i>Multifamily Recycling and Composting.</i> Establish a protocol to expand outreach and technical assistance to multifamily buildings.	Consistent. The proposed project would be subject to current solid waste diversion regulatory requirements, including composting and recycling requirements. The proposed project would not conflict with programs, policies, or other actions initiated by the City and/or solid waste contractors to increase waste diversion.
<i>Construction and Demolition Waste.</i> Monitor and promote the diversion of construction and demolition waste from landfills.	Consistent. The proposed project would comply with the Title 24 requirement to divert at least 65% of construction and demolition waste.
<i>Event Waste Diversion.</i> Require recycling and food waste diversion at special events, including City-hosted events.	Consistent. The proposed project is not likely to involve special events; however, the city would review future events in the project area for consistency with this CAP action.
<i>Water Conservation and Efficiency - Promote Water Conservation</i>	

<i>Landscape and Water Conservation Ordinance.</i> Continue to implement the Coachella Valley Model Water Efficient Landscape Ordinance.	Consistent. The project would use low-water plants and would restrict turf grasses to use areas such as recreation lawns. In addition, future development in the project area would comply with water conservation ordinances.
<i>Rebate Programs.</i> Continue to promote Indio Water Authority rebate programs to reduce water use and improve efficiency.	
<i>Water Conservation Rate Schedule.</i> Continue to implement the “20 x 2020” water conservation rate schedule, exploring the continued implementation of a tiered rate schedule, seasonal rates, and/or excess-use surcharges to reduce peak demands during summer months.	
<i>Turf Reduction and Smart Irrigation Control Systems.</i> Continue to install low-water landscaping and smart irrigation control systems on City-owned parks, properties, and facilities.	
<i>Water Conservation and Efficiency - Promote Water Recycling and Greywater Use</i>	
<i>Recycled Water Use.</i> Expand recycled water use to service additional customers in Indio.	Not applicable. Recycled water service is not currently available in the project area.
<i>Greywater Ordinance.</i> Explore requirements for new commercial and residential developments to be constructed for easy implementation of greywater systems that redirect water from sinks, showers, and bathtubs.	
<i>Sustainable Land Use & Transportation - Support Fuel Efficient and Alternative Fuel Vehicles</i>	
<i>Support Fuel Efficient and Alternative Fuel Vehicles.</i>	Consistent with mitigation. The project would implement Mitigation Measures AIR-4 to AIR- 6 , which incorporate, bicycle facilities, and EV infrastructure into residential, commercial, and industrial development projects.
<i>Golf Cart Routes and Neighborhood Electric Vehicles.</i> Develop infrastructure that promotes the use of golf carts and neighborhood electric vehicles. This includes installation of paths in new developments that connect to a larger transportation network of charging stations at non- residential uses.	
<i>Vehicle Idling.</i> Establish a local ordinance that exceeds the State idling restrictions.	
<i>Sustainable Land Use & Transportation - Improve Pedestrian and Bicycle Infrastructure</i>	
<i>Complete Street and Bicycle Network.</i> Implement a citywide Complete Street and bicycle network consisting of Class I multi-use paths, Class II bike lanes, and Class III and Class IV bicycle routes.	Consistent. The proposed project would be consistent with and supportive of these sustainable land use and transportation actions. The project would include bicycle and

4.8 GREENHOUSE GAS EMISSIONS

<i>Safe Routes to School.</i> Expand the Safe Routes to School program to reach more schools.	pedestrian connections. The interior of the site would have pedestrian or multiuse paths connecting buildings to each other and to parking lots. There is a Class 1 bikeway across from the Project Area’s western boundary that connects the project to a larger bicycle network. In addition, Mitigation Measures AIR-4 and AIR-5 require the inclusion of enhanced bicycle facilities in future residential, commercial, and industrial development projects, such as lockers, showers, etc. consistent with the Tier 1 voluntary provisions of the CalGreen code.
<i>Subdivision Ordinance.</i> Update the City’s site plan review process and subdivision ordinance to require the provision of adequate bicycle and pedestrian access for new development.	
<i>Bicycle Parking.</i> Require all new develop to provide safe and secure parking for bicycles.	
<i>Sustainable Land Use & Transportation - Expand Public Transit Options & Last Mile Connectivity</i>	
<i>Service Network.</i> Expand transit services (frequency and network) in Indio.	Consistent. The proposed project would be consistent with these sustainable land use and transportation actions because it provides for and improves pedestrian and bicycle connectivity to existing public transit near the Project Area; however, the city would be responsible for implementing these specific actions.
<i>Riverside Commuter Transit.</i> Support expansion of the MetroLink commuter rail from Riverside.	
<i>Sustainable Land Use & Transportation- Support Transportation Demand Management</i>	
<i>Managed Parking.</i> Implement parking standards and management practices through the Zoning Code update that provide sufficient parking, limit impervious surface, and reduce congestion.	Consistent. Large individual development projects would be subject to city TDM requirements (see Section 4.3.3.3). Individual developments would be subject to applicable city parking standards.
<i>Sustainable Land Use & Transportation-Promote Smart Growth, TOD & Complete Neighborhoods</i>	
<i>Prioritize Mixed-Use, Connected Development.</i> Implement the Land Use and Urban Design Element’s focused growth strategy. Update the City’s Zoning Code. Implement the Downtown Specific Plan. Seek a master developer for the Midtown area.	Consistent. The project is a mixed- use development. The project would implement the Land Use and Urban Design Element of the General Plan.
<i>Create Infill Housing.</i> Establish an infill housing incentive program. Promote the construction of housing affordable to all income levels.	
<i>Placemaking Program.</i> Implement a placemaking program focused on cost-effective and flexible activities.	

As shown in **Table 4.8-8**, the proposed project could conflict with certain CAP strategies and implementation actions; however, the implementation of **Mitigation Measures GHG-1 to GHG-3** and **AIR-2 to AIR-7** would ensure that the proposed project and future development within the project area maximizes consistency with the CAP. This impact would be less than significant with mitigation.

CARB Scoping Plan

The *2022 Climate Change Scoping Plan* is CARB's primary roadmap to ensure State GHG reduction goals are met. The *2022 Climate Change Scoping Plan's* primary objective is to identify the measures needed to achieve the 2030 reduction target established under SB 32 and have the state achieve carbon neutrality by 2045, as established by AB 1279. The major elements of the plan are geared toward actions either CARB or other state entities will pursue, such as, but not limited to:

- Creation and future implementation of the Carbon Capture, Removal, Utilization, and Storage Program required by SB 905.
- Reducing imbedded GHG emissions in supplied retail electricity by increasing the amount of electricity generated and supplied to the grid from renewable resources, consistent with the requirements identified in SB 100 and SB 1020 (i.e., 60% by 2030, 90% by 2035, 95% 2040, and 100% by 2045).
- Expansion of non-petroleum fueling stations across the state to support the transition to electric, hydrogen, and other alternatively powered vehicles (e.g., through AB 2127 and SB 1075) while also increasing the use of mass transit, carpooling, and other trip reduction measures (e.g., through the implementation of SB 375).
- Leverage the capacity of California's natural and working lands to function as a sink for carbon emissions. Specifically, AB 1757 requires the CNRA, in collaboration with CARB, other state agencies, and an expert advisory committee, to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions, which reduce GHG emissions in 2030, 2038, and 2045. This is supported by SB 27, which requires CNRA to establish Natural and Working Lands Climate Smart Strategy, and for CARB to established specified CO₂ removal targets for 2030 and beyond.

The measures identified in the *2022 Scoping Plan Update* are statewide in nature and not applicable at the proposed project's level. The success of the plan primarily relies upon the ability of State agencies, primarily CARB and the CEC, to uphold and implement existing legislation and develop new plans and strategies to sequester, trap, and store emitted carbon emissions. These measures would be developed at the state level. Once developed, state programs may be implemented at the regional, local, or project level, and the GHG reductions achieved by these state measures would be realized at the local level. For example, regardless of actions taken by the city of Indio or County of Riverside, emissions generated through gasoline combustion in motor vehicles within the city and the county would produce less GHG in 2030 and 2040 than they do now due to the ACC and ACT programs. Similarly, the electricity consumed by on-site sources (e.g., lighting, building systems, etc.) would emit less GHG over time as the State's RPS increases, consistent with the benchmarks established in SB 100 and SB 1020.

Although the 2022 Scoping Plan is statewide in nature, Appendix D to the plan identifies non-binding, potential actions that could be undertaken at a local level to support the State's climate goals. These actions primarily relate to preparing and implementing a qualified Climate Action Plan (CAP) at the local level, but also include specific recommendations regarding the types of measures qualified CAPs should consider aligning local actions with those being undertaken at the state-level. Appendix D of the Energy

and GHG Report also outlines project attributes for residential and mixed-use projects to qualitatively determine consistency with the *2022 Scoping Plan*; however, the plan criteria for qualitatively evaluating the consistency of other land uses (e.g., industrial) with the *2022 Scoping Plan Update*.

The city of Indio has a qualified CAP that achieves consistency with the State’s 2030 GHG reduction target established by SB 32 and puts the city on a path to achieve GHG emissions levels in 2040 that would be consistent with State GHG reduction goals. The CAP does not address the State’s goal to achieve carbon neutrality by 2045 because AB 1279 was passed after the CAP was adopted; however, **Mitigation Measures GHG-1 to GHG-3 and AIR-2 to AIR-7** include feasible actions that require energy efficiency increases in new buildings and the installation of EV infrastructure, both of which are fundamental strategies identified in the 2022 Scoping Plan for achieving carbon neutrality by 2045. The proposed project, therefore, would support the overarching goals of the *2022 Scoping Plan Update*. This impact would be less than significant.

Sustainable Freight Plan and ACT Program

The proposed project would not conflict with either the Sustainable Freight Plan or the ACT Program. Although the proposed project would include the use of diesel trucks during operation, the Sustainable Freight Plan and ACT Program would be implemented at the state level. As discussed above, the proposed project includes **AIR-5 to AIR-7**, which include feasible actions that require the installation of EV infrastructure to support the transition to zero emission trucks / near zero emission trucks over the next few decades. The proposed project’s GHG emissions, however, would benefit (i.e., be reduced) over the long-term with or without these measures as older, less fuel-efficient, and higher polluting engines are decommissioned and replaced by newer, cleaner engines and ZEV trucks. This impact would be less than significant.

Southern California Association of Governments RTP/SCS

The Connect SoCal is a growth strategy and transportation plan that demonstrates how the SCAG region will meet its GHG reduction target through the year 2045. Many of the measures included in the RTP/SCS are focused on the expansion of, and access to, mass transit (e.g., light rail, commuter rail, bus rapid transit, etc.), planning growth around livable corridors, and locating new housing and job growth in high quality transit areas. Collectively, these land use plans, in conjunction with measures at the state-level to improve fuel efficiency standards, are designed to meet CARB’s goal for the SCAG region for reducing per capita GHG emissions in the region by 8% by 2020—compared with 2005 levels—and by 19 percent by 2035 (CARB, 2018).

The proposed project would not be located in a TPA nor would it be located in a HQTa; however, the project would not generate a significant VMT impact for the Maximum Buildout Scenario, which was the land use option evaluated in the VMT analysis. The retail land use meets the VMT screening criteria, and the project would not exceed the County of Riverside’s baseline or cumulative thresholds for residential or office (industrial) development for the Maximum Buildout Scenario (LLG, 2023b). Additionally, the

project has characteristics, such as higher than average residential density and mixed-use developments, which would align with plans to lower VMT.

For these reasons, the project would not conflict with or otherwise obstruct implementation of Connect SoCal. This impact would be less than significant.

In summary, the proposed project could conflict with certain strategies and implementation actions contained in the city's Climate Action Plan, as well as the overarching strategies contained in CARB's 2022 Scoping Plan for achieving carbon neutrality by 2045; however, the implementation of **Mitigation Measures GHG-1 to GHG-3** and **AIR-3 to AIR-7** would ensure that the proposed project and future development within the project area maximizes consistency with the CAP and supports the overarching goals of the 2022 Scoping Plan Update. This impact would be less than significant with mitigation.

The proposed project would not conflict with any other plan or regulation adopted for the purposes of reducing GHG emissions, including the Sustainable Freight Action Plan and the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal).

4.8.5 Cumulative Impacts

GHG emissions are understood to be inherently cumulative in nature with global implications with different lengths of time that they remain in the atmosphere and active GHGs. However, the statewide climate change programs and GHG reduction strategies forming part of AB 32 and subsequent climate change legislation, established a measurable regulatory standard for quantifying and understanding potential GHG impacts resulting from land development activities, like the proposed project. Through a series of press releases, CARB has provided updates on the attainment progress toward the statewide GHG emission targets.

Although it is probable that the implementation of **Mitigation Measures GHG-1 to GHG-3** and **AIR-2 to AIR-7**, in concert with State actions that support carbon free electricity generation, would result in substantial reductions or even the complete elimination of GHG emissions from the project's building energy and mobile sources by 2045, the actual reductions that would occur with the implementation of these measures and the ability of future actions to achieve State goals cannot be known at this time and, therefore, is uncertain. Thus, although substantial GHG emissions reductions may occur, the timing and certainty of such reductions cannot be guaranteed. Therefore, the proposed project's GHG emissions could have the potential to result in direct or indirect cumulative considerable contribution to the adverse effects of global climate change, even with the incorporation of feasible mitigation measures.

4.8.6 Mitigation Measures

GHG-1: Reduce Appliance Energy Consumption and GHG Emissions. To reduce potential GHG emissions from appliance-related energy consumption, all developer-installed refrigerators, dishwashers, clothes washers and dryers, and room air conditioners shall be Energy Star certified products.

GHG-2: Maximize Solar Roof Access Area. To reduce building energy related GHG emissions, all future

residential, commercial, and industrial development shall design roof areas to maximize the solar access roof area by:

- 3) Minimizing roof areas occupied by other building systems, shading from natural features, external structures, and, for low-sloped roofs, components of the building itself.
- 4) Maximizing solar roof access area by covering exterior parking areas with shade control structures that are compatible with photovoltaic systems. This shall only be required if the primary building's rooftop photovoltaic system does not already meet the minimum photovoltaic system size pursuant to the version of the building energy efficiency standards code in effect at the time a project submits its building permit application. The current 2022 Building Energy Efficiency Standards establish minimum PV system size for multifamily residential development with three or less habitable stories using equation 170.2-C, Annual Photovoltaic Electrical Output, and for multifamily residential development with four or more habitable stories using Equation 170.2D, Photovoltaic Direct Current Size.

GHG-3: Reduce Building Energy Consumption and GHG Emissions. To reduce potential GHG emissions associated with the performance of the building envelope and systems components covered by Title 24 of the California Code of Regulations, all buildings in the project area shall be designed to have a total energy design rating that is at least 5% less than the standard building design for Climate Zone 15. The energy budget for the standard design building and the energy budget for the proposed design building shall be determined in accordance with the definitions and approach set forth in the version of the Building Energy Efficiency Standards (Energy Code) that is in effect at the time of building permit approval, unless the city Indio has adopted local requirements that are more stringent than the Energy Code. The requirement to reduce a project's energy budget by 5% below the standard design building shall not apply if the Energy Code or the city of Indio has already established a zero net energy requirement for the standard design building.

4.8.7 Level of Significance After Mitigation

The proposed project's unmitigated GHG emissions in 2033 are equivalent to a service population efficiency of 4.3 MTCO₂e/yr/SP under the Maximum Buildout Scenario and 9.2 MTCO₂e/yr/SP under Scenario 2. These GHG efficiency values exceed the 2030 (4.2 MTCO₂e/yr/SP) and 2040 GHG efficiency targets (2.6 MTCO₂e/yr/SP) established by the city of Indio's qualified Climate Action Plan.

This is considered a potentially significant impact; however, it should be noted that the Climate Action Plan's efficiency metrics are based upon assumed buildout of the General Plan and assumes substantial reductions from measures to be implemented on a citywide basis. To that end, the Climate Action Plan states that is most valuable when evaluating "future projects (that meet certain requirements)" such as consistency with the General Plan and zoning. The Climate Action Plan is a programmatic document that considers assumed buildout under the General Plan and applies assumed reductions in emissions from measures to be implemented through year 2040. The proposed Project's GHG emissions estimates do not account for the same emissions-reducing measures assumed by the Climate Action Plan and that have the effect of reducing the efficiency standards from years 2020 to 2040. As such, the project's per

capita and service population GHG calculations do not assume reductions from citywide measures that were assumed to reduce per capita and service population GHG in the Climate Action Plan (even though such measures will have the effect of reducing project GHG emissions). Therefore, the analysis presented above as a comparison to Climate Action Plan efficiency standards is extremely conservative. Furthermore, as discussed below, the proposed project would be consistent with and would not obstruct implementation of the CAP and, in that respect, is consistent with the CAP's reduction goals.

To reduce the proposed project's potential operational GHG emissions levels, MIG recommends the proposed Project incorporate **Mitigation Measure GHG-1** (Reduce Appliance Energy Consumption and GHG Emissions), **Mitigation Measure GHG-2** (Maximize Solar Access Roof Area), and **Mitigation Measure GHG-3** (Reduce Building Energy Consumption and GHG Emissions). These measures would ensure buildings are as energy efficient as possible when they are developed, decrease petroleum fuel consumption in mobile sources, and divert solid waste from landfills. In addition, the proposed project's Air Quality and Health Risk Assessment Report also recommended mitigation measures to reduce operational emissions of criteria air pollutants and toxic air contaminants. Some of these air quality mitigation measures would also reduce the project's operations-related GHG emissions and increase the project's operational-related energy efficiency, including **Mitigation Measure AIR-3** (Reduce Landscaping Equipment Emissions), **Mitigation Measure AIR-4** (Reduce Residential Vehicle Trip Emissions), **Mitigation Measure AIR-5** (Reduce Commercial and Industrial Light-Duty Vehicle Trip Emissions), **Mitigation Measure AIR-6** (Reduce Commercial and Industrial Truck Trip Emissions), and **Mitigation Measure AIR-7** (Reduce Commercial and Industrial Yard Equipment Emissions). These measures would primarily reduce mobile source fuel consumption by requiring development projects to incorporate CalGreen Tier 1 voluntary bicycle and electric vehicle infrastructure requirements, to install infrastructure that supports the transition to electric fleets, and to prohibit the use diesel-powered yard hostlers in industrial projects. The implementation of **Mitigation Measures GHG-1 to GHG-3** and **AIR-3 to AIR-7** would reduce the proposed project's potential GHG emissions by up to approximately 4.8% for residential land uses and 3.1% for non-residential uses under the Maximum Buildout Scenario and up to approximately 5.7% for residential land uses and 2.1% for non-residential land uses under Scenario 2. In 2033, the proposed project's mitigated GHG emissions levels, after mitigation, could be up to 4.2 MTCO₂e/yr/SP for the Maximum Buildout Scenario and 9.0 MTCO₂e/yr/SP. These GHG efficiencies would meet or continue to exceed the city's qualified Climate Action Plan efficiency metrics for 2030 (4.2 MTCO₂e/yr/SP) and 2040 (2.6 MTCO₂e/yr/SP), although residential per capita emissions would be well below Climate Action Plan metrics (e.g., 1.8 MTCO₂e/yr/Capita under the Maximum Buildout Scenario compared to a Climate Action Plan metric of 3.8 MTCO₂e/yr/Capita in 2040). It is possible that the implementation of **Mitigation Measures GHG-1 to GHG-3** and **AIR-3 to AIR-7**, in concert with State actions that support carbon free electricity generation, would result in substantial reductions or even the complete elimination of GHG emissions from the project's building energy and mobile sources by 2033 and beyond; however, the actual reductions that would occur with the implementation of these measures and the ability of future actions to achieve State goals cannot be known at this time and, therefore, is uncertain. Thus, although substantial GHG emissions reductions may occur, the timing and certainty of such reductions cannot be guaranteed. Therefore, the proposed project's GHG emissions could have the potential to result in a

cumulatively considerable contribution to the adverse effects of global climate change, even with the incorporation of feasible mitigation measures.

Pertaining to direct and indirect greenhouse gas emissions resulting from the project, impacts would remain potentially significant and unavoidable.

4.8.8 Resources

1. Analysis of the Coachella Valley PM10 Redesignation Request and Maintenance Plan, by the California Air Resources Board, February 2010
2. California Greenhouse Gas Emissions for 2000 to 2019, Trends of Emissions and Other Indicators, 2021 Edition, California Air Resources Board, July 28, 2021
3. Press Release No. 18-37 & 19-35, California Air Resources Board Press Release, July 2018 and August 2019
4. Oasis at Indio Specific Plan Energy and Greenhouse Gas Analysis Report dated November 29, 2023, MIG.
5. Federal Clean Air Act (CAA)
6. Final 2016 Air Quality Management Plan (AQMP), by South Coast Air Quality Management District (SCAQMD), March 2017
7. Final 2003 Coachella Valley PM10 State Implementation Plan (CVSIP), by SCAQMD, August 2003; and sections of the SCAQMD Rule Book
8. West Virginia v. Environmental Protection Agency Bulletin, Cornell Law School Legal Information Institute, accessed February 4, 2023

4.9 Hazards and Hazardous Materials

4.9.1 Introduction

This section describes the existing setting and proposed improvements to the project site that could result in the use, transport, or disposal of hazardous materials from project-related activities. This section also analyzes impacts associated with the project that may potentially affect public health and safety or degrade the environment. The analysis is based on the information contained in the *Phase 1 Environmental Site Assessment (ESA) Report* (2022) and the *Addendum to the Phase 1 ESA* (2024) conducted by Partner Engineering and Science, Inc., the *Shallow Soil Investigation Report* conducted by Partner Engineering and Science, Inc. (2021), as well as public resources such as the Department of Toxic Substances, the State Water Resources Control Board, the Environmental Protection Agency, and the *City of Indio General Plan Final Environmental Impact Report*. Additional federal, State, and local programs and regulations related to hazards and the use of hazardous materials are referenced in this section.

4.9.2 Existing Conditions

Hazardous Materials

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 Waste

The United States Environmental Protection Agency (EPA) simply defines hazardous waste as a waste with properties that make it dangerous or capable of having a harmful effect on human health or the environment. Hazardous waste is generated from sources ranging from industrial manufacturing process wastes to batteries and may come in many forms, including liquids, solids, gases, and sludges. These can include everyday commercial products, such as pesticides, cleaning fluids, and household sprays, as well as byproducts of manufacturing processes. The EPA has classified hazardous waste into four categories:

- Listed wastes – wastes from common manufacturing and industrial processes, waste from specific industries such as petroleum refining or pesticide manufacturing, and discarded commercial products;
- Characteristic wastes – non-listed wastes that exhibit ignitability, corrosively, reactivity, and toxicity;
- Universal wastes – batteries, mercury-containing equipment, and fluorescent lamps and bulbs; and
- Mixed wastes – radioactive and hazardous waste components.

A hazardous material may become hazardous waste upon its accidental release into the environment. All hazardous wastes must be discharged into a Class I landfill. No Class I landfill is currently operated within Riverside County. Hazardous Waste generated within Riverside County is transported to Kern County or Santa Barbara County, where active Class I landfills are located. Some waste is also transported out of the state.

Many types of businesses can be producers of hazardous waste. Small businesses such as dry cleaners, auto repair shops, medical facilities or hospitals, photo processing centers, and metal plating shops are usually generators of small quantities of hazardous wastes. Generators of large quantities of hazardous waste include chemical manufacturers, large electroplating facilities, and petroleum refineries. All significant spills, releases or threatened releases of hazardous materials must be immediately reported.

In the City of Indio, hazardous materials are limited to small quantity generators (those generating less than 1,000 kilograms of hazardous waste per month), ranging from individual households to service stations and medical clinics. Household hazardous waste can be disposed of properly through Household Hazardous Waste disposal events. Household Hazardous Waste disposal events are held periodically at varying locations throughout the County, including Indio. The City of Indio works with the City of Coachella and oversees an antifreeze, batteries, oil, filters, and paint (ABOP) drop-off collection center located at the Waste Transfer Station at 87-011 Landfill Road in Coachella. Hazardous waste can also be taken for free to the Riverside County Waste Resources Department's permanent collection site in Palm Springs on 1100 Vella Road. Additionally, Burrtec Waste and Recycling Center in Palm Desert is available for residents to properly dispose of household hazardous waste. Adverse environmental impacts can occur when household hazardous materials are disposed of in unlined sanitary landfills, where these materials may leach through the soil and contaminate groundwater.

Development activities have the potential to encounter previously unknown hazardous materials contamination from historical use of a property. However, such contamination can be mitigated by

existing federal, State, and local policies and procedures implemented by the designated local enforcement agency.

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. All hazardous waste poses a threat to humans and the environment, and therefore is regulated by federal, State, and local programs. In most cases, it is a violation of federal or State law to improperly store, apply, transport, or dispose of hazardous materials and waste.

Project Site

The project is located on approximately 183 acres of vacant land at the southwest intersection of Avenue 42 and Monroe Street in the City of Indio. The land is characterized as fallow agricultural land due to the property serving as agricultural land from the 1940s until 2005. Throughout that time, the subject property contained multiple structures, and a portion of the property was utilized as a machine shop and as a mechanical/auto repair area which have since been demolished. Currently, the project has sparse, scattered vegetation and remnants of past land uses including several concrete pads, irrigation standpipes, and a possible below-ground hydraulic lift piston. Due to past land uses, excavation associated with construction activities near former homesites could reveal septic systems or wellsite infrastructure that should be abandoned and removed in accordance with current regulations. This is further discussed below under Project Impacts.

The land is relatively flat, and the geologic makeup is comprised of alluvium soils. A Shallow Soil Investigation was conducted in 2021 on the western portion of the site to determine if significant chemicals associated with previous agricultural activities exist onsite. A Phase 1 ESA was also conducted in 2022 and examined environmental conditions on the site that required further investigation. The results of the investigation and assessment are also discussed below under Project Impacts.

Local Schools

The project site is located within the boundary of the Desert Sands Unified School District. The closest school is the Richard Oliphant Elementary School, located approximately 0.40 miles northeast of the project site at 41-633 Gore Street, in Indio.

Public Airports/Private Airstrips

The Crown Aero Bermuda Dunes Airport is the closest airport to the project, located approximately 1 mile southwest of the project site at 79880 Avenue 42, in Bermuda Dunes. The project site is located inside the Airport Land Use Compatibility Zone. According to the Riverside County Airport Land Use Compatibility Plan, the project site consists of Zone C, Zone D, and Zone E.

Urban/Wildland Interface

The project site is adjacent to both the Thousand Palms Canyon Wash to the west and the Coachella Valley Stormwater Channel to the south. The wash is separated from the project by a sand berm and fenced-in open space, and the channel is separated from the project by Interstate-10 Freeway.

4.9.3 Regulatory Setting

Key federal, State, and local laws, regulations and policies that are relevant to hazards and hazardous materials are summarized below. The regulatory setting establishes a framework for addressing all aspects of hazards and hazardous materials that would be affected by construction and operations of the proposed project.

Federal Programs

United States Environmental Protection Agency

The Environmental Protection Agency (EPA) is a federal agency with the mission to protect human health and the environment by developing and enforcing regulations, providing grants, studying environmental issues, sponsoring partnerships, publishing information, and educating people about the environment.

According to the EPA, hazardous wastes are characterized as wastes that exhibit any one or more of the following characteristic properties: ignitability, corrosivity, toxicity, or reactivity. The EPA also maintains a list of hazardous materials and procedures when dealing with hazardous waste and materials. Various rules regulate the use, storage, transportation, and disposal of hazardous materials.

A waste is determined to be hazardous if it is specifically listed on one of four lists (the F, K, P and U lists) found in title 40 of the Code of Federal Regulations (CFR) in Section 261 and discussed in further detail below:

- **The F-list** identifies wastes from common manufacturing and industrial processes as hazardous from non-specific sources (40 CFR Section 261.31). They can be divided into seven groups depending on the type of manufacturing or industrial operation that creates them. These groups include spent solvent wastes, electroplating and other metal finishing wastes, dioxin-bearing wastes, chlorinated aliphatic hydrocarbons production, wood preserving wastes, petroleum refinery wastewater treatment sludges, and multisource leachate.
- **The K-list** identifies hazardous wastes from specific sectors of industry and manufacturing and are considered source-specific wastes. To qualify as a K-listed hazardous waste, a waste must fit into one of the following industries: wood preservation, organic chemicals manufacturing, pesticides manufacturing, petroleum refining, veterinary pharmaceuticals manufacturing,

inorganic pigment manufacturing, inorganic chemical manufacturing, explosives manufacturing, iron and steel production, primary aluminum production, secondary lead processing, ink formulation, and coking (processing of coal to produce coke).

- **The P and U lists** designate as hazardous waste pure and commercial grade formulations of certain unused chemicals that are being disposed. For a waste to be considered a P- or U-listed waste it must meet the following three criteria: (1) the waste must contain one of the chemicals listed on the P or U list; (2) the chemical in the waste must be unused; and (3) the chemical in the waste must be in the form of a commercial chemical product. The P-list identifies acute hazardous wastes from discarded commercial chemical products, while the U-list identifies hazardous wastes from discarded commercial chemical products.

More recent EPA efforts and responsibilities for managing hazardous waste include the management of wastes from homeland security incidents. The Waste Management for Homeland Security Incidents Act requires EPA to provide technical support to federal, state, local, and tribal authorities on waste management and cleanup efforts resulting from natural disasters, terrorist attacks, major accidents, and disease outbreaks. EPA's main responsibility is to promote pre-planning efforts to deal with hazardous waste disasters and encourage various stakeholders to prepare for natural and man-made disasters. EPA is also required to review emergency response plans for federal agencies, and participate in exercises with federal, state, local and tribal emergency responders.

Resource Conservation and Recovery Act

The EPA has the authority and responsibility to regulate hazardous waste through the Resource Conservation and Recovery Act of 1976 (RCRA). Through RCRA, EPA is responsible for monitoring the generation, transportation, treatment, storage, and disposal of hazardous waste. Amendments to RCRA, including the 1984 Federal Hazardous and Solid Waste Amendments, and those established in 1986, required EPA to increase enforcement of underground storage tanks for petroleum and other hazardous substances, focus on waste minimization programs, such as phasing out hazardous wastes from landfills, and finally mandating corrective measures regarding the release of hazardous waste. More recent EPA efforts and responsibilities for managing hazardous waste include management of wastes from homeland security incidents. The Waste Management for Homeland Security Incidents Act requires EPA to provide technical support to federal, state, local, and tribal authorities on waste management and cleanup efforts resulting from natural disasters, terrorist attacks, major accidents, and disease outbreaks. EPA's main responsibility is to promote pre-planning efforts to deal with hazardous waste disasters and encourage various stakeholders to prepare for natural and man-made disasters. EPA is also required to review emergency response plans for federal agencies, and participate in exercises with federal, State, local and tribal emergency responders.

Hazardous Materials Transport Regulations

The United States Department of Transportation (DOT) was established on October 15, 1996 by Congress. The U.S. DOT's purpose is to ensure the safest, most efficient and modern transportation system is provided to improve the quality of life of people and communities and increase the productivity and competitiveness of workers and businesses in the nation.

The Pipeline and Hazardous Materials Safety Administration's (PHMSA) Office of Hazardous Materials Safety is a component of the U.S. DOT that carries out a national safety program, including security matters, to protect against the risks to life and property inherent in the transportation of hazardous materials in commerce by all transportation modes. This is accomplished by developing, proposing and implementing regulatory policy initiatives and regulations governing the safe and secure transportation of hazardous materials. The PHMSA conducts safety inspections and investigations to ensure transportation safety and security by conducting compliance inspections and incident and accident response and investigations.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act, otherwise known as CERCLA or Superfund, was established to provide a federal "Superfund" to clean up uncontrolled or abandoned hazardous-waste sites as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. Through CERCLA, the EPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup.

The EPA cleans up orphan sites when potentially responsible parties cannot be identified or located, or when they fail to act. Through various enforcement tools, the EPA obtains private party cleanup through orders, consent decrees, and other small party settlements. The EPA also recovers costs from financially viable individuals and companies once a response action has been completed. Superfund site identification, monitoring, and response activities in states are coordinated through state environmental protection or waste management agencies. CERCLA was reauthorized and expanded in 1986.

Emergency Planning and Community Right-To-Know Act

The Emergency Planning and Community Right-To-Know Act (EPCRA) was enacted in 1986 by Congress as national legislation on community safety. This law is designed to help local communities protect public health, safety, and the environment from chemical hazards. Congress requires each state to appoint a State Emergency Response Commission (SERC) as a part of EPCRA. The SERCs are required to divide their states into Emergency Planning Districts and to name a Local Emergency Planning Committee (LEPC) for each district. The EPCRA requires industry to report on the storage, use and releases of hazardous substances to federal, state, and local governments.

Clean Water Act

The Clean Water Act (CWA) was established in 1972 as the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. Under the CWA, the EPA has implemented pollution control programs such as setting wastewater standards for industries. The EPA has also developed national water quality criteria recommendations for pollutants in surface waters.

It is unlawful under the CWA to discharge any pollutant from a point source, which is a discrete conveyance such as pipes or man-made ditches, into navigable waters unless a permit was obtained. The National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. Compliance monitoring under the NPDES Program encompasses a range of techniques in order to address the most significant problems and to promote compliance among the regulated community.

EPA Enforcement and Compliance History Online

EPA's Enforcement and Compliance History Online (ECHO) is a national database that focuses on inspection, violation, and enforcement data for the Clean Air Act (CAA), Clean Water Act (CWA) and Resource Conservation and Recovery Act (RCRA) and also includes Safe Drinking Water Act (SDWA) and Toxics Release Inventory (TRI) data. ECHO can be used to search for facilities, investigate pollution sources, search for EPA enforcement cases, examine and create enforcement-related maps, and analyze trends in compliance and enforcement data.

State Programs

Hazardous Waste Control Law

The Hazardous Waste Control Law (HWCL) is the primary hazardous waste management system in the State of California. The HWCL specifies that generators have the primary duty to determine whether their wastes are hazardous and to ensure their proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous wastes used or reused as raw materials. The HWCL exceeds federal requirements by mandating source reduction planning and has much broader requirement for permitting facilities that treat hazardous waste. It also regulates a number of types of waste management activities that are not covered by the RCRA.

Tanner Act

Although there are numerous state policies dealing with hazardous waste materials, the most comprehensive is the Tanner Act (AB 2948) that was adopted in 1986. The Tanner Act governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in the

State of California. The act also mandates that each county adopt a Hazardous Waste Management Plan. To be in compliance with the Tanner Act, local or regional hazardous management plans need to include provisions that define (1) the planning process for waste management, (2) the permit process for new and expanded facilities, and (3) the appeal process to state available for certain local decisions.

California Environmental Protection Agency

As a branch under the EPA, the California Environmental Protection Agency (CalEPA) has broad jurisdiction over hazardous materials management in the State of California. CalEPA's mission to restore, protect and enhance the environment, to ensure public health, environmental quality and economic vitality is achieved by developing, implementing and enforcing environmental laws. These laws regulate air, water, and soil quality, pesticide use, and waste recycling and reduction. CalEPA oversees and coordinates with the Air Resources Board (ARB), Department of Resources Recycling and Recovery (CalRecycle), Department of Pesticide Regulation (DPR), Department of Toxic Substances Control (DTSC), Office of Environmental Health Hazard Assessment (OEHHA), and the State Water Resources Control Board (SWRCB) to improve California's environment.

Department of Toxic Substance Control

DTSC is responsible for protecting public health and the environment from hazardous waste generated in California. It regulates under the authority of the federal RCRA of 1976 and the California Health and Safety Code. DTSC operates a variety of programs including the following:

- Overseeing cleanups at improperly managed waste sites.
- Ensuring those who generate, handle, transport, store and dispose of hazardous waste do so properly.
- Enforcement actions against those who fail to manage hazardous waste appropriately.
- Exploring and promoting pollution prevention and encouraging reuse and recycling.
- Evaluating soil, water and air samples at sites and developing new analytical methods.
- Practicing other environmental sciences, including toxicology, risk assessment, and technology development.
- Involving the public in DTSC's decision-making.

Within CalEPA, the Department of Toxic Substances Control (DTSC) has primary regulatory responsibility for hazardous waste management and cleanup to protect California and Californians from exposures to hazardous wastes. The DTSC achieves this by regulating hazardous waste and discovering ways to reduce its production in California. Enforcement of regulations for the generation, transport, and disposal of hazardous materials are delegated to local jurisdictions, in agreements with the DTSC. The DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA of 1976 and the California Health and Safety Code.

DTSC is required to compile and update each year, or as appropriate, a list of hazardous waste sites pursuant to the Cortese Lists under Government Code Section 65962.5(a). DTSC has created the EnviroStor database of properties throughout California that may be contaminated.

EnviroStor

The EnviroStor database identifies sites with known contamination or sites for which there may be reasons to investigate further. It includes the identification of formerly contaminated properties that have been released for reuse; properties where environmental deed restrictions have been recorded to prevent inappropriate land uses; and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites. A search of the EnviroStor database completed in February 2023 showed no listed or hazardous waste sites on the project site.

Government Code Section 65962.5 (Cortese List)

The provisions of Government Code Section 65962.5 are commonly referred to as the Cortese List. The Cortese List is a planning document used by state and local agencies to provide information about hazardous materials release sites. Government Code Section 65962.5 requires CalEPA to develop an updated Cortese List annually, at minimum. The DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List. The project site is not on the Cortese List.

State Water Resources Control Board (SWRCB)

SWRCB is responsible for regulating wastewater discharges to surface waters and groundwater. This includes discharges from all construction, industrial, municipal, and agricultural activities. The SWRCB delegates these responsibilities to various regional water quality control boards throughout California. The project site is located in Region 7, Colorado River Basin.

GeoTracker

GeoTracker is a database maintained by the State of California Water Resources Control Board that provides online access to environmental data. It serves as the management system for tracking regulatory data on sites that can potentially impact groundwater, particularly those requiring groundwater cleanup and permitted facilities, such as operating underground storage tanks and land disposal sites.

Hazardous Material Management Plans

In January 1996, CalEPA adopted regulations implementing a Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program). The six program elements of the Unified Program are hazardous waste generators and hazardous waste on-site treatment, underground storage tanks, above-ground storage tanks, hazardous material release response plans and inventories. The program is implemented at the local level by a local agency, the Certified Unified Program Agency (CUPA). The CUPA is responsible for consolidating the administration of the six program elements within its jurisdiction.

State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored and disposed of, and, in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment.

California Hazardous Material Release Response Plan and Inventory Law

Chapter 6.95 of the Health and Safety Code (HSC) requires that in order to protect the public health and safety and the environment, it is necessary to establish business and area plans relating to the handling and release or threatened release of hazardous materials (Article 1), as well as implement regulations regarding hazardous material management (Article 2), emergency planning and Community Right-to-Know Act of 1986 (Article 3) and the California Toxic Release Inventory Program Act of 2007 (Article 4).

California Emergency Response Plan

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous materials incidents is one part of this plan. The plan is managed by the California Governor's Office of Emergency Services, which coordinates the responses of other agencies, including CalEPA, California Highway Patrol (CHP), RWQCB, and the Riverside County Emergency Management Department.

California Occupational Safety and Health Administration

The Division of Occupational Safety and Health (DOSH), better known as Cal/OSHA, protects workers from health and safety hazards on the job in almost every workplace in California through its research, standards, enforcement, and consultation programs. Cal/OSHA enforces complaint and accident investigations, targeted and programmed inspections, citations, special orders and orders to take special action, orders prohibiting use, as well as permits, certifications, licenses, approvals, and classification.

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) protects over 31 million acres of California's privately-owned wildlands and provides varied emergency services in 36 of the state's 58 counties via contracts with local governments. The department's Fire Protection Program consists of multiple activities including wildland pre-fire engineering, vegetation management, fire planning, education, and law enforcement. Typical fire prevention projects include brush clearance, prescribed fire, defensible space inspections, emergency evacuation planning, fire prevention education, fire hazard severity mapping, and fire-related law enforcement activities. CAL FIRE provides Fire Hazard Severity Zone Maps for State Responsibility Area lands and Very High Fire Hazard Severity Zone Maps for Local Responsibility Area lands for each county in California. These maps allow state and local agencies to identify areas susceptible to wildfire hazards.

California Certified Unified Program Agencies

The California Certified Unified Program Agencies (CUPA) is a collection of state and regional agencies in charge of regulating hazardous waste. They are responsible for the administration, permits, inspection and enforcement of various environmental and emergency management programs, including the Underground Storage Tank Program, the Aboveground Petroleum Storage Act Program, Hazardous Materials Release Response Plans, and Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs. The California Environmental Protection Agency (CalEPA) is responsible for administering and certifying the CUPA's. Two state agencies that are also heavily involved with CUPA activities include the California Department of Toxic Substances Control (DTSC) and the State Water Resource Control Board (SWRCB).

Regional and Local Programs***Regional Water Quality Control Board***

The State Water Resources Control Board (SWRCB) is responsible for regulating wastewater discharges to surface waters and groundwater. This includes discharges from all construction, industrial, municipal, and agricultural activities. The SWRCB delegates these responsibilities to various Regional Water Quality Control Boards (RWQCB) throughout California. The RWQCB acts under Cal EPA and is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. RWQCB regulations are contained in Title 27 of the California Code of Regulations (CCR). Additional state regulations applicable to hazardous materials are contained in Title 22 of the CCR. Title 26 of the CCR is a compilation of those hazardous material, waste, and toxic-related regulations contained in CCR Titles 3, 8, 13, 17, 19, 22, 23, 24, and 27 that are applicable to hazardous materials.

The City of Indio falls under the jurisdiction of the Colorado River Basin Regional Water Quality Control Board. The Colorado River Basin RWQCB is responsible for overseeing corrective actions associated with leaks and improper disposal from underground storage tanks, such as gas station tanks, and provides assistance to County of Riverside Department of Environmental Health on underground storage leaks.

Riverside County Department of Environmental Health

The Riverside County Department of Environmental Health (DEH) provides programs and services related to protecting public health, safety and the environment. Within the DEH are two divisions, District Environmental Service, and Environmental Protection and Oversight. The Environmental Protection and Oversight Division (EPO) is responsible for handling and regulating hazardous materials, land use, water systems, underground storage tanks, solid waste and business emergency plans and is responsible for managing a list of all hazardous waste generators in the County. In the City of Indio, such generators of hazardous waste include gas stations, dry cleaners, grocery stores, car dealerships and the City's maintenance facility yard.

Riverside County Hazardous Materials Management Division

The Riverside County DEH's Hazardous Materials Management Division was designated as the Riverside County Certified Unified Program Agency (CUPA). As CUPA for Riverside County, the Division manages the following elements of the Unified Program:

- Hazardous Waste Generators
- Hazardous Materials Business Plan Program (HMBP) and the Hazardous Materials Release Response Plan and Inventory Program
- Hazardous Materials Emergency Response Team
- Risk Management Prevention Program
- Underground Storage Tank (UST) Program
- Aboveground Petroleum Storage Act (APSA) Program

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan

The Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) identifies the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards. The Riverside County LHMP was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 to achieve eligibility and potentially secure mitigation funding through Federal Emergency Management Agency (FEMA) Flood Mitigation Assistants, Pre-Disaster Mitigation and Hazard Mitigation Grant Programs.

Riverside County General Plan

According to the Safety Element of the Riverside County General Plan, hazardous materials include the entire spectrum of such substances from pre-product materials to waste. Laws and regulations that govern hazardous materials, and how they are stored, transported, and handled distinguish between hazardous materials and hazardous waste. For regulatory purposes, hazardous materials are defined as manufactured hazardous items and materials, as well as the pre-product hazardous substances used to create them. These materials, both pre- and post-production, are subject to extensive management for safety requirements. The waste generated by, or resulting from, the production that process becomes hazardous waste, which must be safely disposed of in an appropriate manner.

Riverside Emergency Operations Plan

The county of Riverside prepared an Emergency Operations Plan (EOP) to address the planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies in or affecting Riverside County.

The EOP identifies and analyzes an extensive list of hazards faced by the County. The hazards selected were ranked on potential effect using key criteria such as frequency, deaths, injuries, property damage, and economic effect. The natural hazards evaluated as part of this plan include those that have occurred historically or have the potential to cause significant human and/or monetary losses in the future. Per the County EOP, hazardous material (HazMat) accidents are second to last on the potential impact scale. HazMat accidents involve the uncontrolled release of a hazardous substance(s) during storage or use from a fixed facility or mobile transport. Releases of hazardous materials can be especially damaging when they occur in highly populated areas or along transportation routes used simultaneously by commuters and hazardous materials transports.

The Riverside County EOP participates in the California Standardized Emergency Management System (SEMS) program, and FEMA's National Incident Management System (NIMS). Volunteer groups such as the Community Emergency Response Team (CERT) and the Radio Amateur Civil Emergency Service (RACES) all participate in emergency response during disasters or emergency situations.

Riverside Emergency Operations Center

There are Riverside County Emergency Operations Centers (EOC) situated in Riverside and Indio. EOCs are maintained in a constant state of readiness to activate quickly once the need arises to share information, coordinate resources, and create situational awareness among response agencies and local jurisdictions. When an EOC is activated, the positions most appropriate to the needs of the incident are called to respond. Most of the EOC responders are County of Riverside employees, all of whom are trained, sworn disaster service workers, however, other responders are from stakeholder

agencies such as utility companies. EOC responders have a designated role in supporting the response or recovery operations of an incident.

The West County EOC in Riverside has historic roots, as it was originally built as Cold War-era bomb shelter, complete with reinforced steel and containment doors.

Emergency Operations Center

Eastern Riverside County Emergency Operations Center is located at 45222 Towne Street and there is an alternate Center located at 83101 Avenue 45. The telecommunications hub for the Riverside County Department of Information Technology is located at Indio's EOC. If needed, Riverside County's EOC located in Riverside as well as their mobile command posts could provide assistance to Indio in the event of an emergency. The City's emergency response effort is supported by agreements with the Riverside County Sheriff's Department, Riverside County Fire Department, and American Red Cross. Included in the EOC's tools is the Alert RivCo emergency notification system, which allows the City to notify residents by phone of an imminent threat if they're registered.

Community Emergency Response Team

The Community Emergency Response Team (CERT) program educates people about disaster and preparedness for hazards that may impact their area, and trains them in basic disaster response skills such as fire safety, light search and rescue, team organization, and disaster medical operations. Using the training learned in the classroom and during exercises, CERT members can assist others in their neighborhood or workplace following an event when professional responders are not immediately available to help.

Indio General Plan

Chapter 10 of the Indio General Plan addresses the various environmental hazards within the City of Indio. It addresses the potential hazards associated with the storage, use, and transport of hazardous materials in and throughout the City. Fire and Police Departments would be called upon in the event of a spill or similar emergency relating to hazardous materials within City limits.

As mentioned previously, in the City of Indio, household hazardous waste can be disposed of properly through Household Hazardous Waste disposal events held periodically at varying locations throughout the County, including Indio. Residents can utilize the ABOP drop-off collection center located at the Waste Transfer Station at 87-011 Landfill Road in Coachella. Hazardous waste can also be taken for free to the Riverside County permanent collection site in Palm Springs on 1100 Vella Road. Burrtec is available for residents to properly dispose of household hazardous waste.

The Safety Element of the Indio General Plan addresses police and fire service, emergency medical response, and emergency preparedness within the City, which are essential services to the City and its residents. The goal within this element is to create an effective and comprehensive response to all

emergency service needs. The City's preparedness for emergency situations, such as natural and man-made disasters, helps emergency services within Indio achieve this goal.

4.9.4 Project Impact Analysis

Thresholds of Significance

The following standards and criteria for establishing significance of potential impacts related to hazards and hazardous materials were derived from the CEQA Guidelines, Appendix G. Development of the proposed project would have a significant effect to if it is determined that the project would:

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e. For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?
- f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- g. Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires.

Methodology

Available data to determine the potential for impacts associated with hazards and hazardous materials was assessed based upon the consideration of the project. The Phase 1 Environmental Site Assessment Report by Partner Engineering and Science, Inc (Partner) included a site reconnaissance as well as research and interviews with representatives of the public, property ownership, site manager, and regulatory agencies. This assessment will be used to determine potential hazardous materials on the project site. Partner also completed an Addendum to the Phase I ESA in 2024 to provide a summary of observations and results of the removal of an onsite hydraulic lift, which was discovered during the Phase I ESA. These are provided as **Appendix I.1** and **I.2** and discussed in detail below. Whether there is a potential for cumulative impacts associated with hazards and hazardous

materials was assessed based upon the consideration of the project, the project site, and related projects.

Project Design Features

The project proposes a maximum development consistent with the Maximum Buildout Scenario (MBS) and maximum buildout identified in ***Project Description (Table 3-1)***, which would include up to 3,240 units of very high density residential, 20,000 sf of proposed commercial/retail use, and 1,806,290 sf of proposed industrial. The Scenario #2 is assumed to include 1,237 units of very high density residential, 71,600 sf of commercial/retail use including a 128 key hotel, and 1,806,290 sf of proposed industrial. For this section of the Draft EIR, the more intensive option, MBS, will be reviewed. Proposed building locations and design will be consistent with applicable State and local construction requirements and standards. Hazardous materials used during construction and operation of the site will be handled to manufacturer and industry standards. Additionally, the project will implement and adhere to federal, State, and regional regulatory standards. This is subsequently discussed in greater detail.

Project Impacts

a/b. Create a significant hazard to the public or the environment due to routine transport, use, or disposal of hazardous materials, or release hazardous materials into the environment

The currently vacant project site is located south of Avenue 42, west of Monroe Street, east of Madison Street, and north of the Interstate-10 freeway. The project site is characterized as fallow agricultural land due to the property serving as agricultural land from the 1940s until 2005. Throughout that time, the subject property contained multiple structures, and a portion of the property was utilized as a machine shop and as a mechanical/auto repair area which have since been demolished.

The project site is largely surrounded by a mix of land use types including agriculture and (distant) 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 Interstate-10 freeway, (distant) Coachella Valley Stormwater Channel, and vacant lands to the south. As stated above, the project proposes to develop approximately 183-acres for multiple land uses including residential, commercial, and industrial. The transportation, use, and disposal of hazardous materials during project construction and operation is discussed subsequently, as is the project's potential to release hazardous materials into the environment.

Construction

Construction of the proposed project is expected to involve the temporary management and use of oils, fuels and other potentially flammable substances. The nature and quantities of these products would be limited to what is necessary to carry out construction of the project. Some of these materials would be transported to the site periodically by vehicle and would be stored in designated controlled areas on a short-term basis. The designated controlled areas will be temporarily located in staging areas typically placed close to where development is occurring at that time. The staging areas would move to a new location when construction of one area, or phase, is complete, and construction of a new area will occur. The identification of building material staging areas is required by Construction General Permit (CGP) (Order No. 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ), which requires the development and implementation of a project-specific Stormwater Pollution Prevention Plan (SWPPP) for areas greater than one acre and administered by the RWQCB. Per the CGP, the project's SWPPP shall include comprehensive handling and management procedures for building materials, especially those that are hazardous and toxic. Paints, solvents, pesticides, fuels and oils, other hazardous materials or any building materials that have the potential to contaminate stormwater should be stored indoors or under cover whenever possible or in areas with secondary containment. The designation of staging areas for activities such as fueling vehicles, mixing paints, plaster, mortar, and so on, is also required to be determined in the SWPPP. When handled properly by trained individuals and consistent with the manufacturer's instructions and industry standards, the risk involved with handling these materials is considerably reduced to a less than significant level. As a requirement of the CGP, the contractor will be required to identify all controlled staging areas within the project limits for storing materials and equipment.

Furthermore, to prevent a threat to surface water during construction, the management of potentially hazardous materials and other potential pollutant sources will be regulated through the implementation of measures required in the SWPPP for the project. The SWPPP requires a list of potential pollutant sources and the identification of construction areas where additional control measures are necessary to prevent pollutants from being released on-site or into the surroundings. Best management practices (BMPs) are required in the SWPPP for proper material delivery and storage; material use; and spill prevention and control. These temporary measures outline the required physical improvements and procedures to prevent impacts of pollutants and hazardous materials to workers and the environment during construction. For example, all construction materials, including paints, solvents, and petroleum products, must be stored in controlled areas and according to the manufacturer's specifications and the contractor will also be required to implement BMPs to assure that impacts are minimized and that any minor spills are immediately and properly remediated. In addition, perimeter controls (fencing with wind screen), linear sediment barriers (gravel bags, fiber rolls, or silt fencing), and access restrictions (gates) would help prevent temporary

impacts. With such standard measures in place, less than significant impacts are anticipated during construction.

Operation

The project is proposing 3,240 units of very high density residential, 20,000 sf of commercial space, and 1,806,290 sf of industrial space on approximately 183-acres of vacant land. The industrial aspect of the project and some commercial uses could result in truck traffic and transit of potentially hazardous materials. Further discussion is provided.

Storage

The proposed project could require the storage or handling of hazardous materials, as defined in Chapter 8.64 of the Riverside County Municipal Code, including storage of propane or petroleum backup generator. Under Chapter 6.95, Article 2, of the California Health and Safety Code (HSC), operators of stationary sources of hazardous materials (if they are deemed an accident risk) are required to prepare risk management plans (RMPs), detailing strategies to reduce the risk of accidental hazardous material release and submit them to the California Emergency Management Agency.

A Hazardous Materials Handler is identified as any facility storing hazardous materials and or wastes in quantities greater than or equal to:

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

The project will be required to implement an HMBP if the thresholds above are met or exceeded. The information from the HMBP is made available to first responders in the county for emergency response activities. All handlers are required to disclose their inventory of hazardous materials in the form of a HMBP. In most cases, the local Certified Uniform Program Agency (CUPA) is the administering agency responsible for implementing the HMBP program. The Riverside County DEH is the CUPA for the County. Data generated for HMBP compliance is managed through the statewide California Environmental Reporting System (CERS).

HMBPs must include at least the following:

- A list of the chemical name and common names of every hazardous substance or chemical product handled by the business;
- The category of waste, including the general chemical and mineral composition, of every hazardous waste handled by the business;
- The maximum amount of each hazardous material or mixture containing a hazardous material that is present onsite;

- Sufficient information on how and where the hazardous materials are handled by the business to allow fire, safety, health, and other appropriate personnel to prepare adequate emergency responses to potential releases of the hazardous materials;
- Emergency response plans and procedures in the event of a reportable release or threatened release of a hazardous material; and
- Training for all new employees and annual training, including refresher courses, for all employees on safety procedures in the event of a release or threatened release of a hazardous material.

Under the administration of the County of Riverside DEH, and in compliance with the Hazardous Materials Release Response Plans and Inventory Law, Chapter 6.95 of the HSC, any business handling and/or storing a hazardous material shall obtain a permit from the DEH and electronically submit a business plan in the Statewide Informational Management System. The proposed project could require the storage or handling of hazardous materials, as defined in Chapter 8.64 of the Riverside County Municipal Code, including storage of propane or petroleum backup generator, and shall be required to follow the procedures established in the Municipal Code and Chapter 6.95 of the HSC.

Adherence to federal, State, and regional regulatory standards listed above will ensure impacts related to the storage and the risk of accidental releases of hazardous materials associated with the project are less than significant.

Use/Handling

The operation in the industrial land use (and some commercial uses) of the project may include the use and handling of hazardous materials. The Occupational Safety and Health Administration (OSHA) Regulations ensures safe and healthful conditions for workers by setting and enforcing standards and by providing training, outreach, education, and assistance. To fulfill this purpose, OSHA develops and enforces mandatory job safety and health standards. These standards codified in 29 Code of Federal Regulations (CFR) Part 1910, which address issues that range in scope from walking and working surfaces, to exit routes and emergency planning, to hazardous materials and personal protective equipment. They include exposure limits for wide range of specific hazardous materials, including pesticides, as well as requirements that employers provide personal protective equipment to their employees wherever it is necessary (i.e., when required by the label instructions). OSHA standards also require that chemical manufacturers and importers obtain and develop Safety Data Sheets (SDSs). Employers must have an SDS in the workplace for each chemical they use. The industrial land use of the project would be required to comply with OSHA regulations and standards, including worker personal protective equipment requirements, and maintaining SDSs for each chemical they use to protect the health of workers. Additionally, hazardous materials, if onsite, will be handled in compliance with manufacturer's standards to ensure proper use and handling.

The California Accidental Release Prevention (CalARP) Program was designed to prevent accidental release of hazardous substances, minimize damage if releases occur, and satisfy community right-to-know laws. The CalARP programs and implementing regulations (Title 19, Division 2, Chapter 4.5 of the CCR) require businesses that handle more than a threshold quantity of regulated substances to develop a RMP, as discussed above. The project will be required to comply with the CalARP program to prevent the accidental release of hazardous substances during use.

Maintenance of the proposed buildings would not result in the use of hazardous materials in amounts that exceed what is typically required for industrial and commercial buildings. The handling, application, and storage of cleaning agents, building maintenance products, paints, solvents and other related substances could occur within the project in a manner typical of similar projects throughout the City, to carry out the necessary operations in each facility or use. However, these materials would not be present in sufficient quantities to pose a significant hazard to public health and safety, or the environment.

Additionally, the materials required for the maintenance of landscaped areas (i.e., fertilizers, etc.), could be stored onsite and would be regulated by State and local law, including Fire Department regulations requiring proper storage and inspection. These regulations, including those imposed by both the State of California, County of Riverside and the Fire Department, are designed to lower impacts to less than significant levels. Compliance with these procedures will ensure that the use, transport, and disposal of hazardous materials would not impact the public or environment or result in the accidental release of hazardous materials. Less than significant impacts are anticipated during project operation.

Overall, the adherence to federal, State, and regional regulatory standards will ensure impacts related to the use of hazardous materials associated with the project, and the risk of accidental releases of hazardous materials from cannabis operations would be less than significant.

Disposal

Adherence to federal, State, and regional regulatory standards will ensure impacts related to the disposal of hazardous materials associated with the project are anticipated to be less than significant.

Project Site Environmental Conditions

According to the Phase 1 ESA, historical aerial imagery from 2006 indicates that the site had been cleared of all agricultural remnants prior to 2006. Currently, several agricultural standpipes exist throughout the subject property that are associated with historical irrigation practices. The presence of fertilizer or related chemical storage related to farming activities do not exist onsite. Chemicals previously utilized during agricultural operations have likely dissipated to insignificant levels due to the inactivity of the site for over 15 years. A Shallow Soil Investigation was performed on the western portion of the subject property which included the collection and analysis of 75 discrete shallow soil

samples that were composited into 19 soil samples. Soil samples were collected from a depth of approximately six inches below ground surface (bgs). The samples were analyzed for organochlorine pesticides (OCPs) and arsenic. According to laboratory analysis, none of the analyzed soils samples contained OCPs or arsenic above applicable screening levels and/or background concentrations. Therefore, it is unlikely that significant chemicals associated with previous agricultural activities exist onsite, and less than significant impacts are expected.

The Phase 1 ESA found a recognized environmental condition (REC) on the project site. A REC refers to the presence of likely presence of any hazardous substances or petroleum products in, on, or at a property: due to the release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. During the onsite reconnaissance, several concrete pads at 81291 Avenue 42, one of which had a circular feature resembling a possible hydraulic lift piston were observed. Based upon a review of historical sources, it is known that this portion of the subject property was previously utilized as a machine shop and as a mechanical/auto repair area. The hydraulic piston appeared to still be physically situated within the ground below the concrete pad. The presence of a potential below-ground hydraulic lift piston is considered REC due to the possibility of unidentified releases to the subsurface in this location.

The project site was also identified as having two historical underground storage tanks (USTs) in the environmental database report. According to documents provided by the Riverside County Department of Environmental Health (RCDEH), the two USTs were 10,000 gallons in size each and contained diesel fuel and unleaded gasoline. They were reported to have been removed in 1989 without proper permits and without subsurface investigations. After the unregulated tank removal, local agencies instructed former site personnel to obtain the necessary UST removal permits and perform a subsurface investigation in order to demonstrate that no unauthorized release had occurred. The reviewed documents included a No Further Action (NFA) letter granted by the RCDEH in 1990. The regulatory closure of the prior USTs is considered a historical recognized environmental condition (HREC) which is a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

Based on the Phase 1 ESA, excavation associated with construction activities near former homesites could reveal septic systems or wellsite infrastructure along with the identified hydraulic life that should be abandoned and removed in accordance with current regulations. This infrastructure should be properly abandoned and disposed of by removal of all materials or crushing in place for buried pipeline that will be located under proposed parking lots or structures. If asbestos concrete is identified, its treatment and/or removal should follow all state and federal regulations. This is

required in **Mitigation Measure HAZ-1**. The removal of any abandoned and remnant structures would ensure that impacts to the environment from hazardous materials would be less than significant.

Off-site Improvements

Off-site improvements include an underground sewer line connection to existing City sewer lines on Monroe Street. The operation of the off-site sewer lines along Monroe Street is not anticipated to result in the routine transport, use, or disposal of hazardous materials. The potential release of hazardous materials into the environment associated with the infrastructure will be overseen by the City of Indio, which has programs in place to manage such releases, as they operate the City's wastewater infrastructure. The sewer lines will operate underground and will not contain hazardous materials. Therefore, the use of hazardous materials associated with the off-site improvements will result in less than significant impacts.

Overall, construction and operation of the proposed project will result in less than significant impacts.

c. Emit hazardous emissions or handle hazardous materials within one-quarter mile of an existing or proposed school

Under CEQA Guideline 15186, additional notification and consultation requirements may apply to projects with one-quarter mile of an existing school facility. The project site is not located within one-quarter mile of an existing or proposed school. The closest school is the Richard Oliphant Elementary School, located approximately 0.40 miles northeast of the project site at 41-633 Gore Street. As analyzed in discussion a/b, above, the project construction and operation will not result in significant impacts because of the development and implementation of a project-specific SWPPP, following BMPs required in the SWPPP for proper material delivery and storage; material use; and spill prevention and control, the implementation of a Construction General Permit, and following CalARP programs and implementing regulations. If necessary, the project will prepare RMPs and HMBP as well. Implementing these practices and adhering to the federal, State, and regional regulatory standards would ensure impacts related to the use of hazardous materials would be at less than significant levels.

Off-site improvements include an underground sewer line connection to existing City sewer lines on Monroe Street. Therefore, the project's proposed onsite and off-site improvements will have no impact on schools as it relates to hazardous materials.

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

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with CEQA requirements to provide information about the location of hazardous materials release sites. Government Code section 65962.5 requires that a list of these sites be maintained and updated at least annually. The State's Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List.

Pursuant to Government Code 65962.5 and its subsections, record searches on the project property were performed within multiple database platforms. The resources consulted included GeoTracker, EnviroStor and the EPA Enforcement and Compliance History Online (ECHO).

No hazardous material sites were documented on the project site. Within a half mile of the project site, two of the three databases, GeoTracker and ECHO, listed hazardous materials sites. The results are described below:

The GeoTracker database listed seven registered Leaking Underground Storage Tank (LUST) Cleanup Site within a half-mile radius of the project boundary. The registered sites and their LUST status are listed in the table below.

Table 4.9-1 GeoTracker Registered Facilities

Registered Facility	Location	Distance	LUST Status
Unocal #6351	43401 Monroe Street	0.2 miles S	Completed Case Closed – July 2002
Monroe Shell	43411 Monroe Street	0.3 miles S	Completed Case Closed – July 2016
Shell Service Station	43411 Monroe Street	0.3 miles S	Completed Case Closed – December 2009
Shell Oil Company	43411 Monroe Street	0.3 miles S	Completed Case Close – January 1998
Chevron Station #9-4914	43421 Monroe Street	0.3 miles S	Completed Case Closed – October 1995
Tarmac (Empire Sales) Co	81510 Industrial Place	0.4 miles S	Completed Case Closed – August 1997
Apple Market #5	80631 Indio Boulevard	0.4 miles W	Completed Case Closed – February 2008

The ECHO database listed 23 registered active Resource Conservation and Recovery Act (RCRA) facilities, and 3 Clean Water Act facilities in a half-mile radius of the project boundary. The registered sites are listed below.

Table 4.9-2 ECHO Registered RCRA Facilities

Registered Facility	Location	Distance	RCRA Status	Violations (Y/N)
Indio Modern Dentistry	82151 Avenue 42 STE 100	670 feet E	Active	N
Advantage West	42936 Madison Street STE A	0.18 miles S	Active	N
Auto Mall Collision Inc	43010 Madison Street A	0.2 miles S	Active	N
Dynamic Collision Center of Coachella Valley	42900 Madison Street	0.2 miles S	Active	N
Auto Mall Collision Inc	42933 Madison Street	0.3 miles S	Active	N
Max Built Autoworks	43164 Madison Street	0.3 miles S	Active	N
FC Landscape Inc.	43216 Madison Street	0.2 miles S	Active	N
Coachella Valley Collision Center	81824 Place BLDG B	0.2 miles S	Active	N
Gardner Pool Plastering, Inc.	81824 Trader Place	0.2 miles S	Active	N
Henry's Collision Auto Body & Paint Inc	81781 Oleander Avenue	0.4 miles S	Active	N
HD Supply Construction & Industrial – White Cap	81760 Oleander Avenue	0.4 miles S	Active	N
Monroe Street Unocal	43401 Monroe Street	0.2 miles S	Active	N
Shell Service Station	43411 Monroe Street	0.3 miles S	Active	N
Dollar General #13764	43423 Monroe Street	0.3 miles S	Active	N
Beto's Auto Repair	43441 Monroe Street	0.4 miles S	Active	N
United #1740	43502 Monroe Street	0.4 miles S	Active	N
Landcare	81920 Industrial Place	0.4 miles S	Active	N
The Russel Group	81854 Industrial Place	0.4 miles S	Active	N
Northwest Designs of California Inc	81600 Industrial Place	0.4 miles S	Active	N
Zagami Inc DBA Clairmont Equipment	81501 Industrial Place	0.4 miles S	Active	N
Elms Equipment Rental Inc	81531 Industrial Place	0.5 miles S	Active	N
Empire Sales	81501 Industrial Place	0.4 miles S	Active	N
O'Connell Landscape Maintenance	43549 Wheel Drive	0.3 miles S	Active	N
Source: EPA ECHO Facility Search Results				

Apple Recycling Five, located at 80631 Indio Boulevard, 0.4 miles west of the project boundary, possesses an expired “minor” permit with the Clean Water Act (CWA) with no violations. Coachella Valley Mosquito and Vector Control District, located at 43420 Trader Place, 0.2 miles south of the

project boundary, possesses an active “minor” permit with the CWA with no violations. Finally, Greenday Plasterings Inc, located at 41380 Sunburst Street, 0.3 miles south of the project boundary, is an unpermitted facility with the CWA with no violations. This currently unpermitted facility is located down-gradient of the property and would not be expected to impact the project.

The search results in the EnviroStor database did not identify registered facilities within a half-mile radius of the project property. As stated previously, all registered RCRA sites maintain statuses of “Completed – Case Closed” and “no violation”. The three projects associated with CWA permits also had no violations. The project will not exacerbate risks or impacts associated with the registered sites, due to the project’s nature and the sites’ locations at least a half-mile from the proposed project. Therefore, because the project site is not documented as a hazardous waste site, there would be no impact on the public or the environment from the proposed project.

A Phase I Environmental Site Assessment (ESA) and an Addendum to the Phase I ESA was completed in 2022 and 2024, respectively, by Partner Engineering and Science (Partner). During the 2022 Phase I ESA, Partner observed several concrete pads at 81291 Avenue 42, one of which had a circular feature resembling a possible hydraulic lift piston. Based upon review of historical sources, it is known that this portion of the subject property was previously utilized as a machine shop and as a mechanical/auto repair area. The hydraulic piston appeared to still be physically situated within the ground below the concrete pad. The presence of the potential below-ground hydraulic lift piston is considered a recognized environmental condition (REC) due to the unidentified releases to the subsurface in this location. As a result of this finding, Partner recommended that the identified hydraulic lift should be removed under proper oversight, noting sampling to confirm the presence or absence of subsurface impacts may be warranted.

On October 30, 2023, Partner obtained a temporary EPA ID (CAC003258673) to prepare for the hydraulic lift removal. On November 27, 2023, Partner oversaw the geophysical survey to investigate the existing concrete padded areas for any USTs or subsurface obstructions along with the hydraulic lift area. Besides the hydraulic lift, one anomaly was identified approximately 3-4 feet below ground surface (bgs) at a concrete pad located to the north-northeast of the hydraulic lift, with multiple capped/concrete filled pipes within the concrete pad surrounding the anomaly. Additionally, Partner oversaw the removal of the hydraulic piston as well as the excavation of the surrounding soils. Confirmation samples were collected from the excavation sidewalls, bottom, and stockpiles that included six soil samples analyzed for Total Petroleum Hydrocarbons (TPH), metals, volatile organic compounds (PCBs) depending on location. The samples were transported in an iced cooler under chain-of-custody protocol to Jones Environmental, Inc. in Santa Fe Springs, California for analysis. The laboratory is State-certified under the Environmental Laboratory Accreditation Program (ELAP). None of the analyzed soil samples contained detectable concentrations of TPH, VOCs, SVOCs, or PCBs above their respective laboratory Reporting Limits (RLs). The laboratory RLs were below applicable screening levels. Although some metals were detected in the SPPiston sample, none were at levels of concern

or exceeded residential or commercial regional screening levels or were above typical background levels. The hydraulic lift was successfully removed and destroyed onsite. On January 4, 2024, Partner oversaw the backfilling of the hydraulic lift excavation pit with native soil and compacted along with the investigation and excavation of the anomaly area. The anomaly area was excavated and a plastic pipe encased in cement with rebar was discovered. No UST or other large obstructions were encountered. The anomaly was backfilled to grade and the equipment demobilized from the site.

Based on the results of the field activities, including the removal and confirmation soil samples, with no evidence of a release in the vicinity of the hydraulic lift, Partner anticipates no further assessment will be warranted for the hydraulic lift. Therefore, there would be no impact on the public or the environment from the proposed project.

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

The Emergency Services Element of the 2040 Indio General Plan addresses multiple components of the City's public safety services, including police and fire service, emergency medical response and emergency preparedness. According to the Indio Police Department website, there are two police stations serving the City of Indio, the Indio Police Department located at 46800 Jackson Street, and the Thermal Sheriff's Station (Riverside County Sheriff's Department) at 86625 Airport Boulevard in Thermal. The Indio Police station is approximately 3.3 driving miles south of the proposed site and covers an area of over 30 square miles. The Indio Police currently have a staff of approximately 80 employees. The Thermal Sheriff's station is approximately 9.5 driving miles southwest of the project site and provides police services to the cities of Indio, La Quinta, Coachella, and southern Coachella Valley communities.

The City's Fire Department is currently equipped with approximately 56 full-time staff and four fire stations: Fire Station No. 80 located at 81025 Avenue 40, Station No. 86 at 46990 Jackson Street, Station No. 87 at 42900 Golf Center Parkway, and Station No. 88 at 46621 Madison Street. Station No. 80 is the closest station to the project property, located approximately 2 driving miles northwest of the project site. Response times for fire services in the City are six minutes and twenty seconds or less 90 percent of the time. Paramedic service is provided to the City of Indio and the project area by the City of Indio Fire Department. Paramedic staff is located at Station No. 86 and Station No. 88, 3.4 driving miles and 3.2 driving miles respectively.

The Police and Fire Departments within the City rely on mutual aid agreements with neighboring jurisdictions to provide additional services when necessary. 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.

Project implementation is not expected to interfere with Indio's emergency operations plan. The plan includes checklists related to considerations for specific types of disasters or emergencies such as wildfires/structural fire, hazardous materials release, earthquake, flood, and terrorism/bioterrorism. The plan also includes the California Master Mutual Aid Agreement. The Operations Section of the EOC is responsible for coordination of all emergency response elements for an emergency event and is organized into four branches: Fire and Rescue, Law Enforcement, Community Services, and Public Works/Utilities. These branches coordinate on steps outlined in the plan for emergency evacuations with public safety, medical and health services, and delivery of essential provisions and other necessary resources as priorities.

Regional emergency evacuation routes for the Coachella Valley include the Interstate 10 freeway and Highway 111. The Interstate 10 freeway is situated immediately south of the project, and Highway 111 is approximately two miles south of the project. The City of Indio has developed and maintains an extensive arterial roadway network. The City's primary and minor arterial streets serve as secondary routes. Vehicles accessing the street system from the project area will not interfere with evacuation routes or plans, insofar as the project will not alter any existing street used for these purposes.

The project area 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. 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 Clinton Street, a north-south roadway, and "A" Street, an east-west internal roadway. The internal roadway is designed to coordinate the movement of vehicles and pedestrians, minimize potential conflicts, and encourage a safe and enjoyable pedestrian experience in compliance with the General Plan.

Non-vehicular circulation includes pedestrian and bikeway facilities. The purpose for the non-vehicular circulation plan is to provide a street that incorporates a pedestrian- and bicycle-friendly environment and enhances 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 walkway system that allows residents and employees free access to public sidewalks on Avenue 42, interior pedestrian access along Street A and access to the Monroe Street commercial area.

The residential and commercial portions of the subject property will have access to Avenue 42 and Monroe Street while the industrial section of the property will be restricted to Monroe Street. The

project proposes an emergency entrance at the northwest corner of the property off Avenue 42. Project access points will be reviewed by the Fire Department, to ensure adequate access for emergency vehicles. Furthermore, for gated projects, the Fire Department requires the installation of a Knox-Box Rapid Entry System or similar device to facilitate emergency access by fire fighters and other emergency responders. This requirement will be included as a condition of approval for the project and assures that on-site emergency access impacts will be less than significant.

During construction, a Traffic Control Plan will be required as a condition of approval to be implemented throughout all construction activities. This plan will reduce potential impacts that may arise due to conflicts with construction traffic. Additionally, the project would be reviewed by City, Police and Fire officials to ensure adequate fire service and safety as a result of project implementation. Impacts will be less than significant.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires

The City of Indio is comprised of both urban and undeveloped uses. The northern portions of the City are primarily vacant or Coachella Valley Multiple Species Habitat Conservation Plan protected land. The mostly undeveloped Indio Hills in the northern portion is characterized as a low mountain range. Meanwhile, the majority of the City is primarily occupied by single family residential, commercial space, and agricultural land.

The project site, located south of 42 Avenue, east of Madison Street and west Monroe Street, is currently vacant with minimal vegetation. Existing land uses surrounding the project include a mix of agricultural, residential, and vacant land. According to CALFIRE's Fire Hazard Severity Zones in State Responsible Areas Map, the project site is not located in a Moderate, High, or Very High Fire Hazard Severity Zone (VHFHSZ). This map indicates that the project is located in an incorporated Local Responsibility Area, while the areas north of the project property are located within a Federal Responsibility Area. Being in a Local Responsibility Area means that the area is designated by a local agency. Additionally, CALFIRE's Very High Fire Hazard Severity Zone (VHFHSZ) in Locally Responsible Areas (LRAs) Map indicates that the project is located in a Local, State/Federal non-VHFHSZ area.

In conclusion, impacts of exposing people or structures to a significant risk involving wildland fires are expected to be less than significant.

4.9.5 Cumulative Impacts

Hazardous materials and risk of upset conditions are largely site-specific and would occur on a case-by-case basis for each individual project, in conjunction with development proposals on these properties. All future development Projects within the City would be required to comply with applicable federal and state laws and local regulations pertaining to the transport, use, disposal, and

accidental release of hazardous materials, including but not limited to the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), Resource Conservation and Recovery Act (RCRA), Title 22 of the California Public Health and Safety Code, the Uniform Fire Code, and Section 70.120 of the City's Municipal Code (which restricts vehicles transporting hazardous materials to the use of I-10 within the City limits). As future projects within the City are planned and developed, they must adhere to the City's General Plan policies and applicable federal and state laws and local regulations governing the transport, use and disposal of hazardous materials.

Implementation of regulatory compliance measures during construction and operation of a project would not combine with any of the related projects to cause a cumulatively significant impact. During construction, all projects would be required to implement best management practices established in the project-specific SWPPP. The implementation of the SWPPP designates areas for the storage of hazardous materials, as well as handling procedures for hazardous materials. Additionally, materials used during construction will be stored, handled, and transported per manufacturer instructions, thereby reducing likelihood of accidental release. Industrial or commercial uses will be operated in compliance with their specific state or federal regulations.

The proposed project would include the construction and operation of residential, commercial, and industrial uses. Adherence to federal, State, and regional regulatory standards will ensure impacts related to the release of hazardous materials associated with the project and future projects will assure that the cumulative impacts associated with hazardous materials remain less than significant.

4.9.6 Mitigation Measure

HAZ-1: Any buried infrastructure such as any septic systems, irrigation systems, and wellsite infrastructure associated with former land uses should be properly abandoned and disposed of by removal of all materials or crushing in place for buried pipeline that will be located under proposed parking lots or structures. If asbestos concrete is identified, its treatment and/or removal should follow all state and federal regulations. Removal of any infrastructure shall be in accordance with current regulations. It is possible that the removal of any subsurface, abandoned infrastructure reveals residual soil impacts from prior agricultural, maintenance and fueling activities. If so, this may be addressed/managed at that time through the implementation of a soil management plan.

4.9.7 Level of Significance After Mitigation

Implementation of existing regulations and standards identified above, along with the adherence to federal, State, and regional regulatory standards will ensure project's potential impacts associated with hazards and hazardous materials would be less than significant. Mitigation Measures are not required.

4.9.8 Resources

1. Phase 1 Environmental Site Assessment (ESA) Report, Partner Engineering and Science, Inc, 2022.
2. Shallow Soil Investigation Report, Partner Engineering and Science, Inc, 2021.
3. CALFIRE Fire Hazard Severity Zones in State Responsibility Area, <https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/#explorefhsz>.
4. EnviroStor, Department of Toxic Substance Control, <https://www.envirostor.dtsc.ca.gov/public/>.
5. Enforcement and Compliance History, Environmental Protection Agency, <https://echo.epa.gov/facilities/facility-search/results>.
6. GeoTracker, State Water Resources Control Board, <https://geotracker.waterboards.ca.gov/>.
7. Indio Police Department Website, <https://www.indiopd.org/>.
8. Regional Water Quality Control Board, <https://www.waterboards.ca.gov/santaana/>.
9. Riverside County Airport Land Use Compatibility Plan, Chapter 3: Individual Airport Policies and Compatibility Maps, Bermuda Dunes, <https://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/07-%20Vol.%201%20Bermuda%20Dunes.pdf>.
10. Riverside County Department of Environmental Health, <https://www.rivcoeh.org/>
11. Riverside County Emergency Operations Plan, August 2019, <https://orange-arri.org/wp-content/uploads/2020/11/RivCo-Emergency-Operations-Plan.pdf>
12. Riverside County General Plan, <https://planning.rctlma.org/General-Plan-Zoning/General-Plan>.
13. The City of Indio General Plan, September 18, 2019, <https://www.indio.org/home/showpublisheddocument/3321/638053330127130000>.
14. The City of Indio EIR, June 2019, <https://www.indio.org/home/showpublisheddocument/924/637874293008870000>.

4.10 Hydrology and Water Quality

4.10.1 Introduction

The purpose of this section is to present the Project environmental setting for purposes of hydrology and water quality, identify both the applicable thresholds of significance and the project's potentially significant impacts to hydrology and water quality, and identify mitigation measures capable of reducing any potentially significant impacts to hydrology and water quality to below a level of significance. The analysis is based on information provided in this EIR and supporting technical reports and EIR appendices, and reference documents cited throughout this section, as these provide the relevant background information.

The analysis primarily relies on the hydrology, surface drainage, and water quality data and information described in The Oasis at Indio Preliminary Hydrology Report, Preliminary Grading Plan, and Preliminary Water Quality Management Plan (WQMP).

Additional reference documents relevant to hydrology and water quality include the *City of Indio Master Drainage Plan Update*, dated November 2019;; *Federal Clean Water Act (CWA)*; Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel 06065C2251H, effective March 6, 2018; *Water Quality Control Plan for the Colorado River Basin Region (Basin Plan)*, January 2019; and *Whitewater River Region Water Quality Management Plan for Urban Runoff* and the associated *Whitewater River Watershed MS4 Permit*, effective June 20, 2013; *Indio Subbasin Sustainable Groundwater Management Act (SGMA) Plan*; *2018 Coachella Valley Integrated Regional Water Management and Stormwater Resources Plan*, December 2018; *2020 Coachella Valley Regional Urban Water Management Plan (2020 RUWMP)*, and the *City of Indio General Plan 2040*, adopted September 18, 2019, *The Oasis at Indio Preliminary Hydrology Report*, MSA Consulting, Inc. (August 2023), *The Oasis at Indio Water Quality Management Plan*, MSA Consulting, Inc. (September 2023)

Primary considerations for this hydrology and surface water quality assessment include the prevailing rainfall characteristics for the project region and the physical setting at the watershed and local level, as these determine the existing and proposed surface drainage conditions in which the proposed project will be undertaken. The content and analysis in this section also relies on the hydrology, stormwater, and surface water quality regulatory framework, which regulates general and finite aspects of land development activities during the design, construction, and operational phases. The analysis relies on the most conservative calculations applicable to the Maximum Buildout and the Land Use Scenario 2, given that both scenarios would be subject to the same level of compliance and engineering standards.

The Preliminary Hydrology Report and Preliminary WQMP cited above are provided in the Appendices of this Draft EIR (**Appendix J.1** and **J.2**).

4.10.2 Existing Conditions

Relevant Principles in Hydrology, Stormwater Management, and Groundwater Management

Hydrology refers to the occurrence, distribution, and movement of surface water, including water found in rivers and stormwater drainage systems. Stormwater consists of runoff and surface drainage patterns in response to storm events that are determined by soil conditions, topography, and associated gradients of the land. Surface water quality refers to selected physical, chemical, or biological characteristics found in stormwater in relation to an established standard. Groundwater is the water found underground in the voids in soil, sand, and rock. It is stored in and moves slowly through aquifers. Groundwater supplies are replenished, or recharged, by precipitation that seeps into the land's surface. In the Coachella Valley groundwater is also recharged by imported Colorado River water.

This section in part analyzes how the principles of hydrology and urban runoff management will be implemented as part of the proposed project to address the relevant thresholds of significance pertaining to hydrology and water quality. Unless otherwise noted, the analysis and findings are comparably applicable to the Maximum Buildout Scenario and the Land Use Scenario 2 due to the conservative calculations and equally applicable requirements for compliance and engineering standards.

The traditional process of urbanization and land development generally results in the conversion of a natural ground surface cover (pre-development condition) into a setting with higher impervious characteristics, occurring through the introduction of streets, buildings, and hardscape (post-development condition). Such development process typically results in a lower capacity to intercept, retain, and infiltrate stormwater runoff. Therefore, land development that is not regulated by hydrology and stormwater controls can potentially result in a post-development condition in which 1) total stormwater runoff volume increases, 2) the runoff conveyance occurs more rapidly, and 3) the peak discharge is greater. The increase in runoff volume results from the decrease in infiltration and storage characteristics found in undeveloped land (pre-development). The shortened runoff conveyance time results from the greater flow velocities along impervious surfaces and drainage systems compared to a natural surface. The increase in peak discharge is the effect of larger runoff volume occurring over a shorter time compared to the pre-development condition. These effects of unregulated land development generally have the potential to result in degradation or modification to surface drainage, soil erosion and siltation, and water quality impairments.

However, the regulatory mandates and engineering standards are designed to prevent new development projects from resulting in flooding and adverse impacts to water quality and local resources. Stormwater management and adherence to surface water quality standards are achieved through required measures documented in compliance documents, rather than through voluntary actions, such that physical disturbance, vegetation clearing, earth movement, grading, and construction

activities are not permitted without demonstrating compliance with permitting authorities and the pertinent regulations aimed at preventing stormwater impacts.

In terms of groundwater, the project site and City of Indio are located within the domestic water service area of Indio Water Authority (IWA), which covers approximately 38 square miles, consisting of 20 groundwater wells, seven storage reservoirs, one large main pressure zone, and two smaller development-based zones. The Coachella Valley Groundwater Basin is the primary groundwater source for the project region's domestic water purveyors, including IWA. Based on the California Department of Water Resources (DWR), the Coachella Valley Groundwater Basin has an approximate storage capacity of 39.2 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 Gorgonio. The project site is specifically underlain by the Indio Subbasin, which is also known as the Whitewater River Subbasin. DWR has estimated that the Indio Subbasin contains approximately 29.8 million AF of water in the first 1,000 feet below the ground surface, representing approximately 76 percent of the total groundwater in the Coachella Valley Groundwater Basin. IWA and other local water agencies, such as Coachella Valley Water District (CVWD), to implement water conservation, water reuse, and groundwater recharge strategies to ensure water availability and system capacity to meet the needs of the Coachella Valley.

Regional Hydrologic Conditions

The project is located in the Whitewater River Watershed, which is an arid desert region encompassing approximately 1,645 square miles. Within this watershed, an area of approximately 367 square miles (22 percent) encompassing most of the existing development in the Coachella Valley region, is regulated under the established *Whitewater River Region Municipal Separate Storm Sewer System Permit* (MS4 Permit). The MS4 Permit coverage includes the entire project site. The Riverside County Flood Control and Water Conservation District (RCFC&WCD), Coachella Valley Water District (CVWD) and the incorporated Coachella Valley cities, including the City of Indio, have joint permittee responsibility for coordinating the regional MS4 Permit compliance programs and other activities aimed at reducing potential pollutants in urban runoff from land development construction, municipal, commercial, and industrial areas to the maximum extent possible. These public entities are generally in charge of stormwater management within their jurisdiction.

Based on background information provided in the MS4 Permit, precipitation in the Whitewater River Region averages 3.6 inches per year. The Whitewater River Watershed is deemed to not have a defined rainy (wet) season, considering that convective rainfall events (summer thunderstorms) make up a large portion of Whitewater River Region annual rainfall, in contrast to the general winter precipitation that dominates rainfall events in western Riverside County and the coastal plains. When storms occur, they tend to be discrete convective cells, and feature short but intense rainfall, typical of monsoonal thunderstorms; individual storm events typically are localized and rarely affect the entire drainage network.

Climatic conditions in the Coachella Valley are characterized as “subtropical desert”. Mean annual rainfall is very low on the desert floor and into the foothills, ranging from 2 to 4 inches per year and averaging about 5 to 6 inches along the foothills. Generally, temperatures decrease, and precipitation increases with increasing elevation. In some years no measurable rainfall has been reported on portions of the valley floor. Most of the valley’s rainfall occurs during the cooler months of November through March, but occasional high-intensity thunderstorms and tropical storms occur in late summer and early fall. Although the ground may be generally dry at the beginning of a storm, sufficient amounts and intensities of rainfall can saturate the surface, substantially reducing percolation and increasing runoff.

The Whitewater River Region is drained primarily by the Whitewater River that flows to the Coachella Valley Stormwater Channel (CVSC) and outlets to the Salton Sea. It is worth noting that the Salton Sea body of water is not deemed part of the Whitewater River Watershed regulation, as it is separately managed and receives inflow from the Alamo River and New River in a separate watershed in Imperial County. Therefore, the Whitewater River Region includes the Coachella Valley surface drainage up to, but not including the Salton Sea. In relation to the project site, CVSC is located approximately 250 feet to the south, separated by Interstate 10 Freeway. Other local drainage facilities include the Thousand Palms Channel, located west of the project, which is designed to discharge into CVSC.

Surface drainage within the local watershed, including the Whitewater River and CVSC, generally consists of ephemeral washes and agricultural runoff. Due to soil type and the lack of interflow contributions, time and volume of flow in receiving waters after storm events are minimal. According to the MS4 Permit, Whitewater River flow in the Coachella Valley floor is so infrequent that several sections of the channel and its tributaries have been integrated into golf courses and residential communities. Drainage integration into residential and golf course developments in the Coachella Valley allows for proper stormwater controls under conditions that are actively maintained by private and public operators.

Regional and local stormwater management facilities are deemed to be part of the MS4 system, of which CVWD and City of Indio are permittees. MS4 facilities include a system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains) designed for collecting and conveying stormwater. Storm drain facilities can be public or private. Examples of public facilities include pipes, gutters, channels, and basins occurring on the public right-of-way and/or maintained by a public agency. Private facilities are distinguished by being maintained separately by a private entity, such as homeowner’s association and are therefore not part of the public MS4 infrastructure.

Throughout this section, references to stormwater runoff, volumes, drainage, retention, and related dynamics, will pertain directly to the prevailing temporary ephemeral conditions occurring after precipitation events, in contrast to perennial drainage that occurs more permanently throughout the year, but is not applicable to the regional or local hydrologic setting.

Storm Event Criteria

This analysis includes various references to the one-hundred-year (100-year) storm event, primarily when denoting the requirements and basis for sizing the project's storm drain design and stormwater retention capacity. Based on the Federal Emergency Management Agency (FEMA) and United States Geological Survey (USGS) literature, the 100-year storm is a rainfall event, the intensity and duration of which has a reoccurrence interval (or probability of return) of 100 years, which is equivalent to a one-percent chance of being equaled or exceeded during any given year. The 100-year, or 1-percent storm event also determines the base flood conditions for purposes of FEMA flood zone designations, including those deemed to be at higher risk, like Special Flood Hazard Areas (SFHA). For hydrology purposes, the "controlling" 100-year storm event is one with the intensity and duration capable of generating the maximum stormwater volume or being the worst-case scenario as a basis for properly sizing the storm drain facilities, including inlets, pipes, outlets, and retention basins.

The requirement for using the 100-year storm event as the basis for designing storm drain facilities is stated in Chapter 55 of the City's Code of Ordinances, which requires new projects to include retention facilities sized to contain stormwater volume resulting from the controlling 100-year, 24-hour duration storm event. The project is also subject to the City of Indio Public Works Engineering Standards, adopted by the City on May 18, 2016. Chapter 3 of City's Engineering Standards covers the required design parameters of storm drainage catch basins, retention basins, pollution prevention, and water quality requirements.

Local Hydrologic Conditions

The existing hydrologic factors, such as topography, drainage, soil permeability, and rainfall characteristics relevant to the project site and tributary areas have been accounted for in The Oasis at Indio Preliminary Hydrology Report. This report studies the existing conditions and reviews the most conservative planned uses of the project to determine the necessary stormwater management controls and their capacities to comply with the City's engineering standards and requirements and obtain approval.

The physical ground conditions on the project site predominantly consist of leveled terrain, cleared of vegetation coverage, resulting from prior agricultural uses and associated modifications that have since become fallow. The site has also been subject to prior instances of weed abatement and other forms of clearing. A prevailing shallow gradient occurs from northwest to southeast. The clear and relatively flat condition of the project site serves as the basis for on-site hydrology considerations and determination of impacts.

In terms of surrounding uses, land to the north includes Avenue 42, followed by agricultural fields at a relatively similar or slightly higher elevation than the project site. Land to the east includes Monroe Street with a grade separation for the overpass at Interstate 10. Land on the east side of Monroe Street

consists of vacant and developed commercial properties at a similar or slightly lower elevation than the project site. Land to the south includes Interstate 10, followed by the Coachella Valley Stormwater Channel and the confluence of the Thousand Palms Stormwater Channel. Land to the west includes an earthen embankment, followed by the Thousand Palms Stormwater Channel. The existing surrounding conditions and flood control channels are not known to be tributary to or otherwise drain into the undeveloped project site. As explained throughout other parts of this section, the preliminary engineering approach to the proposed development is to maintain and design the site to be hydrologically self-contained, without incurring a condition of urban runoff release to the surrounding properties.

The United States Department of Agriculture (USDA), Natural Resources Conservation Service, is responsible for categorizing and grouping soil conditions relevant to hydrologic factors and estimates of runoff potential. Soils are assigned to one of four groups, A through D, according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms. Group A soils have the highest infiltration capacity and lowest runoff potential, while Group D soils have the lowest infiltration capacity and highest runoff potential. Soil characteristics and classifications are considered into site-specific hydrology studies to determine the existing and proposed soil runoff conditions.

Based on the USDA Natural Resources Conservation Service Web Soil Survey, approximately 77 percent of the site surface soils consist of Indio very fine sandy loam; approximately 12 percent is Coachella fine sand; and the remaining 11 percent is Gilman fine sandy loam. The Indio and Gilman soil types correspond to Hydrologic Soil Group B, which is characterized for having moderate infiltration rates and moderately low runoff potential. Group B soils are composed primarily of sand and secondarily of clay. The Coachella soil type has a Hydrologic Soil Group A, which has the lowest runoff potential and highest infiltration capacity in the ratings. Group A soils are typically composed primarily of sand and gravel. Given the prevalence of project site soils with moderate to high infiltration capacity, the site soils are not deemed to be prone to existing erosion or siltation.

4.10.3 Regulatory Setting

As previously introduced, hydrology and stormwater management controls for land development activities are regulated under mandates at the federal, state, regional, and local level. The applicable requirements are designed to comply with the federal objectives aimed at preventing land development from causing impacts to the chemical, physical, and biological integrity of receiving streams, rivers, and water bodies. These regulations apply at different stages of development, including planning, design, construction and post-construction, such that physical land disturbance, earthwork activities, grading, construction activities, and facility operations would not be permitted to occur without demonstrating compliance with the local, regional, and state permitting regulations.

Local hydrologic requirements are also manifested as City engineering requirements, such as Chapter 3 of the City's Engineering Standards, pertaining to the required design parameters of storm drainage catch basins, retention basins, pollution prevention, and water quality requirements, and Chapter 55 in the City's Code of Ordinances, pertaining to the adequate containment of stormwater volume resulting from the controlling 100-year, 24-hour duration storm event.

It is worth noting that as defined in Section 13374 of the California Water Code (CWC), the term "Waste Discharge Requirements" (WDRs) is equivalent of the term "permits" and therefore pertains to a permitting process, written into general permits to regulate similar groups or activities. As discussed below, the relevant WDRs to the project occur in the form of general permits applicable during construction and after construction as part of the site operations. Compliance with WDRs is achieved through the appropriate permit registration process under the applicable National Pollutant Discharge Elimination System (NPDES) programs described below.

Federal

Federal Clean Water Act

The Clean Water Act (CWA) of 1972 was enacted to restore and maintain the chemical, physical, and biological integrity of the nation's waters by regulating the discharge of pollutants to waters of the U.S. from point sources. As part of the NPDES program, subsequent amendments to the CWA established a framework for regulating non-point source discharges from urban land runoff and other diffuse sources that were also found to contribute to runoff pollution. Under CWA, the Environmental Protection Agency (EPA) delegated the NPDES permit program to various state, tribal, and territorial governments, enabling them to perform many of the permitting, administrative, and enforcement aspects of the program. California is a delegated NPDES state and has authority to administer the NPDES program within its limits. The pertinent sections of the CWA regulatory structure are summarized below:

Section 102 requires the planning agency of each state to prepare a basin plan to set forth regulatory requirements for protection of surface water quality, including designated beneficial uses for surface waterbodies, and specified water quality objectives to protect those uses.

Section 303(d) requires each state to provide a list of impaired surface waters that do not meet or are expected not to meet state water quality standards as defined by that section.

Section 402 requires that all point-source discharges, including but not limited to, construction-related runoff discharges to surface waters and some post-development dischargers, be regulated through the NPDES program. Project sponsors must obtain an NPDES permit from the State Water Resources Control Board (SWRCB).

National Flood Insurance Program

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. As mandated by the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973, FEMA administers the National Flood Insurance Program (NFIP) to provide subsidized federal flood insurance to residents of communities where future floodplain development is regulated. FEMA has developed FIRMS to determine the need for and availability of federal flood insurance. FIRM maps rely on a variety of flood risk information based on historic, meteorological, hydrologic and hydraulic data, as well as existing development, open space and topographic conditions within an area. FEMA mapping also incorporates the results of engineering studies to delineate Special Flood Hazard Areas (SFHAs), which are considered at higher risk of inundation and flood-related hazards.

State and Local***Porter-Cologne Water Quality Control Act***

The Porter-Cologne Water Quality Control Act (California Water Code section 13000 et seq.) is the principal law governing water quality regulation for surface waters in California, thus effectuating the delegated provisions of the federal CWA and its NPDES program. It has set forth a comprehensive program to protect water quality and the beneficial uses applicable to surface waters, wetlands, and ground water and to point and nonpoint sources of pollution. The Porter-Cologne Act establishes that, as a matter of policy, all the waters of the State shall be protected; all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and that the state must be prepared to exercise its full power and jurisdiction to protect the quality of water in the state from degradation.

To regulate and protect water quality pursuant to NPDES and to exercise rulemaking and regulatory activities, the Porter-Cologne Act established the SWRCB and nine California Regional Water Quality Control Boards (RWQCBs). In this context, the Project site and Coachella Valley are located within Region 7, Colorado River Basin Regional Water Quality Control Board.

Another mechanism of the Porter-Cologne Act is the requirement to adopt water quality control plans containing the guiding policies of water pollution management in the state. Under this framework, the Colorado River Basin Water Quality Control Plan (Basin Plan) serves as the applicable document prepared, adopted, and maintained to identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The Basin Plan is the guiding document that outlines the Colorado River Basin Water Board's plan for preserving and enhancing water quality in the region for the protection of beneficial uses for present and future generations. The Basin Plan contains the region's beneficial uses for groundwaters and surface waters, water quality objectives for protection of beneficial uses, and implementation programs to achieve water quality objectives.

NPDES Stormwater General Permit for Construction Activities

Under the federal CWA, discharges of stormwater from construction sites must comply with the conditions of a National Pollutant Discharge Elimination System (NPDES) permit. The SWRCB has adopted the Construction General Permit that applies to projects resulting in 1 or more acres of soil disturbance. These requirements occur under the state's most current Construction General Permit (CGP), Stormwater General Permit Order WQ 2022-0057-DWQ (2022 CGP), adopted on September 8, 2022. Compliance with the CGP involves the development and implementation of 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. As applicable, the SWPPP is required to provide limits of temporary disturbance and will indicate the specific locations where storm water Best Management Practices (BMPs) will be implemented. Storm water BMPs refer to a schedule of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent, eliminate, or reduce the pollution of receiving waters. BMPs are standardized in a handbook made available by the California Stormwater Quality Association (CASQA). Consistent with Section XIV of the CGP, the required SWPPP must also specify the necessary recordkeeping, relevant good site housekeeping requirements, proper waste management, proper handling and storage within the allowable construction limits. Also as a requirement, the SWPPP must be prepared by a registered Qualified SWPPP Developer (QSD) and implemented by a Qualified SWPPP Practitioner to ensure that the proper expertise is applied toward these plans.

Whitewater River Watershed Municipal Separate Storm Sewer System

In 1987, Congress amended the Federal Clean Water Act (CWA) to require public agencies which serve urbanized areas with a population greater than 100,000 to obtain permits to discharge urban stormwater runoff from municipally owned drainage facilities including streets, highways, storm drains and flood control channels. In November 1990, the EPA promulgated enforceable regulations establishing MS4 Permit requirements under its NPDES Program. In California, EPA has delegated its NPDES permitting authority to the SWRCB, which issues and enforces NPDES MS4 Permits through its nine designated regions.

The Whitewater River Region MS4 Permit applies to an area of approximately 367 square miles, which generally corresponds to the urbanized portions of the watershed in the Coachella Valley. The MS4 Permit compliance programs are administered by Riverside County Flood Control and Water Conservation District (RCFC&WCD), CVWD, and the incorporated Coachella Valley cities, including Indio. The objective of the MS4 regulations is in part to reduce potential pollutants in urban runoff from land development construction, municipal, commercial, and industrial areas to the maximum extent possible.

Indio Subbasin Sustainable Groundwater Management Act

The Coachella Valley groundwater basin is the primary groundwater source for the project region, with IWA being the domestic water purveyor serving the project site. Based on a 1964 estimate by DWR, the Coachella Valley groundwater basin has an approximate storage capacity of 39.2 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 Gorgonio. The project site is specifically underlain by the Indio Subbasin, which is also known as the Whitewater River Subbasin. In 1964, DWR estimated that the Indio Subbasin contained approximately 29.8 million AF of water in the first 1,000 feet below the ground surface, or approximately 76 percent of the total groundwater in the Coachella Valley Groundwater Basin.

The project site and entire City of Indio are located within the domestic water service area of Indio Water Authority (IWA), which covers approximately 38 square miles, consisting of 20 groundwater wells, seven storage reservoirs, one large main pressure zone, and two smaller development-based zones. IWA works with other local water agencies and Coachella Valley stakeholders to implement water conservation, water reuse, and groundwater recharge strategies to ensure water availability and system capacity to meet the needs of the Coachella Valley.

In 2002, recognizing that continued overdraft was a threat to the economy and quality of life in the Coachella Valley, IWA, CVWD and stakeholders developed the *2002 Coachella Valley Groundwater Management Plan* in collaboration with other local stakeholders. The 2002 plan focused on reducing overdraft, preventing groundwater level decline, protecting groundwater quality, and preventing land subsidence. In 2010, the *2010 Coachella Valley Groundwater Management Plan Update* was prepared to document the accomplishments in reducing overdraft and address changed conditions since 2002.

In 2014, the California Legislature signed a three-bill legislative package into law, collectively known as the Sustainable Groundwater Management Act (SGMA). SGMA allows local agencies to manage groundwater resources in a sustainable manner, with management efforts tailored to the resources and needs of their specific communities. Groundwater management is described as the planned and coordinated monitoring, operation, and administration of a groundwater basin's sustainability. SGMA requires that a Groundwater Sustainability Plan (GSP) or Alternative Plan to a GSP (Alternative Plan) be adopted for basins and subbasins designated by the DWR as medium- and high-priority basins. Basin prioritization is based on a variety of factors such as population, number of wells, and other information determined to be relevant by DWR. SGMA requires that a Groundwater Sustainability Agency (GSA) be established to manage the basin and develop the plan. The GSP or Alternative Plan must explain how the groundwater basin will be kept in balance, to achieve long term sustainability. DWR evaluates each GSP or Alternative Plan in how well it will achieve basin sustainability. The Indio Subbasin was designated as a medium-priority subbasin by DWR.

IWA and other local water purveyors collectively represent the Indio Subbasin Groundwater Sustainability Agencies (GSAs). In January 2017, the GSAs submitted to DWR the 2010 Coachella Valley

Water Management Plan (2010 CVWMP), accompanied by an Indio Subbasin Bridge Document, as a SGMA-compliant Alternative Plan. On July 17, 2019, DWR approved the Alternative Plan with a requirement to submit an Alternative Plan Update by January 1, 2022 and every five years thereafter. Based on the Indio Subbasin SGMA documentation, the combined strategies have resulted in significant groundwater storage increases across the subbasin, thus allowing the region to comply with the framework for sustainable management.

IWA collaborates with the operation and maintenance of three replenishment facilities serving the Indio Subbasin: Whitewater River Groundwater Replenishment Facility, the CVWD Thomas Levy Groundwater Replenishment Facility, and the Palm Desert Groundwater Replenishment Facility.

Artificial replenishment, or recharge, is recognized by the water districts as one of the most effective methods available for preserving local groundwater supplies, reversing aquifer overdraft and meeting demand by domestic consumers. According to the CVWD web site on Groundwater Replenishment and Imported Water, local agencies have percolated over 650 billion gallons of water back into the aquifer to date. In the central part of the Coachella Valley, groundwater recharge is provided by the recently constructed first phase of the Palm Desert Groundwater Replenishment Facility, operated by CVWD. According to the CVWD web site, this facility is expected to add up to 25,000 acre-feet of Colorado River water annually into the aquifer. Combined with water conservation and efficiency requirements, individual development projects can contribute to groundwater sustainability by implementing the required stormwater runoff retention and infiltration facilities.

2018 Coachella Valley Integrated Regional Water Management and Stormwater Resources Plan

The 2018 Coachella Valley Integrated Regional Water Management (IRWM)/Stormwater Resource (SWR) Plan serves as a combined plan which addresses the requirements of the California Department of Water Resources (DWR) Proposition 1 2016 IRWM Grant Program Guidelines and the State Water Resources Control Board (SWRCB) 2015 Stormwater Resource Plan (SWRP) Guidelines. The plan is managed by five water purveyors and one wastewater agency of the Coachella Valley.

The IRWM program is a local water resources management approach directed by California Department of Water Resources (DWR), aimed at securing long-term water supply reliability within California by first recognizing the inter-connectivity of water supplies, and then encouraging the development and implementation of projects that yield combined benefits for water supplies, water quality, and natural resources. The IRWM Plan and SWRP have been combined into one document because of the regional approach, overlap of stakeholder interests and existing stakeholder network, and similar grants and project scoring processes for the two plans. SWRP development focuses on stormwater and dry weather runoff capture. Following the passage of Senate Bill (SB) 985, any stormwater or dry weather runoff capture project receiving funding from any bond approved after January 1, 2014 must be included in a SWRP. The intent of SB 985 is to encourage the use of stormwater and dry weather runoff as a resource

to improve water quality, reduce localized flooding, and increase water supplies for beneficial uses and the environment. The SWRCB provides guidance for the development of SWRP's through the SWRCB 2015 SWRP Guidelines and manages the associated Stormwater Grant Program (SWGPP).

2040 City of Indio General Plan

The City of Indio General Plan considers infrastructure as the backbone of the community that provides support systems important to development. Chapter Nine (9), Infrastructure and Public Facilities, covers the City's support systems, including water resources and storm drain and flood control facilities. This chapter of the General Plan recognizes the need for storm drain systems to protect properties from flooding. The support systems must be sufficient to accommodate the present and future needs the community. The City is said to operate a number of facilities throughout the City and houses numerous schools and education facilities. The aspect of storm drainage and flood control are also covered by the City's Drainage Master Plan discussed under a separate heading.

Chapter Nine (9), Infrastructure and Public Facilities, includes two goals relevant to hydrology and water quality and as part of the effort to implement best practices to replenish and improve the quality of surface and subsurface water resources in order to support water needs of present and future generations.

Goal IE-1: Surface and Subsurface Water. Surface and subsurface water resources that meet or exceed established water quality standards.

Goal IE-2: Storm Drain and Flood Control. Well-designed storm drain and flood control facilities that benefit the community and protect sensitive streams and watercourses.

Goals IE -3 through IE-7 in Chapter 9 pertain to other public systems that are not relevant to hydrology.

City of Indio Master Drainage Plan Update (Indio MDP Update)

The adopted Indio Master Drainage Plan Update (Indio MDP Update) superseded the prior 2005 MDP as a comprehensive storm water strategy to provide flood protection for both existing and future development in the City of Indio. It identifies the drainage facilities needed to address the major drainage problems within the City; establish the estimated costs of those facilities; and identify the funding sources for the city-wide flood control and drainage infrastructure necessary to facilitate safe, orderly, and economically development of the area. This study also explores the opportunity for implementing Best Management Practices (BMPs), ground water recharge, green infrastructure, and water quality mitigation and treatment. As part of the background data, the Indio MDP Update factored an annual mean precipitation of 3.3 inches in the City of Indio. Precipitation is said to occur mostly from November through April, and August through September, but its distribution and intensity are often sporadic. Local thunderstorms are known to contribute to all the average seasonal precipitation at one

time or only a trace of precipitation for the entire season. At the Indio Fire Station, the record low annual precipitation was 0.35 inches in 1990, and 10.85 inches for a record high in 1939.

Indio MDP Update Areas Prone to Flooding: The Indio MDP Update identifies fifteen (15) locations throughout the City prone to flooding and standing water, consisting primarily of intersections and street segments. The Indio MDP Update indicates that the most common causes of flooding and standing water are low points on the street or property with inadequate or no drainage conveyance, lack of curbs and/or gutter facilities, and insufficient maintenance of existing facilities. Instances of street flooding are often caused by streets not having proper slopes and crowns, and lack of dewatering measures at low points. The MDP recognizes that the majority of locations with flooding or drainage issues are in older developments with very few to no existing storm drain facilities. The project site and immediate surroundings are not identified as being prone to flood in the Indio MDP Update.

Existing MDP Facilities: The Indio MDP Update identifies existing storm drainage facilities throughout the City consisting of existing lines, parkway infiltration, canals, dikes, natural drainage, waste ways, retention basins, and self-retained developments.

The undeveloped project property does not have on-site MDP facilities, but off-site existing facilities (street catch basins and storm drain lines) occur along Monroe Street to the east and on the north-side of the westbound Interstate 10 on-ramp. Planned facilities are identified to the north on Avenue 42, presumed to serve future development to the north, rather than the project site, which is situated downgradient of the future line. Existing and planned stormwater MDP infrastructure in the project vicinity is designed to discharge into the Coachella Valley Stormwater Channel to the south.

In the context of this plan, the proposed project aligns with the category of self-retained development, which is beneficial toward the Indio MDP Update efforts in promoting localized infiltration and preventing a runoff contribution to existing and/or planned stormwater facilities.

City of Indio Municipal Code and Engineering Standards

Chapter 55: Storm Water Management and Discharge Controls

The intent of this chapter is to ensure the future health, safety, and general welfare of Indio citizens by: 1) regulating non-storm water discharges to the municipal storm drain; 2) controlling the discharge to municipal storm drains from spills, dumping or disposal of materials other than storm water; and; 3) reducing pollutants in storm water discharged to the maximum extent practicable. This chapter also intends to protect and enhance the water quality of city watercourses, water bodies, ground water and wetlands in a manner pursuant to and consistent with the Federal Clean Water Act and the Porter-Cologne Water Quality Control Act.

City of Indio Public Works Engineering Standards

Chapter 3 of the adopted City of Indio Public Works Engineering Standards includes the details and design parameters for drainage facilities, including catch basins, retention basins, pollution prevention, and water quality requirements. Engineering improvement plans, such as grading, street, storm drain and related construction documents are required to comply by the City's facility specifications.

In terms of hydrology and water quality, the most relevant standard to the project is the Standard Retention Basin, as it will be the primary method of stormwater management in accordance with the standards.

Standard Retention Basin (Standard No. 310)

The function of retention basins is to accept and infiltrate runoff from the project's tributary areas and shall be designed to retain the runoff quantity from the worst case of the 1-hour, 3-hour, 6-hour, or 24-hour duration, 100-year storm. The basin design criteria call for a maximum percolation rate of 1 inch per hour, maximum slope of 3-to-1, and a maximum storage depth of four (4) feet with one additional foot of free board. Basins are not allowed to have standing water for longer than 72 hours after any storm event. Erosion control is required through the use of rip-rap as a form of energy dissipation at the discharge points in the retention basin. Retention basins are subject to maintenance commitment during the life of the project.

4.10.4 Project Impact Analysis

Thresholds of Significance

The following standards and criteria have been drawn from Appendix G: Environmental Checklist Form of the CEQA Guidelines. Development of the project site would have a significant effect on hydrology and water quality if it is determined that the project would:

- a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?
- b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i. Result in substantial erosion or siltation on- or off-site;
 - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
 - iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;or

- iv. impede or redirect flood flows?
- d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
- e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Methodology and Project Design Features

Proposed Hydrologic Conditions and Stormwater Infrastructure

The relevant findings throughout this section rely in part on The Oasis at Indio Preliminary Hydrology and Hydraulics Report, Preliminary Water Quality Management Plan, and Preliminary Grading Plan, which have been prepared to evaluate the existing hydrologic factors, such as topography, drainage, soils, and rainfall characteristics relevant to the project site and tributary areas. Based on the existing conditions and the most conservative configuration of impervious land cover, the Preliminary Hydrology Report designed a suitable configuration of tributary areas to calculate the necessary stormwater management controls and their capacities to comply with the City's engineering standards and requirements. The said preliminary plans will be subject to review and approval by the City engineer.

This analysis includes various references to the one-hundred-year (100-year) storm event, primarily when denoting the requirements and basis for sizing the project's storm drain design and stormwater retention capacity. Based on the Federal Emergency Management Agency (FEMA) and United States Geological Survey (USGS) literature, the 100-year storm is a rainfall event, the intensity and duration of which has a reoccurrence interval (or probability of return) of 100 years, which is equivalent to a one-percent chance of being equaled or exceeded during any given year. The 100-year or 1-percent storm event determines the base flood conditions for purposes of FEMA flood zone designations, including those deemed to be at higher risk, like Special Flood Hazard Areas (SFHA). For hydrology purposes, the "controlling" 100-year storm event is one with the intensity and duration capable of generating the maximum stormwater volume. The 100-Year 24 Hour Storm in reference to the National Oceanic and Atmospheric Administration Atlas 14 (NOAA Atlas 14) was used in the Preliminary Hydrology Report to model project runoff, and serves as a basis for properly sizing the storm drain facilities, including inlets, pipes, outlets, and retention basins in accordance with the City's Engineering Standards.

The delineation of drainage management areas for the project is determined by the engineering plans, including grading and hydrology, whereby developed ground surfaces are designed and constructed to convey tributary runoff along dedicated surface, piped, and/or channelized flow patterns within a contained area. Tributary surfaces within a drainage area include building roof drains, pavement, hardscape, and landscaping. Drainage areas function like watersheds at the smaller scale of the development, with the boundaries being defined by high points, barrier curb, and other constructed grade differentials to separate the storm drainage systems (inlets, pipes, and retention facilities) and to control runoff within a specified management area. The design of drainage management areas according

to land uses allows for separate configuration and sizing of stormwater systems while preventing comingling. The City requires new development to include retention facilities sized to contain stormwater volume resulting from the controlling 100-year, 24-hour duration storm event.

On-site Hydrology

The proposed development is divided into two on-site drainage management areas (“A” and “B”) for hydrology and stormwater management purposes. Drainage Area “A” covers the northern portion of approximately 78.28 acres corresponding primarily to the mixed-uses of PA 1 and PA 2. Drainage Area “B” covers the remainder area of approximately 103.78 acres, corresponding to the industrial and mixed- uses of PA 3 and PA 4. The total hydrologic drainage area of approximately 182.06 acres differs slightly from the project boundary because it excludes the public street dedication along Avenue 42 on the north and Monroe Street on the east.

The proposed stormwater management would introduce privately constructed and maintained on-site retention facilities, surface and underground, sized to accept and infiltrate the stormwater volume resulting from the controlling 100-year storm event for the conditions of each project drainage area, as mandated by the City’s Engineering Standards.

Runoff Design Summary Based on Land Use:

Runoff from any residential land use drainage management area will be conveyed via surface and piped flows to the respective retention basin system. The preliminary grading plan has divided the total retention capacity into smaller basins generally configured to accept flows from the nearest residential building area and associated hardscape. Each basin will have a maximum side slope of 3:1, a maximum storage depth of 4 feet, and an additional 1 foot of freeboard to comply with Engineering Standard No. 310. Conveyance into the basin will be dissipated through the required rip-rap as a method to prevent basin erosion. Each basin will have landscaping treatment to be maintained during the life of the project. Preliminarily, the combined basin retention capacity for Drainage Area A will be approximately 431,899 cubic feet. The project contemplates using underground retention facilities with a combined capacity of approximately 203,765 cubic feet to serve the residential parking areas. The combined surface and underground retention capacity of 635,664 cubic feet will be sufficient to meet the stormwater volume of 635,146 cubic feet resulting from the controlling 100-year storm event for the tributary area.

Runoff from any industrial/commercial land use drainage management areas will similarly be conveyed to the respective retention basin system. The preliminary grading plan has divided the total retention capacity into two basins configured to accept runoff from the building roof drains, hardscape and parking areas. Each basin will have a maximum side slope of 3:1, a maximum storage depth of 4 feet, and an additional 1 foot of freeboard to comply with Engineering Standard No. 310. Conveyance into the basin will be dissipated through the required rip-rap as a method to prevent basin erosion. Each basin will have landscaping treatment to be maintained during the life of the project. Preliminarily, the combined basin retention capacity for Drainage Area B will be approximately 1,160,555 cubic feet, which will be sufficient

to meet the stormwater volume of 1,061,926 cubic feet resulting from the controlling 100-year storm event for the tributary area.

It should be noted that hydrologic calculations rely on conservative calculations that tentatively factor a completely impervious post-construction condition to generate the worst-case project runoff conditions and determine the necessary allocation of retention facilities in accordance with the City's retention requirements. The actual developed condition will include pervious landscaping that will result in smaller runoff quantities and increase the surplus in retention capacity for the project. As a result, the provided retention facilities, configurations, and combined capacities will meet the Maximum Development Potential and the Land Use Scenario 2.

Table 4.10-1 below summarizes the drainage area calculations and corresponding retention volumes accounted for in the Preliminary Hydrology Report. It provides the drainage area identification, corresponding area calculation, expected impervious ground cover resulting from development, the required retention capacity to handle the controlling 100-year storm event runoff volume, and the retention volume capacity provided by the basin design. For each on-site drainage area, the project provides sufficient retention capacity to meet the local requirements for properly retaining the 100-year storm event.

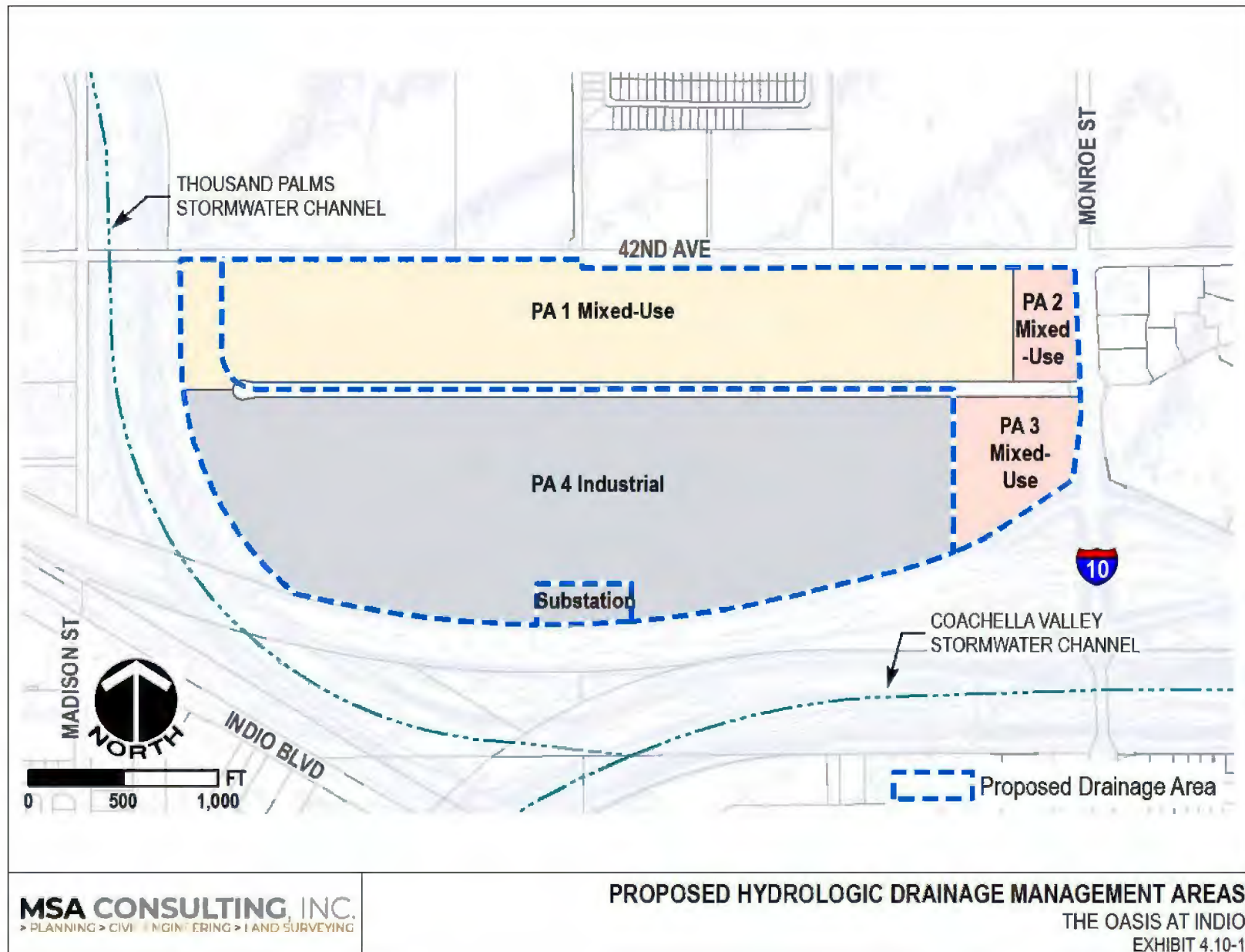


Table 4.10-1 Summary of Drainage Management Areas and Retention Capacities

Drainage Management Area ID	On-Site Tributary Area (Acres)	Primary Land Use	Required Stormwater Retention Capacity to Manage the Controlling 100-Year Storm Event Runoff Volume	Provided Retention Capacity (Cubic Feet)	Method of Retention
DA-A	78.280 AC.	Mixed Use	635,146	635,664	Surface and Underground
DA-A	103.780 AC.	Industrial/ Mixed Use	1,061,926	1,160,555	Surface Basin
Total Hydrologic Area	182.06 AC.	See Above	1,697,072	1,796,219	See Above

a. *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality*

As defined in Section 13374 of the CWC, the term "Waste Discharge Requirements" (WDRs) is equivalent to the term "permits" and therefore pertains to a process involving general permits to regulate similar groups or activities, such as construction or municipal, or as individual permits to regulate specific owners, operators or facilities. As discussed below, the relevant WDRs to the project occur in the form of general permits applicable during construction implementation and after construction as part of the MS4 water quality requirements. Compliance with WDRs is therefore achieved through the appropriate permit registration process under the applicable NPDES programs described below.

Construction Phase Storm Water Pollution Prevention Plan

During the period of construction, compliance with waste discharge requirements will be achieved through the permit registration and coverage process under the *NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities*, Order WQ 2022-0057-DWQ, adopted on September 8, 2022. This permit is otherwise known as the Construction General Permit (2022 CGP), applicable to any construction or demolition, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than one acre. The proposed project's extent of land disturbance is greater than one acre and therefore triggers the CGP coverage requirement and the associated plan implementation process. Failure to obtain coverage under the CGP would be a violation of the CWA and the California Water Code. Therefore, the project's permit registration process, associated plans, and measures are not considered mitigation.

The proposed grading and construction activities necessary to implement the project have the potential to result in temporary instances of localized erosion and sedimentation, if the construction conditions are not controlled. Compliance with the CGP requires the development and implementation of a project specific Storm Water Pollution Prevention Plan (SWPPP), to prevent potential adverse impacts to surface water quality during the entire period of construction and for all disturbed land surface areas, including

those associated site preparation, mobilization, grading, and vertical construction activities through completion and final stabilization. CGP coverage and compliance may occur under one permit or under multiple permits depending on the scope and timing of construction-related activities, but must account for all forms of land disturbance.

The SWPPP is required to identify a strategy of storm water Best Management Practices (BMPs) in accordance with Section XIV (SWPPP Requirements) of the CGP. Storm water BMPs refer to a schedule of activities, prohibitions, practices, maintenance procedures, and other management practices to prevent, eliminate, or reduce the pollution of the receiving waters, primarily focused on preventing erosion, siltation, illicit discharge, and contamination to downstream facilities. In the case of the proposed project, BMPs will be established in the SWPPP, and consistent with the WQMP include such measures as storm drain inlet protection, erosion control, perimeter and onsite runoff control including linear sediment barriers, proper waste management, and proper material storage. The SWPPP must be prepared concurrently with final engineering design as a requirement of the City's grading permit checklist. In this context, BMPs are standard requirements established by the California Stormwater Quality Association (CASQA), rather than mitigation. Due to the amount of construction logistics information, final engineering design, and contractor's input, a SWPPP is prepared concurrently with final engineering design as a requirement of a grading permit. Compliance with the State's CGP during construction is regulated and enforced as part of the Colorado River Regional Water Quality Control Board (RWQCB Region 7) inspection and audit authority indicated in Section 13267 of the Porter-Cologne Water Quality Control Act. The City of Indio will also provide enforcement oversight through its MS4 implementation. SWPPP implementation will be applicable during the period of construction until project completion.

During all stages of construction, the project will also be required to comply with South Coast Air Quality Management District's (SCAQMD) Rule 403 and 403.1 and the City's Fugitive Dust Control Ordinance. Implementation of Fugitive Dust Control Plans primarily pertains to air quality, but also supports water quality protection through the requirement of soil stabilization practices aimed at preventing sediment erosion and track-out by implementing such measures as stabilized construction entrances/exit points equipped with gravel pads and track-out plates and the corresponding daily maintenance. Soil stabilization is achieved through temporary watering or an environmentally friendly (EPA approved) soil binding agent treatment of disturbed areas that become disturbed during construction. The enforcement of dust control plan implementation, including verification that the field actions are consistent with the City-approved plans, is performed by South Coast AQMD and by the City of Indio. The concurrent implementation of the required SWPPP and Dust Control Plan plans will establish measures to prevent the potential construction-related impacts to surface water quality, including instances of erosion and siltation, at the site and its surroundings.

Therefore, during the period of construction, less than significant impacts are anticipated pertaining to violations of any water quality standards, waste discharge requirements, or degradation of surface or ground water quality.

Post-Construction Water Quality Management Plan

The engineering approach to the proposed project is to develop the site in a manner that is hydrologically self-contained, in support of the Indio MDP Update objectives and as required by the City of Indio Engineering Standards. This will be achieved through the delineation of two drainage management areas with on-site retention facilities sized to accept and infiltrate the runoff quantity resulting from the worst-case 100-year storm event as described previously.

During the life of the project, water quality standards and waste discharge requirements will be met and demonstrated through the compliance of the NPDES permit program for post-construction conditions. In accordance with the *Waste Discharge Requirements for Discharges from the Municipal Separate Storm Sewer System (MS4) within the Whitewater River Watershed* (Order No. R7-2013-0011), the proposed project, as a priority development project, is required to develop and implement a project-specific Water Quality Management Plan (WQMP) to comply with the most current standards of the *Whitewater River Region Water Quality Management Plan for Urban Runoff* and the *Whitewater River Watershed MS4 Permit*, both of which are programs under the NPDES and CWA framework. The WQMP requirement is also stated in Chapter 55 (Storm Water Management and Discharge Control) of City of Indio Municipal Code, which requires WQMP approval prior to the issuance of any building or grading permit for the construction of new development or redevelopment,

The Oasis at Indio Preliminary Water Quality Management Plan (WQMP), has been prepared for this project by MSA Consulting, Inc. The project specific WQMP addresses post construction stormwater runoff quantity and quality requirements by relying on the proposed storm drain and infiltration facilities with a mandated operation and maintenance program to meet the Low Impact Development (LID) Site Design criteria. This WQMP strategy centers around the use of retention facilities as the primary method of LID and MS4 compliance. The overall maintenance of the private storm drain system will be covered by a final WQMP Operation and Maintenance (O&M) agreement. The Preliminary WQMP O&M covers implementation, inspection, maintenance and frequency guidelines for education for property owners, tenants and occupants; activity restrictions; common area landscape management and efficient landscape design; common area litter control; contractor/employee training; common area catch basin inspection; street sweeping of private streets and parking lots; storm drain system stenciling and signage; trash and waste storage areas to reduce pollutant introduction.

The use of stormwater retention facilities in conformance with the local retention requirements is considered categorically by the MS4 guidance to meet 100 percent of the LID and Site Design measurable requirements. Concurrent with the hydrology report, grading, and engineering improvement plans, the WQMP will be subject to review and approval by the City engineer prior to the issuance of a grading

permit. During the life of the project, this plan is implemented through a site-specific Stormwater Management/BMP Facilities Agreement, which mandates the proper maintenance and operations of the project's stormwater facilities and allows for City entry for inspection and enforcement.

In summary, during construction and operation (life of the project), implementation of the proposed development will be required to comply with CWA, NPDES, state, and local regulations to prevent violations or impacts to surface water quality standards and waste discharge requirements pertinent to surface or ground water quality. The project does not seek any permitting actions that would vary from the establish requirements. Impacts are less than significant.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin

The project site and City of Indio are located within the domestic water service area of Indio Water Authority (IWA), which covers approximately 38 square miles, consisting of 20 groundwater wells, seven storage reservoirs, one large main pressure zone, and two smaller development-based zones. The Coachella Valley Groundwater Basin is the primary groundwater source for the project region's domestic water purveyors, including IWA. Based on the California Department of Water Resources (DWR), the Coachella Valley Groundwater Basin has an approximate storage capacity of 39.2 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. DWR has estimated that the Indio Subbasin contains approximately 29.8 million AF of water in the first 1,000 feet below the ground surface, representing approximately 76 percent of the total groundwater in the Coachella Valley Groundwater Basin. IWA and other local water agencies, such as Coachella Valley Water District (CVWD), to implement water conservation, water reuse, and groundwater recharge strategies to ensure water availability and system capacity to meet the needs of the Coachella Valley.

The project will rely on groundwater resources as a source of domestic and construction water supplies. Accordingly, the impact analysis addresses project impacts on groundwater supply, recharge and groundwater management.

Groundwater Supply

A Water Supply Assessment and Water Supply Verification (WSA/WSV) for the proposed project was initially prepared in August of 2023, in order to document the sufficiency of the local water supply to meet the demand of development that could occur under the proposed project. Accounting for the respective land uses and outdoor landscaping, the preliminary findings of the WSA/WSV were that the total projected water demand for the project's Maximum Buildout Scenario would be 930.42 AFY, or 5.09 acre-feet per acre. The total projected water demand for Land Use Scenario 2 would be 582.05 AFY or

3.18 acre-feet per acre. This WSA/WSV, prepared in accordance with the agency methodology, demonstrates that sufficient water supplies exist, or will exist based on current water planning assumptions, to meet the projected demands of the project, in addition to current and future projected water demands within IWA's service area in normal, single-dry, and multiple-dry years over a 20-year projection. The WSA/WSV will be reviewed every five years, or in the event that the water planning assumptions have changed, until the project completes construction to ensure it remains accurate and no significant changes to either the project or available water supply has occurred. The WSA numbers were calculated using 55 gallons per capita per day which is conservative considering the project would have efficient appliances and fixtures. It is worth noting that the current statewide median indoor residential water use is 48 gallons per capita per day, and that a quarter of California households already use less than 42 gallons per capita per day. Therefore, future water consumption per unit will be more efficient than the current standards and calculations. This WSA/WSV does not relieve the project from complying with all applicable state, county, city, and local ordinances or regulations including the City of Indio Landscape and Water Conservation Ordinance, and indoor water use performance standards provided in the California Water Code (CWC). Additional information is provided in the Utilities and Service Systems section. Therefore, the result of the water demand and verification analysis that has been undertaken in the WSA/WSV to seek approval by IWA and CVWD, support less than significant impacts by the proposed project pertaining to groundwater supplies.

Groundwater Quality

The project proposes a system of retention facilities in compliance with the City's Engineering Standards and in support of other City efforts toward self-contained development conditions whereby urban runoff is infiltrated on-site instead of producing a discharge condition that would otherwise be accepted or handled by public facilities. Existing natural groundwater treatment (infiltration) will be protected from urban runoff created by the proposed project through pretreatment of surface runoff to remove contaminants prior to discharge to groundwater. Pretreatment includes implementing project BMPs for the removal of sediments and other prohibited contaminants from surface water that have the potential to impact groundwater quality. The project includes a storm drain system allowing project runoff to be intercepted and conveyed along engineered storm drain lines toward a system of on-site detention and retention basins, sized to meet the City's hydrologic requirements and water quality objectives under a required WQMP. The storm drain and basin system will be privately operated, monitored and maintained during the life of the project per a required WQMP agreement to be entered between the project proponent and the City. In doing so, the project's on-site infrastructure will be managed in perpetuity to prevent the discharge of untreated runoff.

The Preliminary WQMP includes non-structural and structural source controls to prevent pollutants from entering the storm drain system and impacting groundwater. Non-structural source control measures consist of site operations, activities, and/or programs described in the WQMP and implemented by the

project operator to educate site managers, employees, and residents to prevent potential pollutants from being produced, coming into contact with the storm drain system, and impacting groundwater.

The required non-structural source control measures are as follows:

- 1) Education and training for property owners, operators, or employees to understand the importance of pollution prevention. This measure is typically fulfilled in the WQMP by referencing the educational resources from the Riverside County Watershed Protection partnership program.
- 2) Activity restrictions, such as prohibiting littering, debris discharge into storm drain inlets, and any form of pollution.
- 3) Irrigation system and landscape maintenance to upkeep the system effectiveness and minimize the amount of irrigation-related runoff.
- 4) Common area litter control to prevent trash accumulation or improper disposal that could impair the on-site storm drain system.
- 5) Street sweeping private streets and parking lots on a routine basis to properly collect dust and debris from the privately operated paved areas.
- 6) Drainage facility inspection and maintenance to ensure the proper operation of the storm drain system, including privately operated inlets, lines, outlets, and basin facilities.

Structural source control measures consist of facility design standards to prevent direct contact between potential pollutants and stormwater runoff. The required structural source control measures are as follows:

- 1) Storm drain inlet stenciling and signage at each storm drain inlet with a brief statement prohibiting dumping of improper non-stormwater materials into the storm drain system.
- 2) Landscape and irrigation system design involving water efficient fixtures and associated maintenance to prevent nuisance runoff.
- 3) Retention basin slope protection via routine inspection and maintenance of the facility groundcover.
- 4) Properly maintained trash and enclosures and bins to prevent improper handling and disposal in common areas.

The required non-structural and structural source control measures, including associated maintenance, will be applicable during the life of the project. The Project is therefore not expected to violate or interfere with the groundwater quality. Regarding ground water quality, less than significant impacts are anticipated.

Groundwater Recharge

The project is not located on or near any designated groundwater recharge facility. Stormwater runoff quantities up to the worst-case 100-year storm event will be managed and infiltrated on-site to achieve development self-containment. Less than significant impacts are anticipated pertaining to interference with groundwater recharge.

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:

ci. Result in substantial erosion or siltation on- or off-site

The existing condition of the project site consists of undeveloped land with a cleared and leveled terrain resulting from previous modifications by former agricultural uses and related operations. The prior uses converted the on-site native terrain into graded agricultural fields with a gentle gradient from northwest to southeast. The cease in agricultural uses resulted in a fallow condition, with portions of the site temporarily stabilized by instances of soil binder application for purposes of dust and erosion control. The existing site condition is known to be in a FEMA-designated flood zone or other flood-prone condition under the Indio MDP Update.

Within the project area, the proposed land uses will result in an increase in impervious land cover through the introduction of structures, hardscape and streets. Without engineering controls, such land use changes would translate to an increase in total stormwater runoff volume, an increase in runoff velocity, and a greater peak discharge. However, as is required through the City's engineering standards for land subdivision and development, the project will incorporate on-site infrastructure to intercept, convey, and retain stormwater runoff resulting from the worst-case 100-year storm event. As described in the Preliminary Hydrology Study, the project includes a proposed storm drain system design to allow stormwater runoff conveyance via engineered conveyances to a system of retention facilities located on-site and at the lowest elevation point of each drainage management area. The retention basins will comply with the side slope, storage depth, minimum free board, and energy dissipation (erosion control) required by the City's Engineering Standards. Each component of the storm drain system that comes into operation will be subject to maintenance measures during the life of the project to ensure effectiveness. The on-site pervious areas of the project will be stabilized in accordance with approved landscaping plans.

The self-contained condition of the project will prevent the release of runoff into neighboring properties and flood control facilities, therefore preventing off-site siltation and erosion impacts. All on-site impervious and pervious land cover resulting from project implementation, including the storm drain system and surface basins, will be subject to proper operation and maintenance during the life of the

project, as mandated by the WQMP agreement that will be required of this project prior to issuance of a grading permit. Therefore, less than significant impacts are expected pertaining to substantial erosion or siltation, on- or off-site.

cii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

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 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 MDP Update, the project site and its surroundings are located outside of any flood-prone area.

The Preliminary Hydrology Report for this project has produced a calculation of stormwater runoff volume production from the proposed land uses in each on-site drainage management area based on the worst-case 100-year storm event. The estimated stormwater runoff volume associated with the project is approximately 1,697,072 cubic feet, which will be handled by a provided retention capacity of approximately 1,796,219 cubic feet. The retention capacity is distributed among a system of retention basins, rather than a single location, in order to prevent concentrated flows and volumes, while facilitating the management effectiveness of these facilities after construction. The proposed retention basins will comply with the maximum storage depth of 4 feet and the minimum 1 foot of free board to protect on-site structures from the designed water surface elevations from the 100-year storm. Water drawdown will occur within the required 72-hour time frame. The final volume and provided retention capacity will be subject to final review and approval by the City prior to project implementation.

As a result, the traditional impacts of land development, such as an increase in total stormwater runoff volume, runoff velocity, and peak discharge, and other hydromodifications capable of resulting in flooding, on- or off-site, will be prevented in this project through on-site retention and infiltration of the worst-case volume condition. As such, the proposed storm drainage and flood control improvements are not expected to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Therefore, the impact is less than significant.

ciii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

As previously introduced, the undeveloped project property is located within the adopted Indio MDP Update planning area. The Indio MDP Update identifies fifteen (15) locations throughout the City prone to flooding and standing water, consisting primarily of intersections and street segments. The Indio MDP Update indicates that the most common causes of flooding and standing water are low points on the street or property with inadequate or no drainage conveyance, lack of curbs and/or gutter facilities, and

insufficient maintenance of existing facilities. Instances of street flooding are often caused by streets not having proper slopes and crowns, and lack of dewatering measures at low points. The MDP recognizes that the majority of locations with flooding or drainage issues are in older developments with very few to no existing storm drain facilities. The project site and immediate surroundings are not identified as being prone to flood in the Indio MDP Update. The Indio MDP Update identifies existing storm drainage facilities throughout the City consisting of existing lines, parkway infiltration, canals, dikes, natural drainage, waste ways, retention basins, and self-retained developments.

Off-site existing facilities under the Indio MDP Update include street catch basins and storm drain lines along Monroe Street to the east and on the north-side of the westbound Interstate 10 on-ramp. Planned facilities are identified to the north on Avenue 42, presumed to serve future development to the north, rather than the project site, which is situated downgradient of the future line. Existing and planned stormwater MDP infrastructure in the project vicinity is designed to discharge into the Coachella Valley Stormwater Channel to the south.

In the context of this plan, the proposed project aligns with the MDP category of self-retained development by including private storm drain facilities with retention to contain the worst-case runoff volume from the 100-year storm event. This approach is consistent with the engineering requirements and beneficial toward the Indio MDP Update efforts in promoting localized infiltration and preventing a runoff contribution to existing and/or planned stormwater facilities. Off-site existing and future facilities identified in the Indio MDP will not be used, obstructed, or otherwise impaired by the proposed development. Pertaining to runoff pollution, the on-site storm drain system's detention system will capture project area runoff in accordance with a WQMP, effectively eliminating urban runoff and preventing uncontrolled release into any public MS4 facilities within the design parameters. The proposed on-site retention system capacity with free board as a required form of safety factor, is sized to contain the project's volumetric quantity of stormwater runoff resulting from the worst-case 100-year storm event. Therefore, the project will not result in stormwater runoff conditions which would burden the City's existing MS4 capacity, 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.

civ. Impede or redirect flood flows?

The undeveloped project site is not located within a FEMA-designated Special Flood Hazard Area (SFHA), flood-prone condition as examined in the Indio MDP Update, or other naturally occurring drainage course. In the project vicinity, the existing Thousand Palms Stormwater Channel to the west and Coachella Valley Stormwater Channel to the south are designed to provide regional flood control. The site itself exhibits a relatively flat condition having resulted from prior agricultural land uses. The only known surface flows are those directly resulting from rain events and following the shallow elevation gradients on moderately drained soils. The project allocates space for stormwater retention facilities

sized based on the Preliminary Hydrology Report that factor the tributary conditions, as described in subsections (ii) and (iii) above. Flood flows are not present on or around the project site, such that impedance, obstruction, or redirection would result from project implementation. Less than significant impacts are anticipated.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation

Based on the most current Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM Panel No. 06065C2251H), effective March 6, 2018, the entire project site is located in Zone X, an “area of minimal flood hazard”. As currently designated, the site is not mapped as a Special Flood Hazard Area (SFHA). The proposed storm drainage facilities will comply with local engineering requirements by providing sufficient retention capacity with the minimum free board as a form of safety factor, to protect the site from drainage conditions and achieve a self-contained hydrologic condition. Existing operation and maintenance of the existing stormwater channels located to the west and south of the project will not be impaired or obstructed by the project implementation. Therefore, less than significant impacts are anticipated pertaining to flood hazards.

Tsunami: The project is not located near any coastal areas and therefore is not prone to tsunami hazards. No impacts are associated with this aspect.

Seiche Zone: A seiche is primarily defined by free or standing wave oscillations on the surface of water, the causes of which may be wind, atmospheric changes, or seismic activity. The project site is not located in a mapped seiche zone or is located near a large body of water that would pose an unmapped risk. Reservoir design standards include measures to prevent potential rocking or destabilization associated with seismic activity. The proposed retention basins include the required free board to protect on-site structures and facilities. Less than significant impacts are anticipated with this aspect.

Risk Release of Pollutants: Due to the BMPs incorporated into the project design through the WQMP and proposed land uses, the proposed land uses and facilities are not expected to involve the storage or handling of substantial amounts of chemicals, petroleum products or other hazardous materials, such that pollutant release would occur in the event of inundation. Project runoff will be conveyed to an on-site storm drain system with retention facilities separated by land use. Therefore, the impact is less than significant.

e. Conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan

As discussed above, the project proponent is required to implement a project-specific WQMP to comply with the most current standards of the Whitewater River Region Water Quality Management Plan for Urban Runoff, Whitewater River Watershed MS4 Permit. The WQMP, as described above, includes

guidelines for facility maintenance, pool water drainage, and other operations aimed at complying with local surface water quality requirements. The WQMP will incorporate grading, hydrology, and other plans to document the site design, source controls, and treatment controls with a required operation and maintenance program to comply with water quality objectives. Moreover, the project's storm water retention facilities will ensure that urban runoff is recharged into the ground via infiltration.

The findings of the WSA/WSV determined that there will be sufficient water supplies to meet the demands of the proposed project, and future demands of the project, plus all forecasted demands in the next 20 years. This is based on the volume of water available in the aquifer, CVWD's Colorado River contract supply, water rights and water supply contracts, and CVWD's commitment to eliminate overdraft and reduce per capita water use in CVWD's service area. CVWD has committed sufficient resources to further implement the primary elements of the 2020 UWMP, which includes the full utilization of imported water supplies, purchase of additional water supplies, water conservation, and source substitution. The groundwater basin has a storage capacity of approximately 28.8 million AF, simulating the benefit of a very large reservoir and is capable of meeting the water demands of the Coachella Valley for extended normal and drought periods. As such, project implementation is not expected to conflict with the regional groundwater management strategies or with the Indio Subbasin Sustainable Groundwater Management Plan.

Pertaining to conflicts with a water quality control plan or sustainable groundwater management plan, less than significant impacts are anticipated.

4.10.5 Cumulative Impacts

Project implementation will result in physical changes to the undeveloped project setting through grading and permanent construction improvements with on-site storm drainage facilities designed to serve the proposed Maximum Buildout Scenario and the Land Use Scenario 2, allowing the project to become hydrologically self-contained. The proposed project will be required to implement stormwater management through the implementation of NPDES permit and City engineering standards. Water use will comply with the project-specific Water Supply Assessment findings.

Runoff from the increase in impervious surfaces created by the project will be controlled through a system of engineered conveyances, catch basins and retention facilities sized for the worst-case 100-year storm event, consistent with City requirements.

Cumulative impacts would occur when existing development, the proposed project and future development allowed by the General Plan combine to create water quality and flooding hazards. However, the City implements the same requirements for water quality management and on-site retention for all projects, in order to prevent cumulative hydrology impacts. Therefore, because of the standards implemented by the City, IWA and other responsible agencies, cumulative impacts associated with hydrology and water quality will remain less than significant for the cumulative projects under

General Plan buildout because all such projects will also be required to retain the 100 year storm on-site.

4.10.6 Mitigation Measures

No mitigation measures are required.

4.10.7 Level of Significance After Mitigation

No significant impacts have been identified and no mitigation measures are necessary.

4.10.8 Resources

1. *The Oasis at Indio Preliminary Hydrology Report*, MSA Consulting, August 2023
2. *The Oasis at Indio Project-Specific Preliminary Water Quality Management Plan*, MSA Consulting, September 2023.
3. *Water Supply Assessment/Water Supply Verification, BH Properties*, MSA Consulting, August 2023.
4. City of Indio Master Drainage Plan Update, November 2019
5. City of Indio Public Works Engineering Standards, May 2016.
6. City of Indio General Plan 2040, Chapter 9 Infrastructure and Public Facilities, September 2019
7. Federal Clean Water Act (CWA), Environmental Protection Agency
8. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel 06065C2251H, effective March 6, 2018.
9. Indio Subbasin Sustainable Groundwater Management Act (SGMA) Plan
10. Water Quality Control Plan for the Colorado River Basin Region (Basin Plan), January 2019
11. Whitewater River Region Water Quality Management Plan for Urban Runoff and the associated Whitewater River Watershed MS4 Permit, effective June 20, 2013
12. 2018 Coachella Valley Integrated Regional Water Management and Stormwater Resources Plan, December 2018

4.11 Land Use and Planning

4.11.1 Introduction

This section of the Draft EIR addresses potential impacts associated with land use and planning that may occur with proposed project (“project”). The project history related to land use, existing conditions, and development within the project site are described in this section along with potential impacts relating to development of the proposed project. *The Oasis at Indio Specific Plan*, the *City of Indio General Plan*, *City of Indio General Plan Update Environmental Impact Report (EIR)*, the *Gateway Specific Plan*, and the *Indio Municipal Code* were utilized in the analysis of this land use and planning section.

Prior to the preparation of the Draft EIR, a Notice of Preparation (NOP) was prepared. The Oasis at Indio NOP is included in **Appendix A** of this Draft EIR. Following the analysis related to land use and planning in the NOP, threshold topic “a” does not require additional analysis in this Draft EIR.

Would the project physically divide an established community?

Issue areas found to have no impact are further discussed in **Section 6.0, Effects Found to have No Impact**, of this Draft EIR. Please consult **Chapter 9.0** for a glossary of terms and acronyms used in this Draft EIR.

4.11.2 Existing Conditions

The proposed project encompasses approximately 183 acres of vacant land. The project is bounded by Avenue 42 and agricultural and vacant properties on the north; Monroe Street and commercial properties to the east; Interstate 10 and the Coachella Valley Storm Channel to the south; and Thousand Palms Storm Channel (open at grade) and Madison Street to the west.

Surrounding Land Uses

The local area is characterized as 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 Storm Channel is located south of the project, separated by the Interstate 10 freeway, and the Thousand Palms Storm Channel is located west of the project. **Table 4.11-1, Surrounding Land Uses**, shows the land uses and land use designations of the properties north, south, east, and west of the project property, as established by the City of Indio.

Table 4.11-1 Surrounding Land Uses

Land Use	Jurisdiction	General Plan ¹	Zoning ²	Existing Use
North	Indio	MUN, SNH, CNH, CNL	SN-8, PMP, MUN, MU-SP, CN-14, OS	Avenue 42, Agriculture, Rural Residential, Single Family Residential, Open Space
South	Indio	POS, WED, NC, CNL, SNH, MUN	IH, IL, OS, SN-8	Interstate 10, Industrial, Commercial, Vacant, Single Family Residential, Mobile Home Parks
East	Indio	RC, WED	IL, RC, OS	Monroe, Agriculture, Commercial, Vacant
West	Indio	POS, WED, IL	OS, MU-SP, PI	Madison Street, Vacant, Open Space, Single Family Residential.

Sources: Existing Use – General Plan EIR Figure 4.11-1 “Existing Land Use”; Zoning – Zoning 2022 City of Indio GIS map; General Plan – General Plan Figure 3-4.

Note: 1. MUN = Mixed Use Neighborhood, SNH = Suburban Neighborhood High, CNH = Connected Neighborhood High; CNL = Connected Neighborhood Low; WED = Workplace Employment District, NC = Neighborhood Center, POS = Parks and Open Space, RC = Regional Commercial, PI = Public and institutional

2. SN-8 = Suburban Neighborhood-8, PMP = Project Master Plan, MUN = Mixed Use Neighborhood, MU-SP = Specific Plan, Connected Neighborhood-14 = CN-14, OS = Parks and Open Space, IH = Heavy industrial, IL = Light Industrial, CN-20 = Connected Neighborhood-20, RC = Regional Commercial

Project Site History

The proposed project is partially included in the “Gateway Specific Plan”, approved by the City of Indio in 1995. The Gateway is a master planned community area that covers over 2,700 acres in the center of Shadow Hills. The Gateway planning area is bounded by Jefferson Street to the west, Jackson Street to the east, Avenue 38 and Eastside Drive to the north, and Interstate 10 to the south. The Specific Plan focuses on integrating a mix of residential, commercial, and research and development uses into three primary land use designations: Residential Villages, Village Center, and Mixed Use. A variety of housing types, retail, offices, business parks, and research and development businesses are encouraged in this area.

The Indio General Plan was updated in 2019. With the revised General Plan, the land use plan was also updated with the update of the General Plan. With the adoption of the General Plan, the Gateway Specific Plan no longer acts as the governing document for the project, and the General Plan Land Use Plan (discussed below and illustrated in **Table 4.11-1**) is the governing land use map for the project site.

Proposed Project

The project would be developed under a new Specific Plan (SP CASE NO) with the option to develop land use options that are defined by a Maximum Buildout Scenario (referred to as MBS) and Scenario #2 is included in this document to illustrate a possible alternative. Any development option will follow the Specific Plan development standards. The MBS proposes a mixed-use development containing 1,806,290

square feet of industrial, 3,240 multi-family residential units, and 20,000 square feet of commercial/retail use; and Scenario #2 allows a mixed-use development containing 1,806,290 square feet of industrial use, 1,237 multi-family residential units, and 71,600 sf of commercial uses.

To allow the development envisioned in the Specific Plan, the project includes a General Plan Amendment (GPA 23-0001) and a Zone Change (ZC 23-0001). Other components of the project include the above-described Specific Plan (SP 23-0001), a Tentative Parcel Map (TPM 23-0001), and a Development Agreement (DA 23-0001). The General Plan Amendment (GPA CASE NO) will amend the current General Plan land use designations from Mixed-Use Neighborhood (MUN) and Regional Commercial (RC) to Specific Plan (SP). The proposed Zone Change (ZC 23-0001) will revise the existing zoning designation of Mixed-Use Neighborhood (MUN) and Regional Commercial (RC) to 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. The Specific Plan (SP 23-0001) will function as the master plan governing the allowable land uses, development standards and design guidelines for the project. The proposed Tentative Parcel Map will divide the subject property into separate legal parcels to facilitate development of the proposed land uses. The DA will vest the applicant's right to develop The Oasis at Indio project site pursuant to these entitlements and ensure the timely completion of infrastructure to serve the project and surrounding area.

Existing Land Use Designations

The land use designations currently established for the project property include Regional Commercial (RG) and Mixed-Use Neighborhood (MUN). Relevant portions of the definitions for the existing designations, as defined by the Indio General Plan, are summarized below:

Regional Commercial

Provides large-format retail development along with associated restaurant and commercial service activity. This district is located near major freeway connections and around major intersections.

Mixed Use Neighborhood

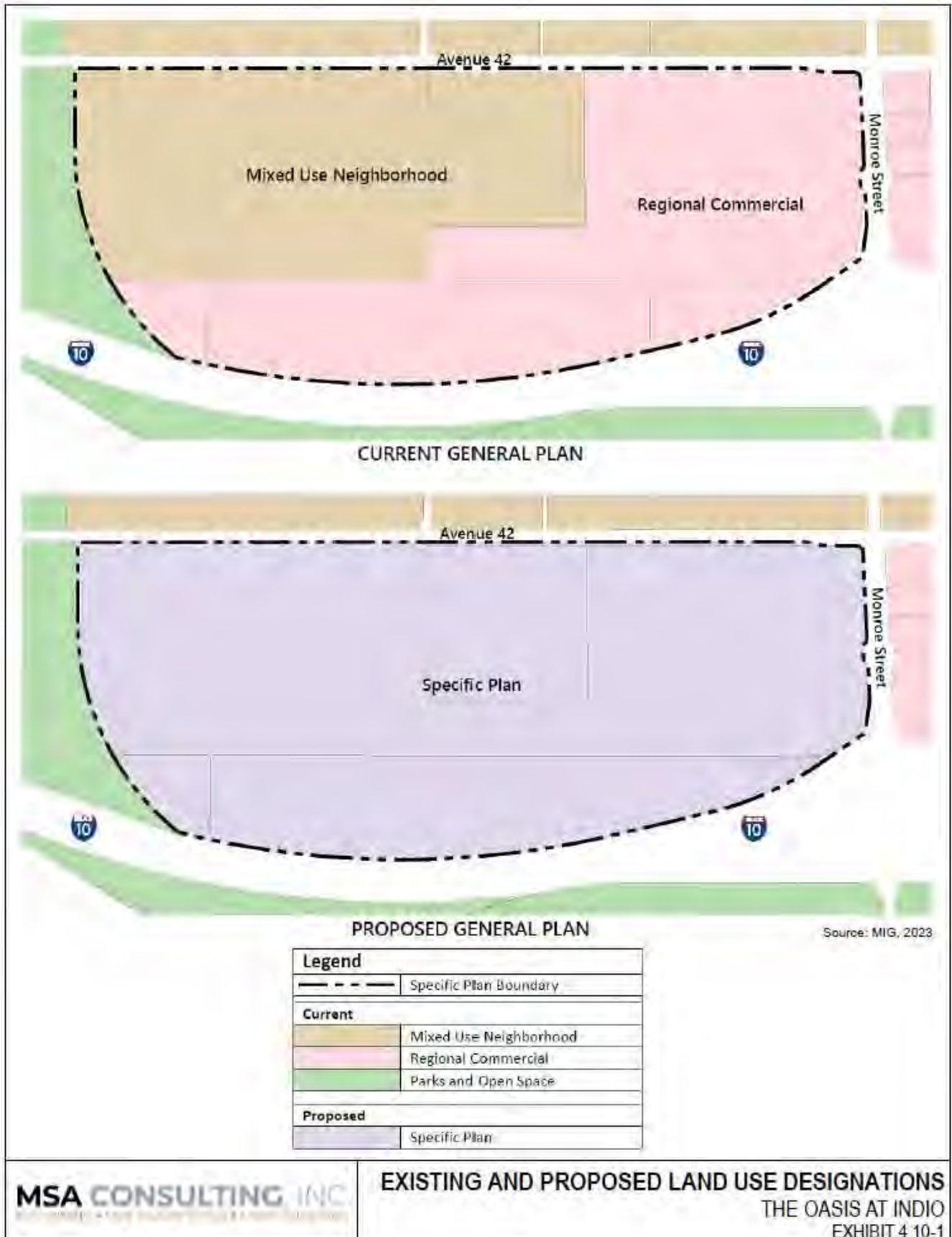
Provides moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and limited neighborhood-serving commercial uses in a walkable environment. Allows commercial development along major streets and adjacent to a neighborhood center.

Proposed Land Use Designations

GPA 23-0001 will amend the current General Plan land use designations to reflect the land use designations required for implementation of Specific Plan 23-0001 and include Specific Plan (SP), which is described below. **Exhibit 4.11-1, *Existing and Proposed Land Use Designations***, illustrates the existing and proposed land use designations on the 183-acre project site.

Specific Plan

A specific plan adopted by the City shall replace the base land use for the subject property, and the development standards and guidelines identified in the specific plan shall take precedence over the general standards and guidelines in the City General Plan.



Existing Zoning Designations

The existing zoning designations for the project property include Regional Commercial (RC), Mixed Use Neighborhood, and Specific Plan (MU-SP). Relevant portions of the definitions for the existing designations, as defined by the City of Indio Unified Development Code, are summarized below:

Specific Plan (MU-SP)

A specific plan (SP) governs all use and development properties within the bounds of that SP. A specific plan shall be utilized to provide more flexibility to encourage a more creative development approach that will result in a more efficient, aesthetically pleasing, and desirable use of land than might be normally allowed under the zone and associated development standards applied to the properties. A specific plan adopted by ordinance shall replace the base zone for the subject property, and the development standards and guidelines identified in the specific plan shall take precedence over the general standards and guidelines in the City zoning code.

Mixed Use

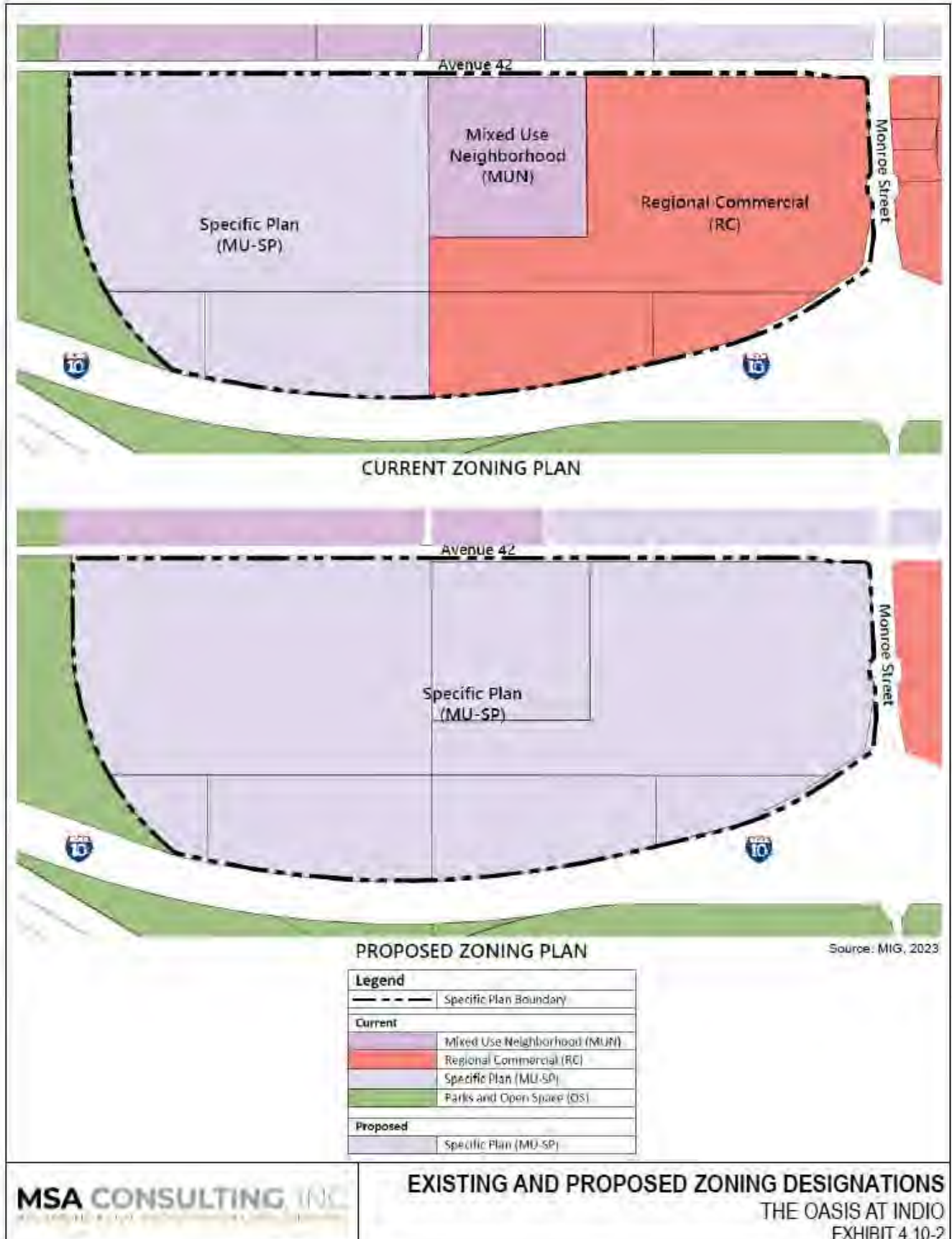
The underlying zoning in the SP area is Mixed-Use (MU). MU zones provide opportunities for a mix of complementary uses that may combine residential and nonresidential uses or combine a variety of nonresidential uses on the same site. MU zones also promote pedestrian-oriented, mixed-use development at appropriate locations, including major corridors, thoroughfares, and districts in the City.

Mixed Use Neighborhood (MUN)

The Mixed-Use Neighborhood (MUN) zone provides moderate- to higher- intensity neighborhood development that features a variety of multifamily housing choices and limited neighborhood-serving commercial uses in a walkable environment. It allows commercial development along major streets and adjacent to a neighborhood center. Buildings may include a variety of housing types up to three-stories, with mixed-use buildings up to three stories focused on key intersections, along main corridors, and/or adjacent to neighborhood centers and public open spaces. This zone is intended to accommodate uses that provide essential daily services and retail needs, as well as recreational amenities within walking distance of surrounding neighborhoods. Non-residential uses include live-work units, small-scale neighborhood-serving retail, general commercial, service, and office uses. This zone implements the Mixed-Use Neighborhood General Plan land use designation.

Proposed Zoning Designations

The proposed Zone Change (ZC 23-0001) will revise the existing zoning of the project area from the existing MU-SP and MUN zoning designations to Specific Plan (SP). The City's definition of the Specific Plan zoning designation is provided above. **Exhibit 4.11-2, *Existing and Proposed Zoning Designations***, illustrates the existing and proposed zoning designations on the project site.



4.11.3 Regulatory Setting

State

Government Code Title 7, Division 1, Planning and Zoning Law

California's Planning and Zoning Law enables cities and counties in California to form planning commissions and to prepare, adopt, and amend comprehensive plans and zoning regulations. Individual sections address provisions and requirements for regional planning districts (Sections 65060-65069.5), local planning (Sections 65100-65763), and zoning regulations (Sections 65800-65912). Cities and counties are required to prepare and adopt general plans (Section 65300). City and county zoning ordinances are required to be consistent with the general plan (Section 65860).

Government Code Title 7, Division 1, Chapter 3, Article 8, Specific Plans

Sections 65450 to 65457 of the Government Code addresses the implementation of specific plans. After the legislative body has adopted a general plan, the planning agency may, or if so, directed by the legislative body, shall, prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan.

Per Government Code Section 65451(a), a specific plan shall include a text and a diagram or diagrams which specify all the following in detail:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

Regional and Local

Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (also known as "Connect SoCal") is a plan for mobility, accessibility, sustainability, and a high quality of life in

the region. It is first and foremost, a transportation plan that integrates land use planning into its framework to improve mobility and access to transportation options in response to Senate Bill (SB) 375. The goals within the RTP/SCS are meant to provide guidance for the project within the context of regional goals and policies. Therefore, the goals in the RTP/SCS may be pertinent to the proposed project.

The Goals and Guiding Policies outlined in RTP/SCS are listed below. Most of the goals can be adapted and implemented locally by the City of Indio, such as maximizing mobility and accessibility for all people and goods. This is being achieved by the City's commitment to maintain roads and streets that accommodate motor vehicles and non-motorized vehicles such as bicycles and golf carts/neighborhood electric vehicles.

2020-2045 RTP-SCS Goals

- RTP/SCS G1** Encourage regional economic prosperity and global competitiveness.
- RTP/SCS G2** Improve mobility, accessibility, reliability, and travel safety for all people and goods.
- RTP/SCS G3** Enhance the preservation, security, and resilience of the regional transportation system.
- RTP/SCS G4** Increase person and goods movement and travel choices within the transportation system.
- RTP/SCS G5** Reduce greenhouse gas emissions and improve air quality.
- RTP/SCS G6** Support healthy and equitable communities.
- RTP/SCS G7** Adapt to a changing climate and support an integrated regional development pattern and transportation network.
- RTP/SCS G8** Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
- RTP/SCS G9** Encourage development of diverse housing types in areas that are supported by multiple transportation options.
- RTP/SCS G10** Promote conservation of natural and agricultural lands and restoration habitats.

Riverside County Airport Land Use Commission

The Airport Land Use Commission (ALUC) was established under the California State Aeronautics Act (Public Utility Code Section 21670). The main goal of the ALUC is to protect the public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to extensive noise and safety hazards within areas around airports. ALUC reviews land use compatibility issues for development surrounding airports including safety, noise, overflight and airspace protection. These compatibility issues are identified and analyzed in the Airport Land Use Compatibility Plans for each airport, and implementation of these Plans promotes compatible

development around the airports. The ALUC board is comprised of seven commissioners: two selected by the County Board of Supervisors, two selected by the Cities in Riverside County, two selected by the airport managers, and one selected by the other six.

Bermuda Dunes Land Use Compatibility Plan

The Bermuda Dunes Airport is a privately owned airport located south of Country Club Drive and west of Jefferson Street. The Airport Land Use Compatibility Plan for the Bermuda Dunes Airport anticipates that the airport could eventually reach approximately 75,000 annual operations, an 80% increase over its estimated present activity level. This beyond-20-year projection is assumed to be the airport's capacity and based on aircraft parking constraints. Activity at Bermuda Dunes Airport is highly seasonal. Airport management records indicate that average days during the peak (winter) season experience twice the number of aircraft operations as the annual average day and peak days can produce even higher activity levels. Noise contours reflecting the ultimate activity levels on an average day of the peak season are used for the Compatibility Plan. There are limits on the maximum structure height, use restrictions, mitigation, and other treatments for new development built within the compatibility zones identified in the ALUCP. The project is located within Airport Zone C, D, and E.

Indio General Plan

The Indio General Plan is a guiding policy document for the City, written in compliance with applicable State legislation, as it has been since its first General Plan. California Government Code Section 65302 establishes seven mandatory elements of the General Plan: Land Use, Circulation, Housing, Conservation, Open Space, Safety, and Noise. The General Plan includes all the required elements, and additional elements specifically tailored to the City's needs.

The Land Use and Urban Design Element in the Indio General Plan influences the City's growth and provides the greatest guidance for the City's vision for its build-out. The Land Use and Urban Design Element provides the long-term vision, goals, and policies for land use, development, and urban design in Indio over the next 20 to 25 years. This Element also includes citywide goals and policies for each unique neighborhood, district, and commercial corridor, delineating strategies for each area's desired uses, character, and form.

The project is located within the City's Mixed Use Neighborhood and Regional Commercial land use designations, as identified in Figure 3-4, *General Plan Place Types*, in the General Plan. As discussed in Section 4.11-2, *Existing Conditions*, Regional Commercial land uses provide large-format retail development along with associated restaurant and commercial service activity; while Mixed Use Neighborhood land uses provide moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and limited neighborhood-serving commercial uses in a walkable environment. Land Use goals and policies relevant to the proposed project are provided in discussion 4.11.4.b of this Land Use and Planning Section.

The Indio General Plan Land Use Element identifies 14 subareas within the City. The project site is located within the Avenue 42 Corridor subarea, a key corridor with large areas of undeveloped land and good freeway access. The primary strategy for capturing and leveraging the value of new investment in the region is to ensure connective development patterns and a robust public realm framework that unifies future neighborhoods, centers, and employment areas into a coherent framework. New development in this area should be planned comprehensively, including the final street network and block structure, distribution of uses, and development types and intensities planned for entire neighborhood areas before any new development.

Strategies for the Avenue 42 Corridor subarea include:

- Require master planned development and large-scale comprehensive development for the remaining undeveloped tracts in the area. Consider the use of a specific plan for the large development sites within the neighborhood in order to promote an integrated development pattern.
- Create a highly connected, pedestrian-friendly urban form with a fine-grained block and street network and connections to surrounding sub-areas.
- Design Avenue 42 to balance modes, so bicyclists and pedestrians feel as welcome and safe as motorists.
- Encourage and assist where practical the creation of a neighborhood center on the west side of the subarea near Madison Street and at Monroe Street.

City of Indio Zoning Ordinance

The Indio City Council adopted new citywide zoning regulations on October 22, 2022, called the Indio Unified Development Code (Indio Development Code), the provisions of which supersede all prior ordinances codified in Chapters 150, 154, 156, and 159 (and any amendments) of the Indio Municipal Code. The purpose of the Indio Development Code is to implement the City's General Plan and to achieve the following objectives:

- Achieve the arrangement of land uses depicted in the City of Indio General Plan, consistent with the goals and policies of the General Plan;
- Provide standards for the orderly growth and development of the city, and guide and control the use of land to foster a safe, harmonious, convenient, attractive, and workable relationship among land uses;
- Ensure that public and private lands ultimately are used for the purposes which are most appropriate and most beneficial to the city as a whole;
- Ensure consideration of natural environmental features in the development and use of land within the city;
- Revitalize and connect neighborhoods to preserve and enhance quality of life in the city;

- Facilitate the appropriate location of community facilities, institutions, transportation, and parks and recreational areas;
- Promote economic growth and the creation of jobs;
- Promote high-quality design in the development process so that new development enhances the appearance of the city as it matures;
- Encourage infill development in existing sections of the city and provide for innovative and sustainable development in undeveloped areas;
- Define duties and powers of administrative bodies and officers responsible for implementation of the Code.

Under the Indio Development Code, the project site is zoned for Regional Commercial, Mixed Use Neighborhood, and Specific Plan. The portion of the project zoned in the Specific Plan is a part of the Gateway Specific Plan adopted in 1995. The City has numerous adopted Specific Plans that contain visual policies specific to the unique character of development and site characteristics within their respective plan areas. Design guidelines are identified in these Specific and Project Master Plans that would guide future development within these areas.

The Specific Plan, upon its adoption, will supersede the zoning for the entire project site, resulting in the entire site being zoned Specific Plan (SP). The Specific Plan will govern all use and development of the properties within the bounds of the SP. On any subject where the SP is silent regarding development standards, the provisions of the Development Code will apply. No future discretionary entitlement applications or other permits may be approved, adopted, or amended within the area covered by the Specific Plan listed within the Plan itself will be the only means by which such supplemental changes are permitted to be made.

4.11.4 Project Impacts

Thresholds of Significance

The thresholds for this section are derived from Appendix G of the CEQA Guidelines, and are used to determine the level of potential effect. The significance criteria are based on the recommendations set forth in Section 15064 of the CEQA Guidelines. For analysis purposes, the proposed project would have a significant effect on land use and planning if it is determined that the project will:

- a. Physically divide an established community?
- b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Threshold topic “a” is not analyzed further since screening criterion related to surrounding established communities concluded that there would be no impacts or less than significant impacts. See 4.11.1, *Introduction*, of this **Land Use and Planning** Section.

Methodology

The determination of the project's consistency with applicable land use plans and policies is based upon a review of the previously identified planning documents that regulate land use or guide land use decisions at and around the project site. The analysis in this Section focusses on the General Plan Amendment, Zone Change, and The Oasis at Indio Specific Plan. The Specific Plan details the proposed land use of the project and is intended to act as zoning for future development within the Specific Plan boundary. The establishment of site-specific development standards, land use regulations, and programs are set forth in the Specific Plan to guide the development of the property in a manner that is consistent with the Indio General Plan while maintaining flexibility to respond to changing conditions that factor in any long-term development. The Specific Plan implements all applicable elements of the General Plan and includes detailed information about the site's master plan and infrastructure improvements.

Specific Plan

The project proposes the development of a mixed-use project consisting of residential, commercial, and industrial uses on approximately 183 acres. The Specific Plan proposes four distinct planning areas (PA 1 through 4). Planning Area (PA) 1 is situated on approximately 61.6 acres along the northern boundary of the site and proposes Mixed Use. Planning Area 2 is located on approximately 4.2 acres east of Planning Area 1, at the southwest corner of Avenue 42 and Monroe; while Planning Area 3 occupies 9.3 acres south of PA 2. PAs 1, 2 and 3 propose Mixed Use districts, consisting of up to 50 dwelling units per acre (du/ac) and/or non-residential, commercial development. Planning Area 4, located south of PA 1 and west of PA 2 and 3, occupies approximately 92.8 acres of the project. PA 4 proposes the development of 1,806,290 square feet of industrial development.

The DEIR analyzes a Maximum Buildout Scenario (MBS) and considers Scenario #2. The scenarios propose various densities within the residential and commercial planning areas, provided below:

Maximum Buildout Scenario: The MBS assumes buildout of the project consistent with the maximums identified in the table below, which would result in 3,240 dwelling units, 20,000 square feet of retail commercial uses, and 1,806,290 square feet of industrial development.

Table 4.11-2 Land Use Plan Summary (Maximum Buildout Scenario)

Land Use District	PA	Acreage (Approximately)	Development Capacity	
			Multi-Family Residential	Commercial Non-Residential
Mixed-Use	1	61.6	3,240 DU	20,000 SF
Mixed-Use	2	4.2		
Mixed-Use	3	9.3		
Industrial	4	92.8	Not allowed	1,806,290 SF
Public ROW	N/A	2.0	N/A	
IID Substation	N/A	2.4	N/A	
Interior ROW	N/A	10.5	N/A	
Total	N/A	182.8	3,240 DU	1,826,290 SF

Scenario #2: Scenario #2 assumes lesser buildout than the MBS but within maximum intensities permitted. It would result in 1,806,290 square feet of industrial use, 1,237 multi-family residential units, and 71,600 square feet of commercial uses and a 128-key hotel/motel. See the table below.

Table 4.11-3 Land Use Plan Summary (Scenario #2)

Land Use District	PA	Acreage (Approximately)	Development Capacity		
			Multi-Family Residential	Non-Residential	
Mixed-Use	1	61.6	1,237 DU	71,600 SF	128 Key Hotel/Motel
Mixed-Use	2	4.2			
Mixed-Use	3	9.3			
Industrial	4	92.8	Not allowed	1,806,290 SF	Not allowed
Public ROW	N/A	2.0	N/A		
IID Substation	N/A	2.4	N/A		
Interior ROW	N/A	10.5	N/A		
Total	N/A	182.8	1,237 DU	1,877,890 SF	128 Keys

The proposed land use districts and their associated planning areas are discussed below.

Mixed Use District – Planning Areas 1, 2, and 3

The mixed-use district occupies approximately 75.1 acres and allows for medium to high-density multi-family residential and commercial land uses in Planning Areas 1, 2 and 3. The residential and commercial

uses would be developed vertically or horizontally with the uses within a walkable distance to surrounding neighborhoods, a variety of nearby retail commercial centers, workplaces, public transit, and the Coachella Valley alternative transportation corridor (CV Link).

The residential uses, within Planning Areas 1, 2 and 3, will include private on-site amenities to include fitness rooms, community pools, and clubhouses for the residents and their guests as well as common open space areas, walkways, landscape parkways and buffer areas, and parking. The final site plan and housing type will largely depend on future developers but will most likely consist of low-rise (3 stories or less) multifamily rental units, and not for-sale products.

The commercial/retail uses, within Planning Areas 1, 2 and 3, are proposed to attract and provide high-quality and viable commercial businesses. The commercial uses would provide working opportunities and various services like restaurants, shops, or other amenities within walkable distance to existing and proposed nearby residents.

Commercial uses proposed within Planning Area 3 will allow for a range of commercial uses that benefit from visibility and access from the I-10. A 128-key hotel is also allowed in PA 3 with the intention of serving the surrounding community and region.

Industrial District – Planning Area 4

Encompassing 92.8 acres in the southern and southwestern portions of the project site, Planning Area 4 is designated for industrial use and is the largest of the Planning Areas. Planning Area 4 would allow nonresidential FAR of 0.60, which would permit development of up to 1,806,290 square feet of general light industrial, manufacturing, and warehouse/distribution operations. These types of uses typically attract both passenger car and truck traffic that benefit from a short, direct route to the regional transportation (freeway) system.

Enhanced landscaping and decorative screen walls along the northern boundary of PA 4 provide an additional buffer treatment to further soften the transition and reduce potential impacts to the use's north of PA 4. A 250-foot-wide setback is provided along the western boundary that provides a usable transition between the industrial use and canal bank. This setback allows for passive or active open space uses, walkways, driveways, and parking. The potential IID substation and water quality/detention basins are proposed along the southern portion of PA 4. The water quality/detention basins provide additional green space as part of the development's storm drain system. Three driveway access points are provided via "A" Street intended primarily to accommodate commercial traffic for PA 4 with left-turn in/right-turn out only to facilitate direct vehicular access to the Interstate 10/Monroe Street on- and off-ramps. The site plan for PA 4 is conceptual and will largely depend on future developers. The development of PA 4 will require subsequent Planning Review.

Additional Improvements

The project proposes to connect to existing water and sewer infrastructure along Avenue 42 and Monroe Street. 18-inch water lines will connect to existing water lines along Avenue 42 and Monroe Street. 12-inch water will extend from these lines to serve the individual planning areas. 15-inch sewer lines will connect to existing sewer lines along Monroe Street. 12- and 8-inch sewer lines will extend from these lines to serve the individual planning areas

Entitlements

The project includes:

- **General Plan Amendment (GPA):** The GPA will amend the current General Plan land use designations from Mixed-Use Neighborhood (MUN) and Regional Commercial (RC) to Specific Plan (SP) (see **Exhibit 4.11-1, *Existing and Proposed Land Use Designations***).
- **Zone Change (ZC):** The ZC will revise the existing zoning of the Specific Plan Area from Mixed Use Neighborhood (MUN) and Regional Commercial (RC) to SP (see **Exhibit 4.11-2, *Existing and Proposed Zoning Designations***).
- **Specific Plan (SP):** The Oasis at Indio Specific Plan will be adopted as the master plan governing the allowable land uses, development standards and design guidelines for the project.
- **Tentative Parcel Map (TPM):** The TPM subdivides the property into four distinct parcels. The TPM will indicate Planning Areas 1 through 4 permitted in the Specific Plan.
- **Development Agreement (DA):** The proposed Development Agreement would vest the applicant's right to develop The Oasis at Indio Specific Plan area pursuant to the entitlements described above and ensure the timely completion of infrastructure to serve the project and surrounding area, and ensure that the project design features and mitigation measures identified in this EIR are enforceable by the City as project requirements.

Project design features and their compliance with the City's General Plan and Municipal Code are analyzed in the subsequent discussion of project impacts.

Project Impacts

- 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 and environmental effect***

The project proposes the development of a mixed-use property including multifamily residential, commercial, and industrial uses on a currently vacant site. The existing General Plan land use designations include Mixed-Use Neighborhood and Regional Commercial. The current zoning designations for the project site include Specific Plan (MU-SP), Mixed-Use Neighborhood (MUN), and Regional Commercial (RC). As a part of the project, a General Plan Amendment (GPA) and Zone Change (ZC) will be processed. The GPA will amend the current General Plan land use designations from Mixed-

Use Neighborhood and Regional Commercial to Specific Plan. The ZC will revise the existing zoning of the Specific Plan Area from MU-SP, MUN and RC, to Specific Plan (SP). **Table 4.11-4** and **4.11-5** (below) and **Exhibits 4.11-1 (*Existing and Proposed Land Use*)** and **Exhibit 4.11-2 (*Existing and Proposed Zoning*)** displays the existing and proposed land use designations and zoning, respectively. Discussion of project consistency with the City General Plan and Zoning designations is provided below.

Table 4.11-4 Existing and Proposed Land Use

Existing Land Use	Proposed Land Use
Mixed-Use Neighborhood	Specific Plan
Regional Commercial	

Table 4.11-5 Existing and Proposed Zoning

Existing Zoning	Proposed Land Use
Specific Plan (MU-SP)	Specific Plan (SP)
Mixed Use Neighborhood (MUN)	
Regional Commercial (RC)	

Along with the GPA and ZC, the project is requesting approval of a Specific Plan, a Tentative Parcel Map (TPM), and Development Agreement (DA). The Specific Plan is a regulatory document which, if adopted by the City Council of Indio, serves as the site-specific zoning document for the project, including the distribution of land uses, location, and sizing of supporting infrastructure, as well as development standards and regulations for uses within the project. The Oasis at Indio Specific Plan, if adopted, would act as the zoning plan governing the allowable land uses, development standards and design guidelines for the project. The TPM subdivides the property into four parcels, consistent with the proposed planning areas. The DA establishes an agreement between the developer and the City that allows the project to be developed while securing benefits for the City and the public as described in more detail above.

Indio Consistency Analysis

The City of Indio utilizes a Land Use Map and Zoning Map to identify the land use and zoning designations within the City boundaries. As previously stated, the project site is currently vacant. The General Plan land use designation for the project property is currently defined as Mixed-Use Neighborhood (MUN) and Regional Commercial (RC).

As outlined previously, project entitlements include a GPA and SP. The approval of the General Plan Amendment and Specific Plan would modify the land use designations from MUN and RC to Specific Plan (SP). The SP land use will establish an appropriate land use and zoning district designation that optimizes the Specific Plan area's potential and facilitates achievement of the Specific Plan's goals and objectives.

A detailed analysis of applicable goals, policies and programs contained in the General Plan was conducted to determine the project's consistency with the existing plan. The findings are summarized in **Table 4.11-6, *City of Indio General Plan Consistency Analysis***, on the following page. The analysis

contained in **Table 4.11-6** concludes that with approval of the proposed project, the project would remain consistent with the City's General Plan. Therefore, implementation of the project would not result in significant land use impacts due to inconsistency with the General Plan. Impacts would be less than significant.

Table 4.11-6 City of Indio General Plan Consistency Analysis

Relevant General Plan Policies	Specific Plan Consistency
Land Use Element	
Goal LU 1: <i>Citywide urban structure that enhances the quality of life of residents, meets the community's vision for the future, and weaves new growth areas together with established Indio neighborhoods.</i>	
Policy LU 1.1: Creating mixed-use corridors along Highway 111, Monroe Street, Avenue 42, and Avenue 44 that contain a mix of retail, service, office, and residential uses. Corridors should have defined nodes that provide a mix of local- and regional-serving uses. Policy LU-1.3: When development occurs outside the Downtown, Midtown, and existing central neighborhoods, locate new development adjacent to Indio's built environment to create a contiguous expansion of the City.	The project would be developed south of preexisting residential communities, to the west of recently developed commercial and retail businesses, and to the north of the Interstate-10 freeway and commercial, industrial, and residential land uses. Residents from the project would be near multiple retail amenities. The project is also proposing the creation of mixed-use districts that allow development of standalone residential uses, mixed uses, and retail and commercial spaces that would provide additional retail and commercial amenities.
Policy LU-1.4: Connect new growth areas with existing Indio neighborhoods through transportation investments, open space connectivity, wayfinding, and urban design strategies.	The project would create open space connectivity by providing pedestrian and bicycle pathways, and by enhancing open space. These pathways will be connected throughout the project area and the surrounding community. These design features will provide multiple access points to the Avenue 42 corridor and the Monroe Street commercial area. Furthermore, the proposed project would employ site design and landscaping to ensure that all open spaces are easily accessible and readily visible.
Policy LU-1.5: Implement the strategies identified for each distinct subarea in Indio in this General Plan.	The Specific Plan Area is located within Indio's subarea, Avenue 42 Corridor. Avenue 42 Corridor is comprised of large areas of undeveloped land on both sides with good freeway access and close to many of Indio's newest neighborhoods. Strategies for the Avenue 42 Corridor subarea that would be implemented by the project encompass the following: requiring master planned development and comprehensive development for remaining undeveloped tracts, encouraging mixed-use development with diverse land uses along Avenue 42, establishing a neighborhood center near Madison Street and Monroe Street on the west side, implementing extensive tree canopy on streets and parking

	areas for heat protection, and ensuring varied housing types and densities in walkable urban formats.
Policy LU-1.6: Projects within the Airport Influence Area (AIA) shall be consistent with the densities, intensities, prohibited uses, and other development conditions defined in the Bermuda Dunes Airport Land Use Compatibility Plan, as adopted by the Riverside County Airport Land Use Commission (ALUC).	The Specific Plan Area is in the Airport Influence Area (AIA); The specific plan includes development regulations including densities, intensities, prohibited uses, and other development conditions to ensure consistency with the Bermuda Dunes Airport Land Use Compatibility Plan as adopted by the Riverside County Airport Land Use Commission (ALUC).
Goal LU-2: <i>Indio is a City with active and comfortable places that encourage social interaction and community gathering.</i>	
Policy LU-2.1: Require all new neighborhoods to be pedestrian friendly by including features, such as short blocks, wide sidewalks, shaded streets, buildings that define and are oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets designed for pedestrians, cyclists, and vehicles.	The mixed-use project allows for medium to high-density multi-family residential and commercial land uses in a vertical or horizontal mixed-use development within walkable distance to surrounding neighborhoods, a variety of nearby retail commercial centers, workplaces, public transit, and the Coachella Valley alternative transportation corridor (CV Link). The presence of multi-family residential housing would contribute to a diverse set of land uses ensuring a mixed-use development and a variety of housing types and densities within a walkable urban format of The Oasis at Indio Specific Plan and the surrounding area. The mixed-use planning areas (PA 1, 2 and 3) will provide working opportunities and various services like restaurants, shops, or other amenities within walkable distance to existing and proposed nearby residents. An approximately 68-foot-wide landscaped transition zone is planned along the southern boundary of PA 1 to soften the overall site design, support compatibility with surrounding land uses, and serve as a water quality/detention basin as part of the development's storm drain system. Additionally, a 250-foot-wide setback is provided along the western boundary, allowing for passive or active open space uses, trails, walkways, driveways, parking, and secondary vehicular and/or emergency use access. Non-vehicular circulation (i.e., bike paths, pedestrian walkways) is proposed 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. Streetscape landscaping presents a combination of evergreen and deciduous trees, shrubs, and masses of groundcovers to create a sustainable and visually pleasing

	experience for pedestrians and passing motorists. See Section 4.16, <i>Transportation</i> , for an in-depth discussion of alternative transportation.
Policy LU-2.2: Maintain a balanced land use pattern to support a broad range of housing choices, retail businesses, employment opportunities, educational and cultural institutions, entertainment spaces, and other supportive uses and within long-established Indio neighborhoods and new growth areas.	The Specific Plan consists of multiple land uses consisting of industrial, retail, and residential uses. The project's multiple land use design will offer housing, retail business, and employment opportunities which supports Policy LU-2.2. The project will provide the opportunity for multi-family housing in an area that is currently largely absent of this type of residential development.
Policy LU 2.3: Strive to create development patterns such that most residents are within one-half to one-mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, places of worship, cafes, dry cleaners, laundromats, banks, hair care, pharmacies, civic uses, and similar uses.	The Specific Plan Area is located adjacent to a bank, a convenience store, and an urgent care. Within a mile, there is a school, supermarkets, fast food options, and retail shopping. Also, the Specific Plan proposes the creation of mixed-use districts that permit comingling of residential and neighborhood-serving uses.
Policy LU-2.4: Require new developments to provide public parks, plazas, and squares that establish interesting gathering spaces in planned districts and neighborhoods. Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks, recreational facilities, and infrastructure.	The project will comply with City regulations and ordinances involving park fees used for improvements and facilities to park lands for recreation and leisure activities. The City's use of these fees shall be independent of and shall complement the development of new and/or rehabilitation of existing neighborhood or community park or recreational facilities through Quimby Fees collected per Indio Municipal Code § 156.130 <i>et seq.</i> The Specific Plan design guidelines include guidelines for on-site gathering spaces and amenities such as landscaping, lighting, and seating areas. Per the Specific Plan, each residential unit will have 150 square feet of private open space and 250 feet of common open space. There will also be 50 feet of landscaped area acting as open space along "A" Street (street separating residential and industrial land uses), providing a walking trail and passive seating areas. Additionally, it is proposed that the western boundary of the project will have a 250-foot-wide setback that will provide an open space transition between the residential units and the canal bank. This setback allows for passive or active open space uses, trails, walkways, driveways, parking, and secondary vehicular and/or emergency use access. See Section 4.15, <i>Recreation</i> , for an in-depth discussion of open space and recreational space proposed for the project.
Policy LU-2.6: Require the use of large shade trees or structures to provide comfortable environments during hot months.	The Specific Plan landscape guidelines establishes an integrated and cohesive landscape design that includes the use of large specimen shade trees and

Policy LU-2.7: Require trees, shade structures, an/or other cooling methods to provide comfortable walkways during hot months.	structures in response to the environments throughout the year. The plant palette features a variety of trees, palms, shrubs, vines, and accents featuring desert compatible species to soften and shade the desert hardscape. The Specific Plan architectural guidelines include patio trellises, pergolas, roof overhangs and other exterior structures to shade and cool outdoor areas of the community.
Goal LU-3: <i>A City designed for people, fostering interaction, activity, and safety</i>	
LU 3.1: Create pedestrian-oriented streetscapes by establishing a unified approach to street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages	The Landscape Design Guidelines for the project include pedestrian-oriented streetscapes with sidewalk dimensions, a decomposed granite trail separates from the sidewalk, desert canopy trees, and screen walls to separate pedestrians from the industrial land uses where applicable.
LU 3.2: Design the streetscape of high-volume corridors to balance regional traffic flow with safe and convenient pedestrian movement.	The development of The Oasis at Indio requires improvements to existing public streets as well as the development of Clinton Street, a north-south roadway, and “A” Street, an east-west internal roadway. The internal roadway is designed to coordinate the movement of vehicles and pedestrians, minimize potential conflicts, and encourage a safe and enjoyable pedestrian experience in compliance with the General Plan. Monroe Street (east) is currently improved. It consists of two lanes in each direction with signalized turn lanes eastbound onto Showcase Parkway and westbound onto Avenue 42. Additional features include a non-landscaped median, abutting sidewalks, and streetlights within the public right-of-way. Avenue 42 currently has one lane in each direction with above-ground utility poles along the Specific Plan Areas frontage and a non-landscaped median east of Clinton Street. Avenue 42 will feature an ultimate 86-foot-wide right-of-way with 52 feet of pavement, a 12-foot-wide painted median, curb and gutter improvements, and an 11-foot-wide parkway on both sides. Bicycle lanes and on-street vehicle parking are to be provided. Intersection improvements for pedestrians and bicyclists should be emphasized to improve comfort, safety, connectivity, and accessibility. Improvements along the southern portion of Avenue 42 abutting the specific plan frontage will be required in conjunction with the development of the project.

	Non-vehicular circulation (i.e., bike paths, pedestrian walkways) is proposed to provide a Complete Street that incorporates a pedestrian- and bicycle-friendly environment and enhances connectivity across all travel modes to encourage non-vehicular modes of travel. Streetscape combines evergreen and deciduous trees, shrubs, and groundcovers to create a sustainable and visually pleasing experience for pedestrians and passing motorists. See Section 4.16, Transportation , for an in-depth discussion of the existing rights-of-way, the development of the project, and the safety of future residents and guests.
LU 3.3: Require parking design standards that ensure parking areas do not dominate street frontages and are screened from public views whenever possible.	Chapter 3, Development Standards, and Chapter 4, Design Guidelines, of The Oasis at Indio Specific Plan establish regulations for parking design within mixed-use and industrial areas. Mixed-use areas shall include structured, surface, and semi-subterranean parking areas to be designed and placed to be unobtrusive and have minimal impact on the character and scale of residential and mixed-use land uses. To ensure parking areas do not dominate street frontages, parking lots should be broken up with screen walls, buildings, plazas, or landscaping. Within Industrial areas, primary entries should be designed so they are easily recognized, are the most prominent entry for that tenant, and are readily accessible to pedestrians and in proximity to parking. Per Chapter 3, Parking Development and Design Standards shall be governed by IUDC 3.03.08 (Parking Development and Design Standards).
LU 3.4: Encourage the planting of trees that appropriately shade the sidewalk and off-street parking areas to improve the pedestrian experience throughout the City	The Landscape Design Guidelines for the project include canopy trees along the sidewalks and parking areas to create shade in pedestrian areas.
Policy LU-3.5: Require all new streetlights in commercial areas to be pedestrian-oriented and scaled, attractively designed, compatible in design with other street furniture, and to provide adequate visibility and security in accordance with best practices for night sky protection.	Streetlights added to the project site's commercial areas will comply with City ordinances and will provide adequate visibility and security in accordance with best practices for night sky protection.
Policy LU-3.6: Encourage new development to incorporate public plazas, seating, drinking fountains, and gathering places, especially in prominent locations and areas of pedestrian activity.	The Specific Plan provides design guidelines and development regulations to ensure useable open space is provided within the residential and mixed-use development and that amenities such as places to sit, landscaping, shade structures, and other amenities are provided. Per the Specific Plan, each

	residential unit will have 150 square feet of private open space and 250 feet of common open space. There will also be 50 feet of landscaped area acting as open space along “A” Street (a street separating residential and industrial land uses), providing a walking trail and passive seating areas. Additionally, it is proposed that the western boundary of the project will have a 250-foot-wide setback that will provide an open space transition between the residential units and the canal bank. This setback allows for passive or active open space uses, trails, walkways, driveways, parking, and secondary vehicular and/or emergency use access. See Section 4.15, Recreation , for an in-depth discussion of open space and recreational space proposed for the project.
Policy LU-3.7: Use Crime Prevention through Environmental Design strategies (CPTED) in new and existing development to improve public safety, including the following strategies: (1) Active public space (2) Building design to promote “eyes on the street” (3) Clear delineation between private and public space (4) Natural access control between public and private space (5) Maintenance of public places (6) Removal or repair of vandalism or broken property	The project will implement appropriate design features to ensure that public safety is factored into the development and implementation of the project area. Design of residential, industrial, and commercial portions of the project will incorporate features that enhance security. Residential units will be designed to ensure the security of residents through the provision of separate and secured entrances and exits that are directly accessible to parking areas. Project walls will provide a clear delineation between public and private spaces. Additionally, the Industrial use will include interior gated entry points and boundary fencing along the I-10 in compliance with the City of Indio Fire Department and Indio Police Department.
LU 3.8: Require private development to underground all under 92 kV electric poles and other overhead utilities. Require City to codify this policy.	The project will comply with the most recent CBC and the policies set forth by the City. Existing power lines located on the property will be undergrounded. Any power lines associated with the proposed substation that comply with the kV limitation will be undergrounded.
Goal LU-4: <i>A beautiful city with a high-quality architecture and building design.</i>	
Policy LU-4.1: Use simple, urban building forms made with permanent materials with high-quality detailing that stands the test of time.	The Specific Plan provides design guidelines and development regulations to ensure quality design. Materials will be durable and an expression of the quality of the project.
Policy LU-4.2: Use building organization and construction to derive scale and articulation rather than surface ornamentation.	The Specific Plan provides design guidelines for massing, scale, and building articulation. Long horizontal wall planes will include periodic changes in exterior building materials, color, decorative accents, and/or articulated

	features. Guidelines include building modulation, building façade recesses or projections, horizontal banding, or decorative cornices.
Policy LU-4.3: Convey façade articulation through the strength, depth, and permanence of building materials. Thinner cladding materials, such as stucco, stone and masonry veneers, and wood or simulated wood, may be used when finished to appear as durable and authentic of the materials they simulate.	The Oasis at Indio Specific Plan establishes guidelines for building size, massing, form, and materials to create a cohesive and high-quality project. Multifamily residential and mixed uses proposed in PA 1 and PA 2 will use simple geometric forms for the overall building form. Rectangular forms are encouraged to promote balance and visual interest, while arbitrary, complicated building forms shall be avoided. Multi-family residential buildings and residential mixed-use buildings should express a rhythm and pattern through repeated patterns of lines, shapes, forms, and/or colors that reflect the size and scale of a housing unit and/or individual rooms and spaces. Modulation and variation of building masses between adjacent buildings visible from public streets is encouraged. The mixed use and industrial areas will reduce the visual impact of long building facades using various paint colors, building materials, recesses, offsets, reveals, decorative fixtures, landscaping, screen walls, and other methods. The project buildings will include simple geometric forms shall constitute the overall building form, and rectangular forms are encouraged to promote balance and visual interest. Various paint colors, building materials, recesses, reveals, offsets, decorative fixtures, landscaping, and screen walls are outlined in the SP to reduce the visual impact of long building facades. Long horizontal wall planes visible from a public street shall include periodic changes in exterior building materials, color, decorative accents, and/or articulated features, and modulation and variation of building masses between adjacent buildings visible from public streets is encouraged. Additional design guidelines are provided in The Oasis at Indio Specific Plan (Appendix A).
Policy LU-4.4: Use visual and physical design cues within a building's design and entries to emphasize the building entrance and connections to public spaces.	Chapter 4 of The Oasis at Indio Specific Plan outlines various guidelines for entry points throughout the project. Some guidelines include: • Where appropriate, design building corners at highly visible locations with unique architectural features to emphasize the building entrance. • Entries shall be visually appealing and identifiable using elements such as changes in building massing, colors, materials, roof heights,

	enriched materials, architectural detailing, and the use of tower elements or recesses. • Primary residential building entries shared by multiple units (e.g., leading to upper stories) should be accentuated from the overall building façade through a façade modulation. • Pedestrian entrances to buildings should be made obvious through changes in massing, color, and/or building materials. • Primary entries should be designed so they are easily recognized, are the most prominent entry for that tenant, and are readily accessible to pedestrians and in proximity to parking. Chapter 4 also states that buildings should be located to define, connect, and activate public and private open spaces as usable plazas, and gathering spaces.
Policy LU-4.5: Allow iconic and memorable building designs, particularly on larger non-residential properties.	The Oasis at Indio Specific Plan provides design guidelines and development standards in Chapters 3 and 4 of the SP, included in this DEIR as Appendix A. Site design, building form, mass, and scale, and articulation established for the non-residential uses are outlined in Chapter 4 of the Specific Plan. Also see Section 4.1, Aesthetics, for an outline of the proposed building designs within the various planning areas, and analysis of project’s impact on the scenic quality of the area.
Policy LU-4.6: Encourage the use of building techniques and materials that relate to Indio’s warm and dry desert climate. Promote solar control and use of shade in building design and associated pedestrian amenities.	Building structures techniques and materials include (describe) in harmony with Indio’s environment. Buildings are also required to make use of solar control and shading elements to create a comfortable indoor-outdoor living environment, including patio trellises, pergolas, roof overhangs, and other exterior structures, as well as passive solar design.
Policy LU-4.7: Protect Indio’s unique visual characteristics and views.	The project will be designed in a manner that preserves the views of neighboring mountains and other aesthetically pleasing local landmarks.
Goal LU-5: <i>A network of transportation corridors throughout the city that provides a high level of connectivity for vehicles, bicyclists, and pedestrians.</i>	
Policy LU-5.1: Design, plan, maintain, and operate streets using complete street principals for both new infrastructure and for retrofit/maintenance projects. This includes reviewing the entire right of way and prioritizing modes.	The Specific Plan is served by Monroe Street to the east and Avenue 42 to the north. As a component of this project roadway segment and intersection improvements to address project-related significant impacts associated with the build-out of the anticipated land use plan. Concurrent with the development of the specific plan area, 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. All street improvements will be constructed by applicable City of Indio design standards and specifications. Development of the project requires improvements to existing public streets and the development of an east-west internal roadway access. The project proposes multiple land uses with appropriate connections to existing and new roadways. As a component of this project, a comprehensive traffic analysis was prepared, which identified existing conditions, and forecasted future conditions. The analysis provided recommended roadway segment and intersection improvements to address project-related significant impacts associated with the most intensive build-out scenario of the anticipated land use plan. The complete street principal for Avenue 42 will be widened and developed designed in compliance with the Avenue 42 Corridor Plan.
Policy LU-5.2: Encourage short block spacing for new development to enhance connectivity to neighborhoods. In key areas of the City, work with existing landowners to improve connectivity for bicycles and pedestrians.	The project will include multiple land uses and roadways and walkways connecting the new residential community to an amenity network that provides pedestrian circulation that is safe and comfortable. Connections to industrial and retail space will incorporate safe connections to existing roadways. The implementation of these roadways and pathways will create connectivity for both pedestrians and bicyclists.
Policy LU-5.4: Ensure a high-level of connectivity in all Neighborhoods, Centers, and Districts throughout the City. The connectivity should be measured as block perimeter or length and in external connectivity on the perimeter of a new development project.	The Specific Plan Area encompasses approximately 4,700 linear feet of frontage along Avenue 42. The Specific Plan establishes development regulations and design guidelines that ensure numerous pedestrian and bicycle pathway connectivity internally throughout the Specific Plan Area and externally to sidewalks and bike paths neighboring the Specific Plan Area. The project includes multiple land uses that will feature multiple connectivity points to/from Avenue 42 and Monroe Street.
Policy LU-5.7: Require new and substantially rehabbed commercial and mixed-use projects to follow best practices for pedestrian-supportive design: (1) Ensure pedestrian orientation of ground floor uses in new development. (2) Place primary building facades and entrances near the front property line or back of sidewalk. In limited	The project will adhere to each requirement stipulated in Policy LU-5.7. It will prioritize pedestrian needs, incorporate aesthetic elements, and ensure a safe and inviting environment while complying with best practices for pedestrian-supportive design.

cases allow small plazas and active landscaped areas for social gathering between the building and sidewalk. (3) Scale building elements to pedestrians. (4) Design new buildings along corridors to provide for a rear building transition between the primary arterials and any adjacent low-density residential neighborhoods. (5) Require parking internal to buildings that faces primary arterials or side streets to use appropriate design (such as faux facades, green walls, public murals, etc.) to minimize its visual impact. (6) Require that new development include wide sidewalks, trees, pedestrian furniture, safe pedestrian crossings and direct connections to the front entrances of retail and services. (7) Encourage new commercial developments to have common driveways to minimize the number of curb cuts along any given block to improve pedestrian safety. (8) Screen trash and recycling collection areas, loading facilities, mechanical equipment, outdoor storage areas, utility connections, and antennas from public view. (9) Encourage covered parking.	
Goal LU-12: <i>Existing and future residents and businesses are adequately serviced by public services and infrastructure.</i>	
LU-12.2: Ensure adequate infrastructure and utility service levels before approving new development.	Existing infrastructure, utilities, and public services have adequate capacity to accommodate the proposed development. The project will connect to existing public utilities, including the existing Indio Water Authority (IWA) water system for domestic water, Valley Sanitary District (VSD) sewers for wastewater, Imperial Irrigation District (IID) infrastructure for electricity, Southern California Gas infrastructure for natural gas, and Verizon Company lines for telecommunications. The project will construct an onsite power sub-station that will provide power to the project and excess power to the community grid to enhance electric system resilience in the area. Onsite retention basins and underground storage tanks will manage drainage. As discussed in the hydrology section of the EIR, projected water demand for the project will be an insignificant portion of the IWA's planned increases in demand, indicating that there will be adequate supply.
LU-12.3: Require new development to pay their fair share for required improvements to public services and infrastructure.	All future development within the specific plan area will be required to pay their fair share for required improvements to public services and

	infrastructure. Monies collected for Development Impact Fees (DIF) assist with park improvements, fire and police infrastructure, public buildings, roads and bridges, and traffic signals.
Economic Development	
Goal ED-6: Tax Base Diversification. A City with a diversified tax base that allows it to flourish during different market cycles.	
ED-6.2: Support retail development that meets the community needs of Indio's residents in appropriate locations to prevent the leakage of local expenditures to neighboring communities.	The project includes potential for retail development along Monroe Street and Avenue 42, adding to the existing retail amenities adjacent to the project.
ED-6.3: Encourage the development of uses that generate transient occupancy taxes. Require operators of short-term accommodations to comply with regulations that generate transient occupancy taxes.	The Specific Plan mixed-use district allows for a Hotel development within the commercial land use planning area. If future development includes a Hotel, transient occupancy taxes will be generated to benefit the City.
ED-6.4: When possible, identify and attract industrial and warehousing/distribution businesses that have substantial business-to-business or other non-retail taxable sales potential.	The project includes an industrial building that will be operational and have taxable sales potential.
Mobility	
Goal ME-8: <i>Parking will be right sized within the City.</i>	
Policy ME-8.1: Require new developments to provide sufficient off-street parking (or payment of in-lieu fees) to reduce on-street parking congestion and increase both auto and pedestrian safety. New development shall provide electric vehicle charging stations and preferential parking for carpools, vanpools, and alternative fuel vehicles. Policy ME-8.4: Safe and secure bicycle parking facilities shall be provided with all new development.	The Specific Plan provides parking regulations with sufficient off-street parking requirements for the different land uses. Electric vehicle charging stations will be provided by CalGreen and Title 24 requirements. Safe and secure bicycle parking will be provided in accordance with the Unified Development Code, Section 3.03.09 (Bicycle Parking).
Parks, Recreation, and Open Space	
Goal PR-1: <i>A comprehensive open space network that balances recreation, wellness, and habitat protection.</i>	
Policy PR-1.5: Encourage projects to provide connections to existing trails, and include mini parks, dog parks, community gardens, or other recreational features within the design.	Roadway improvements along Avenue 42 and Monroe Street will include a Class IV Separated Bikeway or Cycle Track – currently, no bike path or lane exists. The new bikeway along Avenue 42 will provide connections to the Class 1 bike path along the American Canal at the Specific Plan's northwestern boundary. A pedestrian parkway is proposed along the north side of Showcase Parkway.

Goal PR-2: <i>High-quality parks and recreational facilities that promote community health and are safe and convenient to access.</i>	
PR-2.8: Ensure that new residential developments provide adequate on-site recreational and open space amenities consistent with the values and standards of the community and the needs of new development. Require projects to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks and recreational facilities.	The project will comply with City regulations and ordinances involving park fees for improvements and facilities to park lands for recreation and leisure activities. The city's use of these fees shall be independent of and complement the development of new and/or rehabilitation of existing neighborhood community park, or recreational facilities through Quimby Fees collected per Code of Indio §§ 156.130 <i>et seq.</i> The Specific Plan provides common open space requirements for the enjoyment of all residents within a residential development. Common open space consists of active areas with recreation facilities, and passive areas incorporating features that enhance the appearance and desirability of a development project including, plantings, pathways, waterscape, hardscape, rocks capes, benches, shade structures, seating, raised planters, and other unique features. The development of a residential community will include a variety of gathering spaces and amenities that will be consistent with the values and standards of the community and the needs of new development. These amenities will be maintained by the Residential Management Agency. Per the Specific Plan, each residential unit will have 150 square feet of private open space and 250 feet of common open space. There will also be 50 feet of landscaped area acting as open space along “A” Street (a street separating residential and industrial land uses), providing a walking trail and passive seating areas. Additionally, it is proposed that the western boundary of the project will have a 250-foot-wide setback that will provide an open space transition between the residential units and the canal bank. This setback allows for passive or active open space uses, trails, walkways, driveways, parking, and secondary vehicular and/or emergency use access. See Section 4.15, Recreation, for an in-depth discussion of open space and recreational space proposed for the project
Conservation	
Goal CE-2: <i>Sustainable domestic water facilities and water conservation measures to effectively meet current and future demand.</i>	
Policy CE-2.3: Require new development projects to implement water conservation measures that are equivalent to or exceed CalGreen Tier	All development with the Specific Plan Area will be required to comply with the Model Water Efficient Landscaping Ordinance (MWELo), Ordinance No. 1662,

One or other applicable standards in effect at the time of development.	and Ordinance No. 257, and the Indio Water Authority (IWA) landscape and water conservation programs. MWELo requires anyone applying for a building or planning permit, plan check, or landscape design review from the City, who are constructing a new (single-family, multi-family, public, institutional, or commercial) project with a landscape area greater than 500 square feet, or rehabilitating an existing landscape area greater than 2,500 square feet to comply with Sections 492.6(a)(3)(B), (C), (D), and (G) of the MWELo. Ordinance No. 1662 prohibits water wasting throughout the City. Water wasting refers to excess water use causing flows onto roadways, adjacent property, or on to non-irrigated property. Ordinance No. 257 addresses water waste, sprinkler and irrigation standards, and fire hydrant requirements.
Policy CE-2.4: Exceed State landscaping water efficiency standards by requiring the use of drought tolerant landscaping, minimizing the use of turf, and encouraging the retrofitting of existing irrigation systems. Policy CE-2.6: Encourage new residential development to be constructed to allow for easy implementation of greywater systems that redirect water from washbasins, showers, and tubs for use in toilet flushing, irrigation, and other non-potable uses.	Landscape and irrigation is governed by the City's Water Efficient Landscape Ordinance. Water conservation will be achieved in the landscape plan through design and materials. The Specific Plan landscape guidelines provide for drought-tolerant and native species to support water conservation. Turf grasses will only be permitted in "use" areas that include open lawns for play/recreation and infiltration portions of detention basins. The plant material used throughout the property will have drought-resistant characteristics consistent with the "desertscape" theme. Irrigation programming will be designed to minimize water application for the entire landscape setting and will require smart landscaping systems.
Goal CE-3: <i>Energy-efficient buildings and vehicles that use energy from renewable sources.</i>	
Policy CE-3.6: Implement building design requirements to achieve zero net energy use for new residential development by 2020 and zero net energy use for new commercial development by 2030 consistent with the California Public Utilities Commission's California Long Term Energy Efficiency Strategic Plan. Policy CE-3.7: Promote installation of solar panels by continuing to support Indio's Ygrene and HERO Programs and by distributing information on actual savings achieved by PV systems. Policy CE-3.8: Encourage the use of building placement, design, and construction techniques to limit energy consumption, reduce the heat	Development of the project will comply with the most current Title 24 Energy Efficiency Standards (Energy Code) and Green Building Standards (CalGreen), which will ensure that the most efficient building technologies are used in order to maximize water conservation and energy efficiency. The project will comply with the mandatory requirements for solar readiness, per California Building Code Title 24, Part 6, Section 110.10.

island effect, increase renewable energy use, and maintain solar access.	
Goal CE-4: <i>A healthy and thriving urban forest that results in improved air and water quality, lower greenhouse gas emissions, and reduced energy use.</i>	
Policy CE-4.5: Ensure that the new development incorporates and maintains street trees and parking lot plantings as required, and with residents and businesses to retain healthy trees as part of Indio's streetscape.	The landscape of the project will be maintained to ensure any trees and plants incorporated in the design are cared for and managed. Development will incorporate parking lot plantings as required along frontages on Avenue 42 and the east-west internal roadway, and work with residents and businesses to retain healthy trees as part of Indio's streetscape.
Goal CE-6: <i>The protection of soils from erosion by wind and water, and from the build-up of salts on agricultural lands.</i>	
Policy CE-6.1: Minimize grading of land to project specific efforts so as to limit the impact of soil erosion from wind, water, and landslides in areas of unstable slopes, and reduce negative aesthetic impacts in areas of significant landforms.	Grading will be limited to minor cuts and fills to accomplish the desired pad elevations and provide adequate gradients for site drainage. To incorporate these guidelines, in the Geology Section of the DEIR, Mitigation Measure GEO-2 through GEO-4 addresses grading on the proposed project site. Mitigation Measure GEO-2 requires that areas to be graded shall be cleared of any existing improvements, foundation elements, vegetation, associated root systems, and debris. Mitigation Measures GEO-3 and GEO-4 require remedial grading to extend laterally at a minimum of five feet beyond the building perimeter to prepare the industrial/warehouse building areas and the commercial/residential building areas.
Goal CE-7: <i>The protection and conservation of sensitive biological resources.</i>	
Policy CE-7.1: Implement the CVMSPHCP. Ensure development is consistent with federal, State, and regional regulations for habitat and species protection.	In January 2023, a Biological Report was provided for the project site, which identified and evaluated the impacts on biological resources associated with the proposed project in the context of the CVMSHCP, CEQA, and State and Federal regulations such as the Endangered Species Act (ESA) and California Fish and Game Code. Mitigation Measure BIO-1 requires a pre-construction survey for special status plants. If a special-status plant is found on the site, in consultation with the Wildlife Agencies, the Applicant shall develop a mitigation and avoidance plan that incorporates avoiding plants during flowering times, topsoil salvage, seed collection, and/or relocation of plants. Mitigation Measure BIO-2 addresses the nesting birds that could possibly reside on the project site, detailing surveys that shall be done by a qualified biologist if construction were to happen during nesting season, and buffer

	zones that shall be established if an active nest is close to work areas. Construction activities shall be scheduled to avoid nesting season if possible. If construction activities are scheduled to take place outside the nesting season, all impacts to nesting birds protected under the MBTA and California Fish and Game Code shall be avoided. The nesting season for most birds in Riverside County extends from February 1 through September 1. Because of the presence of burrowing owls during the field investigation, Mitigation Measure BIO-3 requires a pre-construction survey and avoidance measures to reduce the probability of burrowing owls encroaching or migrating to the property. Additionally, if burrowing owls are found onsite, coordination with Wildlife Agencies shall be done as soon as possible prior to construction to develop a plan for avoidance and/or translocation before construction crews initiate any ground disturbance on the project site. These mitigation measures will ensure that the project is consistent with the applicable federal, State, and regional habitat and species protection regulations.
Policy CE-7.6: Incorporate native desert plant materials into new development projects to the extent possible and feasible.	The plant material used throughout the property will have drought resistant characteristics, and native desert plant materials will be implemented where appropriate.
Goal CE-8: <i>Historic, archaeological, and paleontological resources preserved for their scientific, educational, aesthetic, and cultural values</i>	
Policy CE-8.1: Ensure adequate site plan review and mitigation measures are implemented for the development of sites with the potential to contain historic, archaeological, and paleontological resources. Policy CE-8.2: Avoidance of impacts to historic resources. For projects that could affect historic resources, ensure adequate study to identify eligible resources and project-level review to avoid or lessen negative impacts through conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Policy CE-8.4: Require monitoring on sites where grading has the potential to impact subsurface cultural and paleontological resources during excavation and construction activities.	In December 2022, CRM TECH conducted a Historical/Archaeological Resources Survey Report for the proposed project site. With the discovery of three prehistoric archeological sites within the project area, Mitigation Measure CUL-1 requires an archaeological testing program to be completed at each site to ascertain the presence or absence of subsurface cultural remains using standard excavation methods. Further recommendations on the final evaluation and disposition of the sites shall be formulated and presented based on the results of the testing program. Additionally, in December 2022, CRM TECH conducted a Paleontological Resources Assessment Report for the proposed project site. It was concluded that all earth-moving operations beyond the depth of three feet below the current ground surface should be monitored periodically for potential paleontological resources, with a full-time monitoring program implemented if

	potentially fossiliferous soils are encountered. The monitor should be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. It should also collect samples of sediments that are likely to contain fossil remains of small vertebrates or invertebrates. However, the monitor must have the power to temporarily halt or divert grading equipment to allow for the removal of abundant or large specimens. This is detailed in Mitigation Measure GEO-9 .
Infrastructure and Public Facilities	
Goal IE-1: <i>Surface and subsurface water resources that meet or exceed established water quality standards.</i>	
Policy IE-1.3: Ensure project developer compliance with the National Pollution Discharge Elimination System (NPDES) MS4 permit requirements.	The project will be required to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) during project construction in compliance with the National Pollutant Discharge Elimination System (NPDES) permit requirements. The SWPPP implements best management practices (BMPs) to ensure construction pollutants do not contaminate the stormwater runoff during construction activities. The Water Quality Management Plan (WQMP) prepared for the project provides post-construction stormwater protection. The WQMP establishes runoff locations and permanent BMPs for the site. See Section 4.10, Hydrology and Water Quality , for further analysis and mitigation measures.
Goal IE-2: <i>Well-designed storm drain and flood control facilities that benefit the community and protect sensitive streams and watercourses.</i>	
Policy IE-2.7: Restrict, or where feasible, require adequate mitigation measures for any development of habitable structures within watercourses and/or other stormwater facilities. Policy IE-2.9: Construct and maintain storm drains and flood control facilities in accordance with local, State, and federal guidelines.	The project is not located within a watercourse however it is adjacent to the Thousand Palms Stormwater Channel. Project design incorporates an appropriate setback from this Channel for proposed structures to maintain channel functionality. Post-construction stormwater protection is provided in the Water Quality Management Plan (WQMP) prepared for the project. The WQMP establishes runoff locations and permanent BMPs for the site. See Section 4.10, Hydrology and Water Quality , for further analysis and mitigation measures.
Goal IE-3: <i>Wastewater facilities that effectively collect and treat wastewater.</i>	
Policy IE-3.1: Work with the Valley Sanitary District (VSD), CVWD, and IWA to ensure reasonable and adequate wastewater capacity is available to serve current and future demand and pursue opportunities to utilize reclaimed and recycled water.	The project will work and comply with Valley Sanitary District (VSD), Coachella Valley Water District (CVWD), and Indio Water Authority (IWA) development standards to ensure reasonable and adequate wastewater capacity is available to serve the project throughout the construction and overall life of the project.

Goal IE-4: <i>Efficient electricity and natural gas utilities that ensure the availability of these resources for future generations.</i>	
Policy IE-4.2: Require the appropriate environmental review and clearance of electricity and natural gas infrastructure projects including solar generation, cogeneration facilities, wind energy systems, and similar developments to ensure proper siting and operation.	The project will comply with the most recent California Build Code and City ordinances regarding the construction of any electricity or natural gas infrastructure projects.
Safety	
Goal SE-3: <i>A community safe from the risk of fire and with appropriate fire response standards.</i>	
Policy SE-3.3: Maintain and enforce standards for weed and brush abatement and establish clearances around structures to minimize fire hazard risk.	The project will implement appropriate practices to manage landscaping maintenance to ensure that necessary weed abatement occurs. The project will also plan weed and plant clearances around any structures when necessary to minimize fire hazard risk.
Policy SE-3.4: Require the use of fire-resistant building construction materials to reduce the hazard of structure fires, within the developed areas of the City and at the urban wildland interface.	The project will comply with all City ordinances and California Building Code to ensure that structures are compliant with the most recent regulations for construction materials and fire safety.
Goal SE-4: <i>A community that is minimally affected and less vulnerable to earthquakes and seismic hazards.</i>	
Policy SE-4.1: Require all new structures to be designed in accordance with the most recent California Building Code adopted by City Council, including the provisions regarding seismic loads, lateral forces and grading and not built across the trace of an active fault. SE-4.2: Require submittal of applicable geotechnical reports prepared by qualified professionals as part of the development review process. Policy SE-4.4: Require liquefaction assessment studies be conducted for all projects proposed in areas identified as potentially susceptible to liquefaction. In areas where geotechnical testing shows the sediments are susceptible to liquefaction, require the implementation of mitigation measures as a condition of approval. Liquefaction mitigation measures shall be applied to all habitable structures, bridges, roadways, major utility lines, and park improvements to be built in these areas. Work with insurers to require additional insurance coverage in liquefaction areas.	A Geotechnical Investigation was completed for the proposed project site, which included consulting existing data and performing excavations of 25 exploratory boreholes, laboratory testing on selected samples to evaluate their engineering characteristics, and the performance of engineering analyses to develop recommendations for foundation design and site preparation. The methods used in the Geotechnical Investigation tested for collapsible or expansive soils within the project boundaries. Based on the findings in the Geotechnical Evaluation, the project is feasible, if it is designed, graded, and constructed by the most recent California Building Code (CBC) and the preliminary geotechnical recommendations in the Investigation. See Section 4.7, Geology and Soils, for an in-depth discussion and mitigation. Though the property is in an area with a moderate susceptibility to liquefaction, Geotechnical Investigation borings determined that groundwater was not identified at 50 feet, and, therefore, liquefaction is not considered an impact to the site.
Goal SE-5: <i>A community that is prepared for the potential effects of climate change.</i>	

Policy SE-5.5: Encourage new development and redevelopment to take steps to reduce the impacts of extreme heat events, including: Protect the City’s healthy trees and plant new ones to provide shade, increase carbon sequestration and purify the air. Shade public parks and open spaces, including bus shelters. Support residential energy efficiency and weatherization programs. Design buildings to use less cooling through passive heat and cooling techniques.	The project will be developed in accordance with all City ordinances and will implement landscaping that will contribute new trees and plants and shaded areas. The Specific Plan architectural guidelines address including patio trellises, pergolas, roof overhangs, and other exterior structures, as well as passive solar design, to shade and cool outdoor areas of the community, reduce building energy intensity, and create a comfortable outdoor environment throughout the planned development. Buildings will be constructed to maximize energy efficiency and cooling, as per the most recent Title 24 Energy Efficiency Standards (Energy Code) and Green Building Standards (CalGreen).
Policy SE-5.6: When reviewing development proposals, consider the possibility of constrained future water supplies and require enhanced water conservation measures. Ensure compliance with the landscape conservation ordinance. Encourage the use of water conservation measures in new development beyond current requirements. Encourage the use of sustainable landscaping techniques. Support recycled water use.	Water conservation will be achieved in the landscape design through the use of native plant and drought resistant plant materials. Irrigation programming will be designed to minimize water application for the entire landscape setting and will require smart landscaping systems. The Project will be subject to the City of Indio/IWA Ordinance No.1684 (Water Efficient Landscape Development Standards, which establishes water-efficient landscape requirements for newly installed and renovated landscapes.
Goal SE-6: <i>A community that is minimally disrupted by flooding and inundation hazards.</i>	
Policy SE-6.3: Require new development proposals to include as a condition of approval, hydrological and hydraulic studies prepared by a state-certified engineer with expertise in these kinds of studies, that assess the impact the new development will have on the flooding potential of existing development down-gradient. The studies shall provide mitigation measures to reduce this impact to an acceptable level.	A project-specific Hydrology Report has been prepared that meets the standards of the City and the Coachella Valley Water District. The drainage master plan is designed to meet all applicable drainage standards. Findings of the Hydrology Report are discussed in Section 4.9, Hydrology and Water Quality of this draft EIR.
Noise	
Goal NE-1: <i>A City where noise exposure is minimized for those living, working, and visiting the community.</i>	
Policy NE-1.1: Protect noise-sensitive uses, such as residences, schools, health care facilities, hotels, libraries, and churches, from excessive noise levels through land use capability / adjacency, build design, and noise ordinance enforcement.	A noise study was prepared for the Specific Plan to determine the potential noise impacts created by the proposed project. Construction of the proposed project will occur during city-designated construction hours to ensure the least noise disturbance. Operation of the residential facilities will not create noise levels that will disturb noise sensitive land uses. The proposed residential uses

	will be shielded from noise generated by industrial uses due to setbacks and a soundwall. Findings of the Noise Analysis will be discussed in Section 4.12, Noise of this Draft EIR. If a hotel is proposed for future development, an acoustic analysis will be conducted to determine that appropriate construction measures have been included in architectural design; these include enhanced insulation and window requirements.
Policy NE-1.2: Apply the Noise Compatibility Matrix, shown in Table 11-1, as a guide for planning and development decisions. The City will require projects involving new development or modifications to existing development to implement mitigation measures, where necessary, to reduce noise levels to at least the normally compatible range shown in the City's Noise Compatibility Matrix shown in Table 11-1. Mitigation measures should focus on architectural features and building design and construction, rather than site design features, such as excessive setbacks, berms, and sound walls, to maintain compatibility with adjacent and surrounding uses.	The City enforces the CBC which establishes 45 CNEL as the allowable interior noise levels and roof ceiling assemblies exposed to noise levels above 65 dBA (CNEL or hourly Leq) to prescriptive assembly requirements or a performance standard of 50 dBA Leq. Per the project-specific Noise Study, the project's multi-family residential development will not generate substantial exterior noise levels. Therefore, the residential component will not have the potential to exceed interior noise level standards at any facilities located within or outside of the project area. Some commercial noise sources like car washes could generate exterior noise levels of between approximately 79 dBA Leq to 89 dBA Leq at 50 feet, which will fully attenuate to 65 dBA Leq at distance of 790 feet if no shielding was provided. In addition, industrial development could generate noise levels of up to approximately 65 dBA Leq at 50 feet, but industrial noise sources are more likely to be located more than 50 feet from residential and commercial building facades. The implementation of Mitigation Measures NOI-3A and NOI-3B will limit the potential for industrial-related development in PA 4 to impact residential development in PA 3 and require future development in the project area to identify and control on-site noise to comply with the City's exterior and interior noise standards. Project operational noise will be reduced to less than significant levels with the implementation of NOI-3A and NOI-3B.
Policy NE-1.3: Implement all applicable noise-related policies contained in the Bermuda Dunes Airport Land Use Plan.	The project area exists in the Bermuda Dunes Airport Compatibility Zones C, D and E; therefore, all noise related policies contained in the Plan will be followed throughout construction and the life of the project. Based on the proposed project's Planning Area boundaries and conceptual site plans for the MBS and Scenario 2, the project will not conflict with ALUCP land use criteria for Compatibility Zone C or D. Development in this area could consist of residential

or mixed-uses with non-residential areas (e.g., outdoor dining areas, parking lots, loading areas, etc.) that will not be highly noise sensitive. A small part of the PA 4 is located within the Bermuda Dunes Airport 55 CNEL to 60 CNEL noise contour, meaning airport-related noise levels do not exceed 60 CNEL within the project area. The Riverside County ALUCP identifies noise levels up to 60 CNEL as normally acceptable for office and retail trade uses, while noise levels up to 65 CNEL are normally acceptable for warehousing and light industrial uses. Therefore, the Industrial District land use proposed in PA 4 will be compatible with potential airport-related noise levels. In addition, for potential office buildings/areas in PA 4 that are also within Compatibility Zone C, the ALUCP requires a minimum exterior to interior noise level reduction of 20 dB; however, no office building will be located within an airport-related 65 CNEL contour. The ALCUP (Policy 4.1.6) acknowledges that most standard wood-frame construction techniques with a windows closed condition achieves a minimum of 20 dB of exterior to interior noise reductions. Thus, airport-related interior noise levels in any potential office building located within Compatibility Zone C will not exceed 45 CNEL as required by the ALUCP. Moreover, the project's development standards explicitly identify that properties located within the Bermuda Dunes Airport Influence Area shall be subject to the requirements and standards of the ALUCP, including density and intensity standards that exist at the time of review (City of Indio, 2023b, Table 3-3, Notes 1 and 2).

Finally, for any residential property within any compatibility zone, the project's supplemental development standards require the disclosure of airport proximity and existence of aircraft overflights during real estate transactions as specified by State law. The project's supplemental development standards also require a deed notice to be recorded for each parcel associated with any discretionary land use action affecting property within the project that discloses the property is within an airport influence area and may be subject to annoyances and inconveniences associated with proximity to airport operations such as noise, vibration, and odors.

Policy NE-1.6: Limit delivery or service hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on driveways next to residential and other noise sensitive areas, such as residences, schools, hospitals, religious meeting spaces, and recreation areas.	A noise study was prepared for the Specific Plan to evaluate the development's potential exposure to noise from nearby sources, and the anticipated level of noise to be produced during the project's operation. Where necessary, mitigation and monitoring will be implemented to minimize the exposure to excessive noise levels on-site and for neighboring properties. Additionally, as governed by IUDC 2.03.06.k, loading, unloading, and all service and maintenance activities for commercial use will be conducted between the hours of 7:00 am and 10:00 pm.
Policy NE-1.7: Prioritize the building design and character policies in the Land Use and Community Character Element over those in the Noise Element to ensure that new development meets the design vision of the city. This policy will not apply when noise levels are clearly in the incompatible range as shown in the City's Noise Compatibility Matrix shown in Table 11-1.	The Specific Plan will prioritize the applicable policies from the Land Use and Community Character Element. The industrial uses will be appropriately set back from proposed residential uses. A fourteen-foot sound wall is proposed on the northern portion of the industrial use area that will further protect residential uses to the north.
Goal NE-2: <i>A City with minimal mobile source-generated noise levels.</i>	
Policy NE-2.2: Regulate traffic flow to enforce speed limits to reduce traffic noise. Periodically evaluate and enforce established truck and bus routes to avoid noise impacts on sensitive receptors.	The project will implement a truck route that avoids the use of Avenue 42 to the north of the project. This will reduce traffic conflicts and avoid noise impacts from trucks using Avenue 42.
Policy NE-3.4: Require development to minimize the exposure of neighboring properties to excessive noise levels from construction-related activity during all phases of construction.	A noise study was prepared for the Specific Plan to evaluate the development's potential exposure to noise from nearby sources, and the anticipated level of noise to be produced during the project's construction and operation. Where necessary, mitigation and monitoring will be implemented to minimize the exposure to excessive noise levels on-site and for neighboring properties.

Bermuda Dunes Land Use Compatibility Plan Consistency Analysis

The Bermuda Dunes Airport is a privately owned airport located south of Country Club Drive and west of Jefferson Street. There are limits on the maximum structure height, use restrictions, mitigation, and other treatments for new development built within the compatibility zones identified in the ALUCP. The project is located within Bermuda Dunes Airport Zone C, D, and E. According to the Riverside County Airport Land Use Compatibility Plan Policy Document, Zone C indicates extended approach/departure zones; Zone D indicates primary traffic patterns and runway buffer area; and Zone E indicates other airport environs. **Table 4.10-8** shows the zones, meaning, prohibited uses, and other development conditions.

Per the table on the following page, prohibited uses within Zone C include children's schools, daycare centers, libraries, hospitals, nursing homes, buildings with more than three aboveground habitable floors, highly noise-sensitive outdoor nonresidential uses, and hazards to light. The project does not propose any of these uses within the project area. Zone D highly prohibits noise-sensitive outdoor nonresidential uses, and hazards to flight, and Zone E prohibits hazards to flights. The project does not highly propose noise-sensitive outdoor nonresidential uses or hazards to flight.

Although the project does not propose the list prohibited uses within the Specific Plan area, the project applicant is required to consult with the Riverside County Airport Land Use Commission (ALUC). As required by State law, the adoption of a specific plan affecting the property within an airport influence area (Public Utilities Code Section 21676(b)) and the adoption or approval of a zoning ordinance or building regulation which (1) affects property within an airport influence area, and (2) involves the types of airport impact concerns listed in Section 1.4 (Public Utilities Code Section 21676(b)) shall be referred to the ALUC for determination of consistency with the Commission's Plan prior to the approval by the City of Indio.

The ALUC's review of The Oasis at Indio Specific Plan will determine whether the Specific Plan is consistent and compliant with the Airport Land Use Compatibility Plan. The Riverside County Airport Land Use Commission held a public hearing and issued a Finding of Consistency for the project on February 8, 2023, in which they determined the project to be consistent with the Bermuda Dunes Airport Land Use Compatibility Plan. ALUC Conditions of approval have been fully incorporated into the Specific Plan (**Appendix A** of this Draft EIR).

Table 4.11-7 Basic Compatibility Criteria

Zone	Locations	Maximum Densities / Intensities					Additional Criteria		
		Residential (d.u./ac.) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵	
			Aver- age ⁶	Single Acres ⁷	with Bonus ⁸				
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	▶ All structures except ones with location set by aeronautical function ▶ Assemblages of people ▶ Objects exceeding FAR Part 77 height limits ▶ Storage of hazardous materials ▶ Hazards to flight⁹	▶ Avigation easement dedication	
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	▶ Children's schools, day care centers, libraries ▶ Hospitals, nursing homes ▶ Places of worship ▶ Bldgs with >2 aboveground habitable floors ▶ Highly noise-sensitive outdoor nonresidential uses¹⁰ ▶ Aboveground bulk storage of hazardous materials¹¹ ▶ Critical community infrastructure facilities¹² ▶ Hazards to flight⁹	▶ Locate structures maximum distance from extended runway centerline ▶ Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ ▶ Airspace review required for objects >35 feet tall¹⁴ ▶ Avigation easement dedication	
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	▶ Locate structures maximum distance from runway ▶ Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ ▶ Airspace review required for objects >35 feet tall¹⁴ ▶ Avigation easement dedication	
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	▶ Children's schools, day care centers, libraries ▶ Hospitals, nursing homes ▶ Bldgs with >3 aboveground habitable floors ▶ Highly noise-sensitive outdoor nonresidential uses¹⁰ ▶ Hazards to flight⁹	▶ Minimum NLR of 20 dB in residences (including mobile homes) and office buildings¹³ ▶ Airspace review required for objects >70 feet tall¹⁵ ▶ Deed notice required	
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.)	100	300	390	10%	▶ Highly noise-sensitive outdoor nonresidential uses¹⁰ ▶ Hazards to flight⁹	▶ Airspace review required for objects >70 feet tall¹⁵ ▶ Children's schools, hospitals, nursing homes discouraged¹⁷ ▶ Deed notice required	
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	▶ Hazards to flight⁹	▶ Airspace review required for objects >100 feet tall¹⁵ ▶ Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks¹⁸	
★	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	▶ Airspace review required for objects >35 feet tall¹⁴ ▶ Avigation easement dedication	

See Chapter 3 for airport-specific additions or exceptions to these policies

See Chapter 3 for airport-specific additions or exceptions to these policies

Source: Table 2A, Basic Compatibility Criteria, Riverside County Airport Land Use Compatibility Plan Policy Document, October 2004.

Note: Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited.

SCAG RTP/SCS Consistency Analysis

Analysis regarding the proposed project's consistency, inconsistency, or inapplicability to SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals, listed in Subheading 4.11.3, is summarized in **Table 4.11-8**, below. The consistency analysis determined that the proposed project is consistent with the applicable goals in the RTP/SCS. The project proposes a mixed-use development that will construct infrastructure supporting the project and employment opportunities. Multi-use roadways proposed for the project would allow accessibility to the site and surrounding areas. The development of multi-modal paths will create an efficient and accessible roadway system and allows reliable and safe travel throughout the site. These are consistent with RTP/SCS Goals 1 – 7 and 9. RTP/SCS Goals 8 and 10 are associated with the regional transportation system and therefore are not applicable to the project.

Per **Table 4.11-8, SCAG 2020-2045 RTP/SCS Goals Consistency Analysis**, conducted for this project, it will be consistent with all of the applicable goals of the RTP/SCS. Less than significant impact.

Surrounding Areas

Properties in proximity to the project consist of a mix of developed and undeveloped lands. General Plan land uses surrounding the project include Mixed Use Neighborhood to the north, Regional Commercial to the east, Parks and Open Space and Workplace Employment District to the south and west. The current zoning designations in the surrounding area include Mixed Use Neighborhood (MUN), Specific Plan (MU-SP) to the north, Regional Commercial (RC) to the east, Parks and Open Space (OS), Heavy Industrial (IH), and Light Industrial (IL) to the south, and Parks and Open Space (OS) and Specific Plan (MU-SP) to the west.

The developed and undeveloped properties in proximity to the proposed project are zoned and designated for residential, commercial, industrial, and open space uses. The project components (high density residential, commercial, and industrial uses) are compatible with the surrounding mixed use, residential, commercial, and industrial land uses and zoning designations as described above.

Based on the consistency analysis presented in this discussion, the project will be consistent with the goals and policies of the Indio General Plan. The Specific Plan will result in changes to development standards, but as demonstrated above, those changes will not be substantial. Impacts will be less than significant.

Table 4.11-8 SCAG 2020-2045 RTP/SCS Goals Consistency Analysis

Goal	Consistency Analysis
RTP/SCS G1: <i>Encourage regional economic prosperity and global competitiveness.</i>	Not applicable but consistent: This goal pertains to the development of the Regional Transportation Plan itself and is not a project-specific policy, as it relates to encouraging regional economic prosperity and global competitiveness. Nonetheless, the project can be considered consistent with this policy in that the project will provide 3,240 multifamily residential units, 1,806,290 square feet of industrial, and 20,000 square feet of commercial/retail use in the Maximum Buildout Scenario (MBS), and 1,806,290 square feet of industrial use, 1,237 multi-family residential units, and 71,600 square feet of commercial uses in Scenario #2. The development of 1,806,290 square feet of industrial uses will provide jobs in the surrounding area and warehousing/sort/non-sort facilities allow for the transport of consumer products. The project's location in proximity to a regional transportation system (i.e., Interstate 10) is ideal for truck access. The mixed-use designation for PA 1, 2 and 3, allows for medium to high-density multi-family residential and commercial land uses in a vertical or horizontal mixed-use development within walkable distance to surrounding neighborhoods, a variety of nearby retail commercial centers, workplaces, and public transit. PA 1, 2 and 3 would also provide jobs in the area and uses based on market demand in the region. Moreover, the residential component of the project would provide much needed housing in the City and region. Therefore, with the mixed-use project will provide jobs and uses that encourage economic prosperity and competitiveness.
RTP/SCS G2: <i>Improve mobility, accessibility, reliability, and travel safety for all people and goods.</i>	Consistent: The project proposes a street system within and around the project site that will include travel lanes for motor vehicles as well as lanes for non-motorized vehicles (bicycles and golf cart/NEVs), as well as a separated sidewalk for pedestrians. The project will implement buildout of the surrounding roads per the General Plan. The aspect of goods and mobility will also be achieved with development of 1,806,290 square feet of industrial uses for warehouse/sort/non-sort facilities, which would provide goods for distribution. As stated above, the project is in proximity to the I-10 freeway, which is a regional corridor, providing accessible truck access to the site. See Section 4.16, Transportation , for a full discussion of the proposed improvements regarding the street system. Overall, the project would not conflict or burden the regional goods mobility across the SCAG region.
RTP/SCS G3: <i>Enhance the preservation, security, and resilience</i>	Consistent. This goal is primarily directed towards SCAG and has limited applicability to individual development projects. The project proposes improvements to the surrounding roadway systems, including the regional transportation system's I-10 westbound and eastbound ramps (Maximum Buildout Scenario). See Section 4.16, Transportation , for further discussion of project improvements to the transportation

<i>of the regional transportation system.</i>	system. Overall, the project would not conflict with the security and resilience of the regional transportation system.
RTP/SCS G4: <i>Increase person and goods movement and travel choices within the transportation system.</i>	Consistent: See consistency analysis discussion for Goal 2. The project would permit up to 1,806,290 square feet of industrial uses for warehouse/sort/non-sort facilities, commercial uses, and multifamily residential uses. Development of the project site would increase people through housing and employment opportunities. The project's industrial component will increase the movement of goods through the regional transportation system (i.e., I-10), which is in proximity to the project. Pertaining to travel choices within the transportation system, the project will introduce a variety of non-motorized transportation improvements that will improve travel choices within the Specific Plan area. The project would not conflict with the SunLine Transit Agency's periodic adjustments to service coverage or implementation of SunLine Transit network. SunLine Transit Route 8 provides access from North Indio to Thermal/Mecca area, and existing connections to routes throughout the region. See Section 4.16, Transportation , for further discussion of the existing and proposed transportation system.
RTP/SCS G5: <i>Reduce greenhouse gas emissions and improve air quality.</i>	Consistent: The project incorporates project design features aimed at reducing VMT, GHG, and criteria air pollutant emissions, including various options for non-motorized transportation. Combined with mitigation measures, these measures will work toward attainment of the approved Air Quality Management Plan applicable in the South Coast AQMD jurisdiction. See Section 4.3, Air Quality , Section 4.9, Greenhouse Gas Emissions , and Section 4.16, Transportation .
RTP/SCS G6: <i>Support healthy and equitable communities.</i>	Consistent: The Oasis at Indio protects the environment and health of residents by providing non-motorized transportation facilities, including sidewalks, parkways, and bicycle lanes. The proposed project's land use configurations reduce vehicular traffic and vehicles miles traveled by maximizing interactions between adjacent or nearby land uses and providing pedestrian and bicycle connections to adjacent streets to assure that infrastructure and amenities accommodate pedestrian and bicycle use.
RTP/SCS G7: <i>Adapt to a changing climate and support an integrated regional development pattern and transportation network.</i>	Not applicable but consistent: The project is a developer-initiated Specific Plan, and not a generally applicable program or regulation. This goal is primarily directed towards SCAG as it relates to adapting to a changing climate and supporting an integrated regional development pattern and transportation network, and therefore has limited applicability to individual development projects. Taking place in a site that has previously been approved for development, the project is not of a scale or nature that would conflict with the SCAG region's assumptions for development patterns or transportation network. The Oasis at Indio Specific Plan provides a mixed-use project with a network of pedestrian paths and bike lanes,

	residential recreational facilities (i.e., fitness rooms, community pools, and clubhouses for the residents and their guests as well as common open space areas, walkways, landscape parkways and buffer areas), and commercial uses adjacent to residential units. As mentioned above, the project land use configurations reduce vehicular traffic and VMTs by maximizing interactions between adjacent or nearby land uses and providing pedestrian and bicycle connections to adjacent streets.
RTP/SCS G8: <i>Leverage new transportation technologies and data-driven solutions that result in more efficient travel.</i>	Not applicable: This policy about new technologies is directed toward SCAG and does not apply to individual development projects. The adoption of transportation technologies, primarily pertaining to electric vehicles or emission reductions, will be a function of state and federal requirements to which residents will be required to adapt as applicable.
RTP/SCS G9: <i>Encourage development of diverse housing types in areas that are supported by multiple transportation options.</i>	Consistent: The project includes up to 3,240 multifamily dwelling units integrated with non-motorized transportation facilities consisting of sidewalks, parkways, and bicycle lanes, in addition to the street improvements for motorized travel. Therefore, the project would support the integration of housing and diverse transportation options at the plan level.
RTP/SCS G10: <i>Promote conservation of natural and agricultural lands and restoration of habitats.</i>	Not applicable: As stated in Section 4.2, Agricultural Resources, from the early 1930s to 2009, the project site consisted of agricultural land, residential homes, a barn, and a mechanical/auto repair area in a portion of the property. The most recent agricultural use on the site was growing sod grass, which ceased by 2005. Remnants of agricultural and commercial land uses include several concrete pads, irrigation standpipes, and a circular feature resembling a possible hydraulic lift piston on the northwestern side of the subject property. The current land condition includes minimal vegetation consisting of both native and nonnative vegetation commonly found in areas of human disturbance. The project site is located in an area designated for mixed use and regional commercial developments, per the Indio General Plan. Agricultural operations have not occurred onsite for almost 20 years, and the site has been cleared and graded. Therefore, SCAG's goal of conserving natural and agricultural land and the restoration of habitats is not applicable to the project.

4.11.5 Cumulative Impacts

The geographic scope for the analysis of cumulative impacts on land use consists of each project area and the immediate vicinity around each of these sites where adverse land use impacts could occur.

The proposed project would not divide an established community and is consistent with land use policies of the City's General Plan. The proposed uses within the project site would be consistent and compatible with existing and planned land uses surrounding the project site, including the residential uses to the north, commercial uses to the east, and accessibility to the Interstate 10 freeway to the south. The project would create a cohesive community of mixed uses on vacant and undeveloped land in Indio. Upon adoption of The Oasis at Indio Specific Plan, the project would be consistent with applicable goals and policies in the City's General Plan. The project will provide commercial uses in proximity to existing and proposed residential communities in the northern portion of the City. Residential units in the project site will be consistent with the General Plan Housing Element and Land Use Element, which promotes the development of housing within the City. The industrial and commercial uses are consistent with the City's policy to support and encourage employment opportunities in the City (*Policy LU-2.2, LU-2.3*).

There are no potential project conflicts or inconsistencies with applicable adopted plans, policies, and regulations, and the project would not combine with others to result in a substantial cumulative impact. Overall, there will be a less than cumulatively substantial effect on existing and planned land uses generated by this project.

Development of the project, in conjunction with other cumulative development in the area permitted by the City's General Plan, would not result in citywide and regional land use and planning impacts. As with the project, related projects and other future growth would be subject to compliance with the local and regional plans reviewed in this section. Cumulative impacts would be less than significant, and the project would not have a considerable contribution to potential land use impacts.

4.11.6 Mitigation Measures

No mitigation measures are required.

4.11.7 Level of Significance After Mitigation

No significant impacts have been identified and no mitigation measures are necessary.

4.11.8 Resources

1. Indio General Plan 2040, Chapter 3, Land Use and Urban Design;
<https://www.indio.org/home/showpublisheddocument/3327/638053914862030000>
2. Indio Unified Development Code
<https://www.indio.org/home/showpublisheddocument/3314/638046229914700000>

4.12 Noise

4.12.1 Introduction

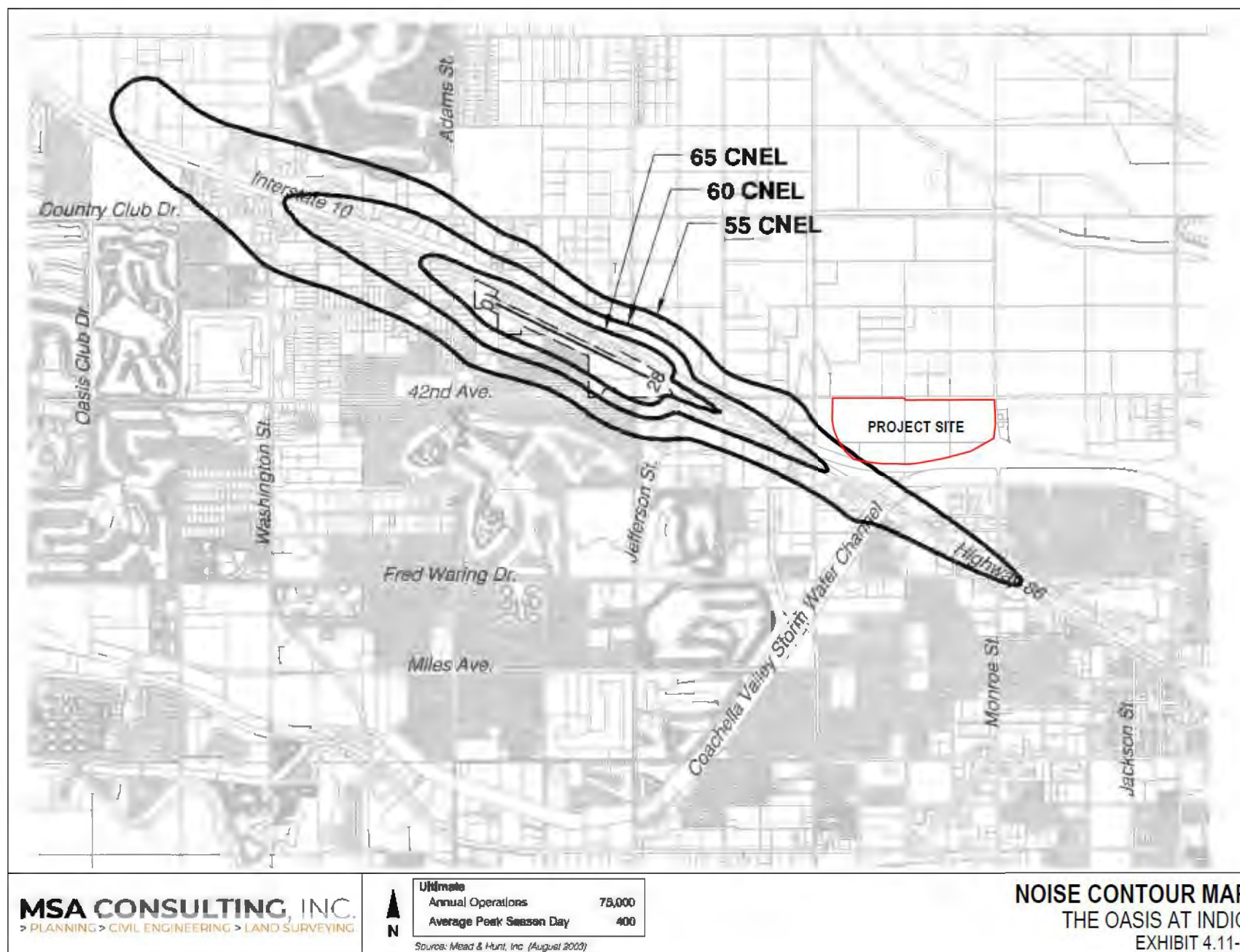
This section describes the existing acoustic setting at the project site and in the vicinity and evaluates the potential noise exposure that could result from build-out of The Oasis at Indio project. Information for this section was obtained from *The Oasis at Indio Specific Plan Noise Impact Analysis* (“Noise Impact Analysis”), prepared by MIG, Inc., November 2023 (**Appendix K**), Chapter 11, *Noise*, of the Indio General Plan, the City’s Municipal Code, and the City’s Unified Development Code.

4.12.2 Existing Conditions

The development area of the project encompasses approximately 183 acres, located at the southwest corner of Monroe Street and Avenue 42 in the City of Indio. The local area is characterized by commercial developments to the east; residential communities, agricultural lots, and vacant lots to the north; the Thousand Palms Stormwater Channel to the west; and the Interstate 10 (I-10) freeway to the south.

The City’s General Plan Noise Element identifies transportation noise sources (i.e., roadways, rail, and the Bermuda Dunes Airport) as the most dominant source of noise in Indio. Non-transportation noise sources associated with festivals, manufacturing, industrial, and agricultural operations, mechanical and landscaping equipment, and human speech can also contribute to the local noise environment (City of Indio, 2019a, p. 11-3).

The Bermuda Dunes Airport is located approximately one mile west of the project. Due to the close proximity to the Airport, the project site and surrounding area experiences intermittent noise from planes flying over the site. According to the Airport Land Use Commission (ALUC) noise contour map of the Bermuda Dunes Airport, a small portion of the southwest corner of the project area is located within the 55 CNEL to 60 CNEL airport noise contour (see **Exhibit 4.12-1, Noise Contour Map**). The project area is located approximately 590 feet northeast from the center of an existing Union Pacific Railroad (UPRR) rail corridor. There are no large stationary noise sources in the vicinity of the project area.



Existing Ambient Noise Level Measurements

Ambient noise level monitoring was conducted at and near the project area from 9 AM on Sunday, November 13, 2022, to 9 AM on Tuesday, November 15, 2022. The ambient noise levels were digitally measured and stored using two Larson Davis Soundtrack LxT sound level meters that meet American National Standards Institute (ANSI) requirements for Type 1 integrating sound level meter. Measurements were continuously collected over the sample period in 1-minute intervals. The interval was selected to capture short-term noise events and increases in noise levels above typical background conditions. Weather conditions during the monitoring were clear and sunny during the daytime and clear and cool during the nighttime. Winds were high on Sunday, November 13, reaching 13 miles per hour (mph) during the daytime. Wind conditions were calmer on Monday, November 14, reaching 5 mph during the daytime. The wind conditions are considered representative of the project area. The ambient noise monitoring included one long-term (LT) and three short-term (ST) measurements at locations selected to:

- Provide direct observations and measurements of existing noise sources at and in the vicinity of the project;
- Determine typical ambient noise levels at and in the vicinity of the project; and
- Evaluate project noise levels at nearby sensitive receptors.

The ambient noise monitoring locations are described below and shown on **Exhibit 4.12-2, *Ambient Noise Monitoring Locations***.

- **LT-01** was near the geographic center of the project area, approximately 1,325 feet north of the centerline of the I-10 westbound (WB), 680 feet south of the centerline of Avenue 42, and 2,700 feet west of the centerline of Monroe Street. Ambient noise levels at this location were measured from 9:15 AM on Sunday, November 13, 2022, to 9:15 AM on Tuesday, November 15, 2022. The ambient noise levels measured at LT-01 are representative of the typical noise levels in the central part of the project.
- **ST-01** was in the south-central part of the project, approximately 175 feet north of the centerline of the I-10 WB. Ambient noise levels at this location were measured from 9:15 AM to 11:10 AM on Monday, November 14, 2022. The ambient noise levels measured at ST-01 are representative of the typical daytime noise levels in the southern portion of the project.
- **ST-02** was in the western part of the project, approximately 1,000 feet north of the centerline of the I-10 WB and 790 feet south of the centerline of Avenue 42. Ambient noise levels at this location were measured from 11:30 AM to 1:30 PM on Monday, November 14, 2022. The ambient noise levels measured at ST-02 are representative of the typical daytime noise levels in the western portion of the project site.

- **ST-03** was in the northeastern corner of the project area, approximately 1,440 feet north of the centerline of the I-10 WB, 120 feet south of the centerline of Avenue 42, and 100 feet west of the centerline of Monroe Street. Ambient noise levels at this location were measured from 1:45 PM to 3:45 PM on Monday, November 14, 2022. The ambient noise levels measured at ST-03 are representative of the typical daytime noise levels in the eastern portion of the project site and at the intersection of Avenue 42 and Monroe Street.



Tables 4.12-1 and 4.12-2 summarize the results of the long- and short-term ambient noise monitoring for the existing setting.

Table 4.12-1 Measured Long-Term Ambient Noise Levels (dBA) in the Project Area

Day / Site	Duration	Measured Range in Hourly Noise Levels (dBA L _{eq}) ^(A)			
		Daytime (7 AM to 7 PM)	Evening (7 PM to 10 PM)	Nighttime (10 PM to 7 AM)	Calculated CNEL ^(B)
Sunday, November 13, 2022, to Monday, November 14, 2022					
LT-01	24 hours	54.8 – 67.0	60.4 – 64.1	60.5 – 67.9	70.4
Monday, November 14, 2022, to Tuesday, November 15, 2022					
LT-01	24 hours	57.6 – 63.9	63.7 – 64.9	61.5 – 65.3	69.8
Source: MIG (See Appendix A in Noise Impact Analysis)					
(A) The L _{eq} value represents the equivalent steady-state noise level that would contain the same amount of acoustical energy as the time-varying noise level during the listed hour. Values are the lowest and highest measured hourly L _{eq} values during the listed period.					
(B) The 24-hour CNEL value is calculated by applying a 5 dB penalty to measured evening noise levels and a 10 dB penalty to measured nighttime noise levels. The CNEL is calculated for the following times: 9:15 AM on Sunday, November 13 to 9:15 AM on Monday, November 14 and 9:15 AM on Monday, November 14 to 9:15 AM on Tuesday, November 15.					

Table 4.12-2 Measured Short-Term Ambient Noise Levels (dBA) in the Project Area

Day / Site	Duration	Measured Noise Level (dBA)					
		L _{eq} ^(A)	L _{min} ^(B)	L ₉₀ ^(C)	L ₅₀ ^(C)	L _{8.3} ^(C)	L _{max} ^(B)
Monday, November 14, 2022 (9:10 AM to 11:10 AM)							
ST-01	2 hours	73.6	58.4	70.3	73.0	76.2	87.6
LT-1	2 hours	57.5	51.0	55.6	56.9	59.5	79.1
Monday, November 14, 2022 (11:30 AM to 1:30 AM)							
ST-02	2 hours	58.9	51.2	56.9	58.5	60.8	70.8
LT-1	2 hours	58.3	52.1	56.5	58.0	60.1	74.4
Monday, November 14, 2022 (1:45 PM to 3:45 PM)							
ST-03	2 hours	67.2	52.1	60.0	64.1	71.6	89.4
LT-1	2 hours	57.9	50.6	56.7	57.7	59.3	65.8
Source: MIG (See Appendix A in Noise Impact Analysis)							
(A) The L _{eq} value represents the equivalent steady-state noise level that would contain the same amount of acoustical energy as the time-varying noise level during the listed period.							
(B) The L _{min} and L _{max} represent the lowest and highest instantaneous noise levels measured during the listed period, respectively.							
(C) Values represent the noise level exceed a certain percentage of the period, e.g., L ₉₀ is the noise level that was exceeded 90% of the time for the listed period.							

As shown in the tables above, noise levels above 73 dBA L_{eq} were collected in the southern part of the project area, closest to the I-10 (ST-01), and above 67 dBA L_{eq} in the northeastern part of the project area near the intersection of Monroe Street and Avenue 42. Noise levels in the center and western parts of the project area (LT-01 and ST-02, respectively) were the lowest, between 57 dBA L_{eq} and 65 dBA L_{eq} . Based on observations during the noise monitoring, vehicle traffic on I-10 and Monroe Street and aircraft overflights are the prominent ambient noise sources in the project area.

4.11.2 Regulatory Setting

To limit exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the State have established standards and ordinances to control noise. Federal and State agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

Federal

Noise Control Act of 1972

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

1. Publicize noise emission standards for interstate commerce;
2. Assist state and local abatement efforts; and
3. Promote noise education and research.

The Federal Office of Noise Abatement and Control (ONAC) originally was tasked with implementing the Noise Control Act. However, it was eventually eliminated, leaving other federal agencies and committees to develop noise policies and programs. Some examples of these agencies are as follows: The Department of Transportation (DOT) assumed a significant role in noise control through its various agencies. The Federal Aviation Agency (FAA) is responsible for regulating noise from aircraft and airports. The Federal Highway Administration (FHWA) is responsible for regulating noise from the interstate highway system.

State

Assembly Bill 1307

Assembly Bill (AB) 1307 was signed into law in September 2023. The bill adds new Section 20185 to the Public Resources Code, establishing that, for the purposes of CEQA, for residential projects, “the effects of noise generated by project occupants and their guests on human beings is not a significant effect on the environment.” AB 1307 defines residential or mixed-use housing projects to mean a project consisting of residential uses only or a mix of residential and non-residential uses, with at least two-thirds of the square footage of the development designated for residential uses.

California Department of Transportation

The California Department of Transportation's (Caltrans) *Transportation and Construction Vibration Guidance Manual* provides a summary of vibration criteria that has been reported by researchers,

organizations, and governmental agencies and provides recommended guidelines for evaluating potential vibration impacts on buildings (i.e., structural damage) and humans (i.e., annoyance) from transportation and construction projects. Caltrans established a barely perceptible vibration level of 0.01 peak particle velocity (PPV) inch/second (in/sec), distinctly perceptible vibration level of 0.04 PPV in/sec, and strongly perceptible human annoyance criterion of 0.1 PPV in/sec for human detection and annoyance from continuous vibration sources.

State of California Noise Requirements

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which must be prepared per guidelines adopted by the Governor's Office of Planning and Research. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. In addition, CEQA requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

California Department of Health Services Office of Noise Control

The California Department of Health Services Office of Noise Control (ONC) was established in 1973 to develop regularity tools to control and abate noise for use by local agencies. One significant model is the "Land Use Compatibility for Community Noise Environments Matrix," which allows the local jurisdiction to clearly delineate compatibility of sensitive uses with various incremental levels of noise.

State of California Building Standards Code

The California Building Standards Code is contained in Title 24 of the California Code of Regulations (CCR) and consists of 11 different parts that set various construction and building requirements. Part 2, California Building Code (CBC), Section 1206, Sound Transmission, establishes sound transmission standards for interior walls and floor/ceiling assemblies between adjacent dwelling units and sleeping units and between dwelling units and sleeping units and adjacent public areas. This code requires:

- **Airborne Sound:** Walls, partitions, and floor-ceiling assemblies separating dwelling units and sleeping units from each other or from public or service areas shall have a sound transmission class (STC) of not less than 50 if laboratory tested or have a Normalized Isolation Class (NNIC) of not less than 45 if field tested (Section 1206.2).
- **Structure-borne Sound:** Floor-ceiling assemblies between dwelling units and sleeping units or between a dwelling unit or sleeping unit and a public or service area within the structure shall have an impact insulation class rating of not less than 50 if laboratory tested or have a Normalized Impact Sound Rating of not less than 45 if field tested. Impact sound insulation is

not required for floor-ceiling assemblies over non-habitable rooms or spaces not designed to be occupied such as garages, mechanical rooms, and storage areas (Section 1206.3).

- **Allowable Interior Noise Levels:** Interior noise levels attributable to exterior noise sources shall not exceed 45 Day-Night Average Level (DNL) or Community Noise Equivalent Level (CNEL) (as set by the local General Plan) in any habitable room.¹

The California Green Building Standards Code (CALGreen) is Part 11 to the California Building Standards Code. Chapter 5 Nonresidential Mandatory Standards, Section 5.507, establishes acoustical control requirements for non-residential buildings. This code section requires:

- **Prescriptive Exterior Noise Transmission Control:** Wall and roof-ceiling assemblies that are part of the building envelope within the 65 CNEL noise contour of an airport or within the 65 DNL or 65 CNEL noise contour of a freeway, expressway, railroad, industrial source, or fixed-guideway source, shall meet a composite STC rating of at least 50 (with exterior windows a minimum STC of 40) or a composite Outdoor-Indoor Sound Transmission Class (OITC) of no less than 40 (with exterior windows a minimum OITC of 30). Buildings exposed to a noise of 65 decibels (dB) equivalent continuous sound level (L_{eq}) (1-hour) during any hour of operation shall have wall and roof-ceiling assemblies meeting a composite STC of at least 45 (or OITC of at least 35), with exterior windows a minimum STC of 40 (or OITC 30) (Section 5.507.4.1).
- **Performance Method Exterior Noise Transmission Control:** For buildings located within the 65-DNL, -CNEL, or -dB L_{eq} (1-hour) areas, wall and roof-ceiling assemblies shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an L_{eq} (1-hour) of 50 dBA in occupied areas during any hour of operation (Section 5.507.4.2). This requirement shall be documented by an acoustical analysis documenting interior sound levels prepared by personnel approved by the architect or engineer of record.
- **Interior Sound Transmission:** Wall and floor assemblies separating tenant spaces and tenant spaces and public spaces shall have an STC of at least 40 (Section 5.507.4.3).

Regional and Local

Riverside County Airport Land Use Commission

The Riverside County Airport Land Use Commission (ALUC) protects public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to extensive noise and hazards within areas around airports. The County ALUC reviews land use compatibility issues (i.e., safety, noise, overflight, and airspace protection) for

¹ Title 24, Part 2, Section 202, Definitions, defines "habitable space" to be "space for living, sleeping, eating, or cooking." Bathrooms, toilet rooms, closets, halls, storage or utility spaces and similar areas are not considered habitable spaces.

development surrounding airports in the County. These compatibility issues are identified and analyzed in the Airport Land Use Compatibility Plan (ALUCP) for each airport, and the implementation of these plans promotes compatible development around the airports.

Bermuda Dunes Airport Land Use Compatibility Plan

The Riverside County ALUCP establish basic compatibility factors and criteria for the Bermuda Dune Airport Influence Area, including Zones C, D, and E in which the proposed project area is located. The Riverside County ALUCP basic compatibility criteria for Compatibility Zones C, D, and E that are relevant to the project are indicated in the table below.

Table 4.12-3 Summary of Relevant Riverside County ALUCP Compatibility Factors and Criteria

Zone and Location	Maximum Density/Intensity			Required Open Land	Prohibited Uses	Other Conditions
	DU Per Acre ^(B)	Average People/Acre ^(C)	Single Acre ^(C)			
C - Extended Inner Approach / Departure Zone	0.2 (Average parcel size ≥ 5.0 acres	75	150	Max 20% lot coverage	Children’s schools, day care centers, libraries, hospitals, and nursing homes	Minimum outside to inside noise level reduction of 20 dB in residences (including mobile homes) and office buildings
					Buildings with more than 3 aboveground habitable floors	
					Highly noise-sensitive outdoor non-residential uses ^(D)	Deed notice required ^(D)
D - Primary Traffic Patterns and Runway Buffer Area	0.2 (Average parcel size ≥ 5.0 acres or ≥ 5.0 (Average parcel size ≤ 0.2 acres	100	300	Max 10% lot coverage	Highly noise-sensitive outdoor nonresidential uses ^(D)	Children’s schools, hospitals, nursing homes discouraged ^(E)
						Deed notice required
E - Other Airport Environs	No Limit	No Limit		None	None related to noise	

Source: Riverside County, 2004, Table 2A

- (A) This table is not exhaustive. It only lists the compatibility factors and criteria that are relevant to the noise analysis of the proposed Project, which is a Specific Plan what would support residential and non-residential land uses. The listed standards are consistent with Table 2A from the Riverside County ALUCP.
- (B) Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development.
- (C) Usage intensity calculations shall include all people (employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- (D) Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.
- (E) Discourages uses should generally not be permitted unless no feasible alternative is available.

The Riverside County ALUCP establishes supplemental compatibility criteria related to noise intended to avoid the establishment of noise sensitive land uses in portions of airport environs that are exposed to significant levels of aircraft noise as shown in **Table 4.12-4**. The ALUCP establishes the maximum

exterior CNEL considered normally acceptable for new multi-family residential land uses in the vicinity of an airport is 60 dB, while the maximum CNEL for commercial uses is generally 65 dB, as illustrated in the table below. The ALUCP establishes the maximum, aircraft-related, interior noise level that shall be considered acceptable is 45 CNEL (see table below).

Table 4.12-4 Riverside County ALUCP Exterior Noise Compatibility Criteria

Land Use		CNEL (dBA)				
		50-55	55-60	60-65	65-70	70-75
Residential: Single-family, nursing homes, mobile homes		++	O	-	--	--
Residential: Multi-family, apartments, condominiums		++	+	O	--	--
Commercial and Industrial: Offices, Retail Trade		++	+	O	O	-
Commercial and Industrial: Service, Wholesale Trade, Warehousing, Light Industrial		++	+	+	O	O
Commercial and Industrial: General Manufacturing, Utilities, Extractive Industrial		++	++	++	+	+
Recreational: Parks, Playgrounds		++	+	+	O	-
Compatibility Definitions:						
++	Clearly Acceptable	The activities associated with the specific land use can be carried out with essentially no interference from the noise exposure.				
+	Normally Acceptable	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.				
O	Marginally Acceptable	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.				
-	Normally Unacceptable	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.				
--	Clearly Unacceptable	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.				
Source: Riverside County, 2004, Table 2B						

The Riverside County ALUCP establishes overflight compatibility policies intended to help notify people about the presence of overflights near airports so that they can make more informed decisions regarding acquisition or lease of property in areas potentially affected by airport and individual aircraft noise. These include a policy consistent with State law requiring information be disclosed whether a property is situated within an airport influence area as part of real estate transactions (Policy 4.4.2), and a policy requiring a deed notice to be recorded for each parcel associated with any discretionary land use action affecting property within an airport influence area (Policy 4.4.3), and a

City of Indio General Plan

Table 4.12-5 Noise Compatibility Guidelines

The Oasis at Indio Draft EIR	4.12-12	June 2024

Indio Municipal Code

Title IX of the Indio Municipal Code, General Regulations, Chapter 95C, Noise Control, sets forth regulations and procedures that control and abate unnecessary, excessive, or annoying noise and vibration levels that may be detrimental to the peace, health, safety, welfare, and quality of life of the City's citizens. The chapter includes the following standards relevant to the proposed project.

- **Section 95C.03, General Prohibitions**, sets forth no person shall make or cause to be made within the city limits any disturbing, excessive, or offensive noise or vibration which causes discomfort or annoyance to any reasonable person of normal sensitivity in the area that is plainly audible at a distance greater than 50 feet from the source point for any purpose.
- **Section 95C.04, Disturbing, Excessive, Offensive Noises, Declaration of Certain Acts Constituting**, sets outlines activities cause disturbing, excessive, or offensive noises and are unlawful, such as unnecessary use or operation of horns, signaling devices, or other similar devices on automobiles, motorcycles, or any other vehicle (see Sections 95C.04(A)-(F)).
- **Section 95C.08, Disturbing, Excessive, Offensive Noises or Vibration Created by Vehicles, Tools, Machinery**, restricts the operation of any motor vehicle with a gross vehicle weight rating in excess of 10,000 pounds for a period longer than 15 minutes in any hours while the vehicle is stationary and within 150 feet of a residential area between the hours of 7 PM and 7 AM, except when movement of said vehicle is restricted by other traffic (Section 95C.08(A)); or the loading and unloading of vehicles, operating of forklifts or cranes within 1,000 feet of a residence (Section 95C.08(B)(2)).
- **Construction tools and machinery, other than between the hours of:**

Table 4.12-6 Construction Hours

Permitted Hours of Construction Activity		Construction Noise Level Standards
Pacific Standard Time	Pacific Daylight Time	
Mondays to Fridays: 7:00 a.m. to 6:00 p.m. Saturdays: 8:00 a.m. to 6:00 p.m.	Mondays to Fridays: 6:00 a.m. to 6:00 p.m. Saturdays: 7:00 a.m. to 6:00 p.m.	n/a
Sundays and Government Holidays: 9:00 a.m. to 5:00 p.m.		

- **Section 95C.09, Special Provisions, Exemptions**, sets forth the noise-generating activities that are exempt from the City's noise control provisions, such as permitted activities conducted in public parks and playgrounds, or the construction, operation, maintenance and repairs of equipment, apparatus, or facilities of park and recreation departments, public work projects, or essential public services and facilities, including trash collection and those activities of public utilities subject to the regulatory jurisdiction of the California Public Utilities Commission (see Sections 95C.09(A)-(K)).

In addition to noise control requirements, Title XV of the Indio Municipal Code, Land Usage, Chapter 160, Transportation Demand Management, requires all new development projects and/or change of use projects that are estimated to employ a total of 100 or more persons to submit a Transportation Demand Management (TDM) Plan that reduces work related vehicle trips by 10 percent from the expected number of trips related to the project.

City of Indio Uniform Development Code

The City of Indio Uniform Development Code implements the City's General Plan and protects, promotes, and enhances the public health, safety, peace, comfort, convenience, prosperity, and general welfare of the City and its residents. The Uniform Development Code includes the following requirements related to noise and vibration that may be relevant to the proposed project:

- **Article 2, Zone Regulations, Chapter 2.03, Mixed-Use Districts:** Sections K.3 and K.4 establishes that the hours of operation for non-residential uses in mixed-use zones, and the non-residential component of mixed-use developments in any zone in the City, including loading, unloading, and all service and maintenance activities, shall be no earlier than 7 AM and no later than 10 PM daily, unless modified by an administrative or conditional use permit.
- **Article 3, Citywide Use Regulations, Chapter 3.04, Performance Standards:** Section 3.04.08, Noise and Vibration, establishes the following standards:
 - o Development Noise: No development project shall generate noise exceeding the maximum levels permitted in Table 11-1: *Noise Compatibility Guidelines* in the Noise Element of the City of Indio General Plan. The Director shall require the preparation of an acoustic study for any project which could create noise that exceeds maximum levels.
 - o Vibration. No vibration shall be produced that is transmitted through the ground and is discernible without the aid of instruments by a reasonable person at the lot lines of the site. Vibrations from temporary construction, demolition, and vehicles that enter and leave the subject parcel (e.g., construction equipment, trains, trucks, etc.) are exempt from this standard.
 - o Other Noise and Vibration Sources. All land uses shall be subject to regulations and standards in Chapter 95C: Noise Control of the City of Indio Municipal Code.

4.11.3 Project Impact Analysis

Thresholds of Significance

According to the CEQA Guidelines' Appendix G Environmental Checklist, to determine whether noise impacts are significant environmental effects, the following questions are analyzed and evaluated. Would the project:

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

Significance Criteria

Noise impacts shall be considered significant if any of the following occur relative to the three Appendix G CEQA thresholds mentioned previously as a direct result of the project:

- a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of applicable standards.
1. Construction Noise: The proposed project would result in a significant construction noise impact if it would:
 - Violate or conflict with the controlled hours of operation for construction tools and machinery established in Municipal Code Chapter 95C.08(B);
 - Generate construction noise levels at residential receptors above the FTA's daytime (80 dBA leq) or nighttime (70 dBA Leq) detailed construction noise analysis criteria. The FTA's construction noise impact criteria are summarized in the table below.

Table 4.12-7 Construction Noise Criteria

Land Use	General Analysis Criteria ^(A)		Detailed Analysis Criteria ^(B)		
	Daytime L _{eq} (1hr)	Nighttime L _{eq} (1hr)	Daytime L _{eq} (8hr)	Nighttime L _{eq} (8hr)	30-Day Average L _{dn}
Residential	90 dBA	80 dBA	80 dBA	70 dBA	75 dBA
Commercial	100 dBA	100 dBA	85 dBA	85 dBA	80 dBA ^(C)
Industrial	100 dBA	100 dBA	90 dBA	90 dBA	85 dBA ^(C)

Source: FTA 2018, Table 7-2 and Table 7-3

(A) A general analysis is warranted for projects in an early assessment stage when the equipment roster and schedule are undefined and only a rough estimate of construction noise levels is practical.

(B) A detailed analysis is warranted when many noise sensitive sites are adjacent to a construction project or where contractors are faced with stringent local ordinances or heightened public concerns expressed in early outreach efforts.

(C) Standard is L_{eq}(24hr) instead of L_{dn}.

2. Operational Noise: The proposed project would result in a significant operational noise impact if it would:

- Result in on-site noise levels that violate or conflict with any applicable provision of Municipal Code Chapter 95C (Noise Control)
- Result in on- or off-site noise levels that violate or conflict with an applicable standard or policy in the City's General Plan Noise Element
- Cause or contribute to an increase in traffic noise levels that at off-site locations by:
 - o 5 dBA or more where the ambient noise level would remain acceptable per the City's General Plan Noise and Land Use Compatibility Matrix; or
 - o 3 dBA or more where the ambient noise would change from acceptable to conditionally acceptable or remain conditionally acceptable per the City's General Plan Noise and Land Use Compatibility Matrix; or
 - o 1 dBA or more where the ambient noise level would change from conditionally acceptable to unacceptable or remain unacceptable per the City's General Plan Noise and Land Use Compatibility Matrix.
- b. Generate excessive ground-borne vibration or ground-borne noise levels.
- 1. Construction and Operational Vibration: The project would result in a significant vibration impact if it would:
 - Result in construction activities that violate or conflict with the controlled hours of operation for construction tools and machinery established in Municipal Code Section 95C.08(B); or
 - Generate construction-related vibration levels that exceed Caltrans' Guidelines for Vibration Damage; or
 - Generate construction-related vibration levels that exceed Caltrans' strongly perceptible vibration annoyance criterion (0.10 in/sec PPV); or
 - Generate operations-related vibration levels that violate or conflict with the vibration performance standard in Unified Development Section 3.08.04.
- c. Expose people residing or working in the project area to excessive airport-related noise levels.

The proposed project would expose people living or working in the Planning Area to excessive airport-related noise levels if it would conflict with an applicable ALUP or otherwise expose people to excessive airport-related noise levels from a private air facility.

Methodology

Noise Fundamentals

A detailed description of the fundamentals of noise is provided in **Appendix K**. The following summarizes those details. “Sound” is a vibratory disturbance created by a moving or vibrating source and is capable of being detected. “Noise” may be defined as unwanted sound that is typically construed as loud, unpleasant, unexpected, or undesired by a specific person or for a specific area.

Sound Production

Sound has three properties: frequency (or pitch), amplitude (or intensity or loudness), and duration. Pitch is the height or depth of a tone or sound and depends on the frequency of the vibrations by which it is produced. Sound frequency is expressed in terms of cycles per second, or Hertz (Hz). Humans hear sounds with frequencies between 20 and 20,000 Hz and perceive higher frequency sounds, or high pitch noise, as louder than low-frequency sound or sounds low in pitch. Sound intensity or loudness is a function of the amplitude of the pressure wave generated by a noise source combined with the reception characteristics of the human ear. Atmospheric factors (i.e., wind and temperature) and obstructions between the noise source and receptor (i.e., landscape/tress and walls) also affect the loudness perceived by the receptor.

The frequency, amplitude, and duration of a sound all contribute to the effect on a listener, or receptor, and whether the receptor perceives the sound as “noisy” or annoying. Despite the ability to measure sound, human perceptibility is subjective, and the physical response to sound complicates the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as “noisiness” or “loudness.”

Measuring Sound

Sound pressure levels are typically expressed on a logarithmic scale in terms of dB. A dB is a unit of measurement that indicates the relative amplitude (i.e., intensity or loudness) of a sound, with 0 dB corresponding to the threshold of hearing for the healthy, unimpaired human ear. Since decibels are logarithmic units, an increase of 10 dBs represents a ten-fold increase in acoustic energy, while 20 dBs is 100 times more intense, 30 dBs is 1,000 times more intense, etc. In general, there is a relationship between the subjective noisiness or loudness of a sound and its intensity, with each 10 dB increase in sound levels perceived as approximately a doubling of loudness. Due to the logarithmic basis, decibels cannot be directly added or subtracted together using common arithmetic operations:

$$50 \text{ decibels} + 50 \text{ decibels} \neq 100 \text{ decibels}$$

Instead, the combined sound level from two or more sources must be combined logarithmically. For example, if one noise source produces a sound power level of 50 dBA, two of the same sources would combine to produce 53 dB as shown below.

$$10 * 10 \log \left(10^{\left(\frac{50}{10}\right)} + 10^{\left(\frac{50}{10}\right)} \right) = 53 \text{ decibels}$$

In general, when one source is 10 dB higher than another source, the quieter source does not add to the sound levels produced by the louder source because the louder source contains ten times more sound energy than the quieter source.

Characterizing Sound

Although humans can hear sounds with frequencies between 20 and 20,000 Hz, most of the sound humans are normally exposed to do not consist of a single frequency, but rather a broad range of frequencies perceived differently by the human ear. In general, humans are most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. Instruments used to measure sound, therefore, include an electrical filter that enables the instrument’s detectors to replicate human hearing. This filter known as the “A-weighting” or “A-weighted sound level” filters low and very high frequencies, giving greater weight to the frequencies of sound to which the human ear is typically most sensitive. Most environmental measurements are reported in dBA, meaning decibels on the A-scale. A list of common noise sources and their associated A-weighted noise level is provided in **Table 4.12-8**.

Table 4.12-8 Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet flyover at 1,000 feet	105	
	100	
Gas lawn mower at 3 feet	95	
	90	
Diesel truck at 50 feet at 50 mph	85	Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noise urban area, daytime	75	
Gas lawnmower, 100 feet	70	Vacuum cleaner at 10 feet
Commercial area	65	Normal speech at 3 feet
Heavy traffic at 300 feet	60	
	55	Large business office
Quiet urban daytime	50	Dishwasher next room
	45	
Quiet urban nighttime	40	Theater, large conference room
Quiet suburban nighttime	35	
	30	Library
Quite rural nighttime	25	Bedroom at night
	20	
	15	Broadcast/recording studio
	10	
	5	
Typical threshold of human hearing	0	Typical threshold of human hearing
Source: Caltrans, 2013		

Sound levels are usually not steady and vary over time. Therefore, a method for describing either the average character of the sound or the statistical behavior of the variations over a period of time is determined by the continuous equivalent noise level (Leq). Leq is useful for evaluating shorter time periods over the course of a day. The most common Leq averaging period is hourly, but Leq can describe any series of noise events over a given time period. Variable noise levels are the values that are exceeded for a portion of the measured time period. Thus, the L01, L05, L25, L50, and L90 descriptors represent the sound levels exceeded 1%, 5%, 25%, 50%, and 90% of the time the measurement was performed. The L90 value usually corresponds to the background sound level at the measurement location.

When considering environmental noise, it is important to account for the different responses people have to daytime and nighttime noise. In general, during the nighttime, background noise levels are quieter than during the daytime but also more noticeable because household noise decreases as people begin to retire and sleep. Accordingly, the California General Plan Guidelines for Noise Elements identifies the following common metrics for measuring noise (OPR, 2017):

- **L_{dn} or DNL (Day-Night Average Level):** The average equivalent A-weighted sound level during a 24-hour day, divided into a 15-hour daytime period (7:00 AM to 10:00 PM) and a 9-hour nighttime period (10:00 PM to 7:00 AM). A 10 dB “penalty” is added to measure nighttime noise levels when calculating the 24-hour average noise level.
- **CNEL (Community Noise Equivalent Level):** The CNEL descriptor is like DNL, except that it includes an additional 5 dBA penalty for noise events that occur during the evening time period (7:00 PM to 10:00 PM).

The artificial penalties imposed during DNL and CNEL calculations are intended to account for a receptor’s increased sensitivity to noise levels during quieter nighttime periods. As such, the DNL and CNEL metrics are usually applied when describing longer-term ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. In contrast, the Leq metric is usually applied to shorter reference periods where sensitivity is presumed to remain the same.

Sound Propagation

The energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out and travels away from the noise generating source. Sound received can be calculated based on geometrical spreading and attenuation (noise reduction) as a result of distance and environmental factors, such as ground cover (asphalt vs. grass or trees), atmospheric absorption, and shielding by terrain or barriers.

Noise Effects

Noise effects on human beings are categorized as 1) subjective effects of annoyance, nuisance, and/or dissatisfaction; 2) interference with activities such as speech, sleep, learning, or relaxing; and 3) physiological effects such as startling and hearing loss. Predicting the subjective and interference effects of noise is difficult due to the wide variation in individual thresholds of annoyance and past experiences with noise; however, an accepted method to determine a person's subjective reaction to a new noise source is to compare it to the existing environment without the noise source, or the "ambient" noise environment. In general, the more a new noise source exceeds the ambient noise level, the more likely it is to be considered annoying and to disturb normal activities.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear can discern 1-dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are not perceptible. However, it is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dB increase is perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness that would almost certainly cause an adverse response from community noise receptors.

When exposed to high noise levels, humans may suffer hearing damage. Sustained exposure to high noise levels (e.g., 90 dBs for hours at a time) can cause gradual hearing loss, which is usually temporary, whereas sudden exposure to a very high noise level (e.g., 130 to 140 dBs) can cause sudden and permanent hearing loss. In addition to hearing loss, noise can cause stress in humans and may contribute to stress-related diseases, such as hypertension, anxiety, and heart disease (Caltrans, 2013).

Groundborne Vibration

Vibration is the movement of particles within a medium or object such as the ground or a building. Vibration may be caused by natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or humans (e.g., explosions, machinery, traffic, trains, construction equipment).

As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency; however, unlike airborne sound, there is no standard way of measuring and reporting amplitude. Vibration amplitudes can be expressed in terms of velocity (inches per second) or discussed in dB units to compress the range of numbers required to describe vibration. Vibration impacts to buildings are usually discussed in terms of peak particle velocity (PPV) in inches per second (in/sec). PPV represents the maximum instantaneous positive or negative peak of a vibration signal and is most appropriate for evaluating the potential for building damage. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows). Ground-borne vibration can also disrupt the use of sensitive medical and scientific instruments, such

as electron microscopes. Potential human annoyance associated with ground-borne velocity is typically assessed using velocity decibel (VdB) notation.

California Department of Transportation

Caltrans' *Transportation and Construction Vibration Guidance Manual* provides a summary of vibration criteria that have been reported by researchers, organizations, and governmental agencies and provides recommended guidelines for evaluating potential vibration impacts on buildings (i.e., structural damage) and humans (i.e., annoyance) from transportation and construction projects. These thresholds are summarized in the tables below. The thresholds vary depending on whether the vibration source is continuous or transient in nature. A transient source creates an isolated vibration event, such as blasting. Continuous sources could also include sources with intermittent but frequent vibration events, such as impact pile drivers and compactors. While vehicle traffic is considered a continuous vibration source, many types of construction activities fall between continuous and transient in nature.

Table 4.12-9 Caltrans Vibration Threshold Criteria for Building Damage

Structural and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some older buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial and commercial structures	2.0	0.5

Source: Caltrans, 2020

Table 4.12-10 Caltrans Vibration Threshold Criteria for Human Response

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

Source: Caltrans, 2020

Noise Impact Analysis

Proposed Project

As described in **Chapter 3.0, *Project Description***, and throughout this DEIR, the project proposes a mixed-use property on 183 acres. For purposes of analyzing potential environmental impacts associated with the project, the EIR analyzes two buildout scenarios:

1. *Maximum Buildout Scenario (MBS)*: The MBS would result in 3,240 dwelling units, 20,000 square feet of retail commercial uses, and 1,806,290 square feet of industrial development.
2. *Scenario 2*: Scenario 2 assumes lesser buildout than the MBS but within the maximum intensities permitted. It would result in 1,237 dwelling units, 71,600 square feet of retail commercial uses, a 128 key hotel/motel, and 1,806,290 square feet of industrial uses.

Public rights-of-way will occupy 1.8 acres, while the east-west trending roadway that traverses the site ("A" Street) will cover 10.4 acres of the project area. The project also proposes a 2.4-acre substation on the southern site boundary to provide electric power to the site.

The Oasis at Indio Specific Plan lists proposed project goals, standards, and design guidelines that would reduce potential noise and vibration effects. The project's development standards and design guidelines are part of the project and are reflected in the Noise Impact Analysis, where possible; they are not mitigation measures.

Section 1.4 – Goals

Goal: Where industrial uses are near existing and planned residential development, ensure that industrial projects be designed to limit the impact of truck traffic, air, and noise pollution.

- Create a high-quality development that provides industrial land use activity adjacent to I-10.
- Encourage site plan designs to provide appropriate setbacks and/or design features that reduce negative impacts at the source.
- Encourage industrial land uses that accommodate buildings with loading bays that have a short direct access route to I-10 on- and off-ramps.
- Design safe and efficient vehicle access to commercial land uses from arterial streets to ensure efficient vehicular ingress and egress.
- Utilize existing designated truck routes and develop a safe and efficient system for delivering goods and services.

Goal: Provide a stand-alone regulatory instrument that will plan for the orderly and efficient buildout of the Specific Plan area:

- 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.

Chapter 3 and 4 – Design Guidelines and Standards

Chapter 3 of the Specific Plan establishes the following use restrictions and standards for development in the project area:

- **3.3.2 Noise and Ventilation:** Residential units shall comply with the City’s Noise Ordinance, which may include design to limit the interior noise caused by non-residential uses, overhead flights, and/or freeway adjacency, to a maximum of forty-five (45) db in any habitable room with windows closed. Proper design may include, but shall not be limited to, building orientation, sound-rated windows, wall and ceiling insulation, and orientation and insulation of vents. Where it is necessary that windows be closed to achieve the required level, means shall be provided for ventilation/cooling to provide a habitable environment.
- **3.3.5 Limitations on Use within a Mixed-Use Development:** Any activity or use as determined by the Director not to be compatible with residential uses in a mixed-use development and/or to have the possibility of affecting the health or safety of residents due to the potential for the use to create dust, glare, heat, noise, noxious gases, odor, smoke, traffic, vibration, or other impacts, or create a hazard because of materials, processes, products, or wastes, shall not be permitted within any mixed-use development. This includes but is not limited to, storage or shipping of flammable liquids or hazardous materials beyond that normally associated with residential use and welding, machining, or open flame work.
- **3.3.7 Hours of Operation:** The hours of operation for commercial/retail uses in a mixed-use development shall be no earlier than 7 a.m. and no later than 10 p.m. daily unless modified by an administrative or conditional use permit. The hours of operation for the industrial warehouse use may operate 24 hours daily.
 - o Construction hours of operation: It shall be unlawful for any person to operate, permit, use, or cause to operate construction equipment outside the hours listed in the table below. However, the Community Development Director and/or City Engineer shall have the authority to allow hours for construction as needed.

Table 4.12-11 Proposed Project Construction Hours of Operation

Day	Pacific Standard Time	Pacific Daylight Time
Monday thru Friday	7 AM through 6 PM	6 AM through 6 PM
Saturday	8 AM through 6 PM	7 AM through 6 PM
Sunday and Government Holidays	9 AM through 5 PM	9 AM through 5 PM
Source: City of Indio, 2023b, Section 3.3.7		

- **3.3.8 Loading:** Loading, unloading, and all service and maintenance activities shall be conducted within the hours of operation for commercial/retail uses in a mixed-use development (no earlier than 7 AM and no later than 10 PM unless modified by administrative or conditional use permit).
- **3.5.1: Supplemental Development Standards**
 - As part of certain real estate transactions involving residential property within any compatibility zone, information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by California state statutes (Business and Professional Code Section 11010 and Civil Code Sections 1106.6, 1103.4, and 1353). With certain exceptions, these state requirements apply both to the sale or lease of newly subdivided lands and to the sale of existing residential property.
 - Deed Notices. A deed notice shall be recorded for each parcel associated with any discretionary land use action affecting property within an airport influence area. The notice shall include the language indicated below with respect to real estate transfer disclosures.
 - Notice of Airport in Vicinity. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.
- **3.5.1.1: Supplemental Multiple-Family and Mixed-Use Development Standards (Planning Areas 1, 2, and 3):**
 - Where a non-residential zoned property abuts a residential or mixed-use zoned property, a solid masonry wall shall be installed along the adjacent interior property lines with a minimum height of six feet and a maximum height of eight feet.
- **3.5.1.3: Supplemental Industrial Development Standards (Planning Area 4):**
 - A 20-foot-wide landscaped area from back of curb shall be provided along the internal east-west roadway.

- o Loading docks shall be permitted on building facades that directly face the internal east-west roadway.
- o Loading docks and truck parking areas shall be visually screened from view along the internal east-west roadway with a 14-foot-high wall, landscaping, and/or other screening features or barriers (such as berms).
- o Outdoor storage may not be located within any required front or street-side yard. Outdoor storage areas shall be screened from view.
- o Outdoor loading and storage areas and loading doors shall be screened from public view by decorative concrete or masonry walls with lockable view obstructing gates. Such walls shall be a minimum of eight feet in height and shall be of sufficient height to screen all outdoor materials and equipment, tractors and trailers, and loading doors from public view.
- o Semi-truck idling shall be restricted to five minutes.

Chapter 4 of the Specific Plan establishes design guidelines for development in the project area, including:

- **4.2 Commercial and Mixed-Use Guidelines**

- o Site Design: Where reasonably possible, commercial loading docks and storage areas should be located to the rear or side of the building served.
- o Exterior Design: Utilities and equipment, service, refuse and recycling collection or storage areas, and non-passenger loading areas should be located on non-primary street frontages, alleys, parking areas, and/or at the rear or side of buildings.
- o Exterior Design: Refuse collection areas to the extent possible shall be located as far as possible from the residential portion of mixed-use buildings and open space areas.
- o Exterior Design: All service and storage areas, utilities, and equipment not housed inside buildings shall be screened so that it is not visible from unobstructed pedestrian-level views from public streets or walkways in accordance with utility requirements. Screening may be achieved by the building itself, a screen wall designed as an integral architectural feature of the building, landscaping, or other design element that best blends with the overall development.
- o Exterior Design: Roof-mounted equipment shall be screened so that it is not visible from unobstructed pedestrian-level views from public streets, walks, or parking lots. Screening of rooftop equipment may be achieved by the building parapet or other similar screen wall component that is consistent with the structure's architecture. This applies to all types of equipment, including mechanical equipment, communication dishes, skylights, exhaust fans, ducts, or any other non-architectural elements.

- **4.3 Industrial Guidelines**

The Specific Plan includes the same exterior design guidelines for screening industrial refuse, recycling, utility equipment, and mechanical equipment as it does for commercial and mixed-use projects. It also includes the following relevant guidelines:

- o Exterior Design: Truck loading docks shall be screened from pedestrian-level, public view from the streets as detailed in Chapter 3, Development Standards, in the Specific Plan. Screening may be aesthetically compatible landscaping or comparable materials that blend with the architectural and landscape treatments of the site and perimeter landscaping.

Noise Analysis

In November 2023, MIG Inc. provided a Noise Impact Analysis to evaluate noise generated by construction and operational activities associated with the proposed project. The methodologies used to evaluate construction and operational noise is discussed subsequently.

Noise-Sensitive Receptors

Noise sensitive land uses and receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses. The City's General Plan identifies residential dwellings, hotels, hospitals, nursing homes, educational facilities, libraries, biological open space, and churches to be sensitive noise receptors. The existing noise sensitive receptors within 1,300 feet of the proposed project site include:

- Single-family residences in the Sun City Shadow Hills neighborhood approximately 650 feet north of the project area.
- Single-family residences in the Palazzo residential neighborhood approximately 1,300 feet north of Avenue 42.

In addition, the proposed project would also result in new noise-sensitive receptors within the project area, including residential, open space, and, potentially, hotel receptors.

Construction Noise

Mass grading activities are assumed to begin as soon as the first quarter of 2025, followed closely by the installation of A Street and utility mains, and then the IID substation. The development of the project area is likely to occur over multiple years, ending in 2033. To evaluate project-related construction noise impacts, construction activity models were developed based on the MBS and Scenario 2 conceptual site plans and development assumptions (see **Exhibit 4.12-3** and **Exhibit 4.12-4**). However, it should be noted that the actual layout, orientation, type, and amount of residential and non-residential development that could occur in the project area would be subject to market conditions. In addition, although full development of the project area is not anticipated to occur

before 2033, the construction modeling conducted for the project assumes concurrent construction in PA 1, PA 2, PA 3, and PA 4. It is possible that no construction could be occurring at any given time, or multiple projects could be occurring within the project area simultaneously. This approach (i.e., modeling a series of concurrent construction activities instead of one large, 183-acre construction project) was used because: 1) the project area would not be developed as a single project due to its size and different allowable land uses; 2) the modeling of concurrent construction activities in a shorter-time period results in a worst-case construction impact analysis; and 3) modeling of different individual construction activities at the same time supported the identification of potential on- and off-site impacts. The project's construction model assumptions are summarized in the table below.

Table 4.12-12 Summary of Construction Modeling Assumptions

Model Run	Size	Modeled Development	
		Residential	Non-Residential
General Site Development and PA 4			
01: Mass Grading	182.9 Acres	N/A	N/A
02: “A” Street	10.4 Acres	N/A	N/A
03: IID Substation	2.4 Acres	N/A	N/A
04: PA4 Southwest Industrial	48.8 Acres	N/A	859,510 SF
05: PA4 Southeast Industrial	44.0 Acres	N/A	946,680 SF
Maximum Buildout Scenario – PA 1, PA 2, and PA 3			
06: MBS PA1 Northwest Residential	28.5 Acres	1,215 DU	0 SF
07: MBS PA1 Northeast and PA2 Mixed-Use	39.2 Acres	1,620 DU	20,000 SF
Residential	38.7 Acres	1,620 DU	N/A
Strip Retail	0.5 Acres	N/A	20,000 SF
08: MBS PA3 Residential	9.5 Acres	405 DU	0 SF
Scenario 2 – PA 1, PA 2, and PA 3			
09: S2 PA1 Northwest Residential	28.5 Acres	446 DU	0 SF
10: S2 PA1 Northeast Residential	34.4 Acres	794 DU	0 SF
11: S2 PA2 Commercial	4.6 Acres	0 DU	13,100 SF
Convenience Market with 16 Gas Pumps	0.1 Acres	N/A	5,000 SF
Fast Food Restaurant with Drive Thru	0.1 Acres	N/A	3,100 SF
Carwash	0.1 Acres	N/A	5,000 SF
12: S2 PA3 Commercial	9.9 Acres	0 DU	58,500 SF
Supermarket	1.1 Acres	N/A	49,500 SF
Fast Food Restaurant with Drive Thru	0.2 Acres	N/A	9,000 SF
128-Key Hotel	4.3 Acres	N/A	185,856 SF ^(C)
Source: MIG 2023 and BH Properties 2023.			
(A) Duration reflects total calendar days.			
(B) These development assumptions and construction model runs are the same under both scenarios.			
(C) Square footage estimate for the 128-key hotel was generated using CalEEMod default assumptions.			





Federal Transit Administration

The FTA's 2018 Transit Noise and Vibration Impact Assessment Manual provides guidance on when a construction noise assessment may be needed for a project, whether a qualitative or quantitative noise assessment may be required, and what construction-related noise impact criteria may be appropriate for a project. The guidance identifies that a quantitative assessment may be required for projects more than one month of construction in noise sensitive areas or if particularly noise equipment will be used. Finally, for quantitative assessments, the FTA manual recommends construction noise impact criteria, expressed in dBA, which vary based on the type of construction noise assessment conducted for a project.

Off-Site Construction Noise

Project-related construction noise impacts were calculated using the FHWA's Roadway Construction Noise Model (RCNM) Version 1.1. The RCNM is a computer program that uses empirical data and sound propagation principles to predict noise levels associated with a variety of construction equipment and operations. The RCNM was used to model noise levels at sensitive receptor locations off- or on-site that could be impacted by the project's construction noise levels. Construction noise was modeled to reflect both worst-case and typical construction noise levels and compared against daytime (80 dBA Leq) and nighttime (70 dBA Leq) noise criteria recommended by the FTA.

Although future project-specific characteristics are not known, typical construction activities associated with residential, commercial, industrial, and infrastructure projects in undeveloped areas can include site preparation, grading, trenching, building construction (i.e., foundation work, vertical building work, mechanical, electrical, and plumbing work, and finishing work), paving, and architectural coating activities. These types of construction activities could generate noise from the following sources:

- **Heavy equipment operations:** Some heavy equipment would consist of mobile equipment such as a loader, excavator, etc. that would move around the project. Heavy equipment generates noise from engine operation, mechanical systems, and components (e.g., fans, gears, propulsion of wheels or tracks), and other sources such as back-up alarms. Mobile equipment operates at different loads, or power outputs, and produces higher or lower noise levels depending on the operating load. Other equipment would consist of stationary equipment (e.g., air compressors) that would operate in a fixed location until work activities are complete. Stationary equipment operates at a steady power output that produces a constant noise level.
- **Vehicle trips:** Vehicle trips include worker, vendor, and haul truck trips that would occur on the roads that provide access to the project site (i.e., Monroe Street, Avenue 42, and, in the future, and A Street).

Since project-specific construction equipment information is not available at this time, potential construction-related noise impacts can only be evaluated based on the typical construction activities associated with residential, commercial, industrial, and infrastructure projects. Construction noise levels at nine different residential receivers (located within 1,250 feet (or 0.25 miles) of the project), were modeled using RCNM (see the table and exhibit below).

Table 4.12-13 Modeled Construction Noise Receptors

ID	Receiver Type	Location
R01	Existing Off-Site Residential	Sun City Shadow Hills Neighborhood Property Line (Avenida Celaya)
R02	Future On-Site Residential	PA 2 Southern Boundary
R03	Future On-Site Residential	PA 1 / PA 2 Boundary
R04	Future On-Site Residential	PA 3 Northern Boundary
R05	Future On-Site Residential	PA 3 Western Boundary
R06	Future On-Site Residential	PA 1 Southern Boundary
R07	Future On-Site Residential	PA 1 Interior Lot Line
R08	Future On-Site Residential	PA 1 Southern Boundary
R09	Future On-Site Residential	PA 1 Southern Boundary



Construction noise was modeled for typical and worst-case conditions as follows:

- **Worst Case Construction Noise Levels:** This modeling assumes potential short-term construction equipment operations along construction model boundaries. Such operations are assumed to occur during potential mass grading and all site preparation and paving phases (except for the A Street Model, which is a linear project and modeled as typical construction noise). This scenario represents the shortest distance between potential modeled construction activities and modeled residential receivers.
- **Typical Construction Noise Levels:** This modeling assumes sustained construction noise levels emanate from the geographic center of the construction model area, as shown in **Exhibit 4.12-5, Modeled Construction Noise Receptors** (above). Typical noise levels for paving operations were not estimated because paving activities usually only occur around the perimeter of a project area (and not in the center where buildings are usually located)

Not all construction models were evaluated for every modeled receptor, as follows:

- The Mass Grading, A Street, and IID substation Construction Models were all assumed to be completed first before any on-site receptors would be present. These construction models, therefore, would only affect off-site receptors R01.
- Receptors R02, R04, and R05 could only be present under the MBS. Under Scenario 2, PA 2 and PA 3 would be commercial development that would not include residential receptors. Therefore, construction noise levels at R02, R04, and R05 are not estimated for Scenario 2.
- As previously indicated, only construction activities occurring within 1,250 feet of a modeled receptor were evaluated because at this distance construction activities are not anticipated to result in a noteworthy temporary increase in noise levels.

The construction noise analysis assumes that each future individual RCNM receptor location (i.e., R02 to R09) would be occupied prior to the start of all other construction activities (i.e., construction noise levels are estimated assuming each residential receptor location is the first occupied residential receptor in the project area). In addition, as development proceeds in a planning area, the landscaping, perimeter walls, and buildings constructed in the planning area would serve to shield and attenuate noise levels from construction activities occurring farther away. The RCNM modeling does not consider any shielded or attenuation features. The worst case RCNM modeling conducted for the project assumes the three noisiest pieces of equipment are operating in the same general area at the same time. The typical RCNM modeling conducted for the project assumes all equipment noise emanates from the center of the modeled area. Therefore, the analysis of potential construction activity noise levels on future on-site receptors is a worst-case analysis that overestimates potential noise impacts at such receptors.

Table 4.12-14 Distance Between Construction Work Areas and Modeled Noise Receivers

Model Run and Construction Activity ^(A)	Distance (Feet) to Modeled Noise Receiver ^(B)								
	R01	R02	R03	R04	R05	R06	R07	R08	R09
01: Mass Grading (MBS and S2)									
Site Preparation and Grading (Worst Case)	650	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Site Preparation and Grading (Typical)	--	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
02: A Street (MBS and S2)									
Site Preparation, Utility, and Paving (Typical)	--	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
03: IID Substation (MBS and S2)									
Site Preparation and Paving (Worst Case)	--	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Construction Activities (Typical)	--	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
04: PA4 Industrial Southwest (MBS and S2)									
Site Preparation and Paving (Worst Case)	--	--	--	--	--	--	580	180	170
All Construction Activities (Typical)	--	--	--	--	--	--	--	1,250	870
05: MBS PA4 Industrial Southeast (MBS and S2)									
Site Preparation and Paving (Worst Case)	--	545	660	330	25	170	580	170	--
All Construction Activities (Typical)	--	--	--	--	975	1,120	--	1,150	--
06: MBS PA1 Northwest Residential									
Site Preparation and Paving (Worst Case)	650	--	--	--	--	--	N/A	110	N/A
All Construction Activities (Typical)	--	--	--	--	--	--	N/A	--	N/A
07: MBS PA1 Northeast and PA2 Mixed-Use									
Site Preparation and Paving (Worst Case)	650	N/A	N/A	100	550	N/A	25	N/A	--
All Construction Activities (Typical)	1,020	N/A	N/A	1,110	1,100	N/A	--	N/A	--
08: MBS PA3 Residential									
Site Preparation and Paving (Worst Case)	--	100	565	N/A	N/A	170	--	--	--
All Construction Activities (Typical)	--	525	930	N/A	N/A	570	--	--	--
09: S2 PA1 Northwest Residential									
Site Preparation and Paving (Worst Case)	650	N/A	--	N/A	N/A	--	N/A	110	N/A
All Construction Activities (Typical)	--	N/A	--	N/A	N/A	--	N/A	--	N/A
10: S2 PA1 Northeast Residential									
Site Preparation and Paving (Worst Case)	650	N/A	N/A	N/A	N/A	N/A	25	N/A	--
All Construction Activities (Typical)	1,020	N/A	N/A	N/A	N/A	N/A	--	N/A	--
11: S2 PA2 Commercial									
Site Preparation and Paving (Worst Case)	1,175	N/A	25	N/A	N/A	350	--	--	--
All Construction Activities (Typical)	--	N/A	150	N/A	N/A	600	--	--	--
12: S2 PA3 Commercial									
Site Preparation and Paving (Worst Case)	--	N/A	565	N/A	N/A	170	--	--	--
All Construction Activities (Typical)	--	N/A	930	N/A	N/A	570	--	--	--
(A) "All Construction Activities" includes site preparation, building construction, paving, and architectural coating activities.									
(B) "N/A/" indicates the activity does not occur when the receiver is occupied. "--" indicates the activity is more than 1,250 feet from the receiver.									

Operational Noise

Project-generated operational noise would include on-site noise sources and activities and off-site traffic noise associated with the residential, commercial, and industrial land uses. These are discussed subsequently.

On-Site Noise Sources

On-site noise is generated from mobile and stationary sources and activities that operate to occur within a specific development footprint (including driveways and perimeter roads). Specifically, on-site noise sources would be generated from:

- **Vehicle parking areas** in residential, commercial, and industrial development would generate noise from low-speed (15 miles per hour (mph), or less) passenger vehicle travel along driveways and perimeter roads/fire lanes, vehicle maneuvering into and out of parking spaces, and other miscellaneous noise sources such as doors closing and engine start-up and revving.
- **Residential amenities and public or private open space areas** would generate noise from human speech and recreational activities.
- **Commercial and industrial loading docks** would generate noise from low-speed (15 mph or less) van and/or truck travel on driveways and interior access routes, maneuvering into and out of loading docks, back-up alarms, and other miscellaneous noise sources such as engine start-up and revving, door closings, creaks and squeals from chassis and trailer movements, and release of air from truck brake systems.
- **Commercial and industrial cargo/goods movement** would generate noise, including back-up alarms, from the operation of pallet jacks and forklifts in loading dock and storage areas.
- **Stationary equipment and machinery** would generate noise from combustion and the movement of air, fluids, gears, parts, etc. Potential stationary equipment and machinery could include ground or roof mounted HVAC equipment, cooling fans for ventilation, back-up generators, and speaker boxes (i.e., drive-thru restaurant).
- **Potential car wash operations** would generate noise from vehicles maneuvering into and out of the car wash and from the operation of the automated water spraying/washing and drying cycles.
- **Other operations**, including solid waste collection activities, landscaping activities, and maintenance activities.

The reference noise levels from the on-site noise sources are outlined in the table below.

Table 4.12-15 Potential Project Noise Source – Reference and Hourly Leq Noise Levels

Noise Source	Reference dBA at 3 Feet	Duration ^(A)	Hourly dBA L _{eq} ^(B)	
			3 Feet	50 Feet
Vehicle Parking Areas				
Low speed travel (15 mph)/parking	55	30	34.2	9.8
Door closing	90	1	54.4	30.0
Engine start/rev	90	10	64.4	40.0
Total Combined Noise Level			64.9	40.4
Human Conversation				
Normal	55	3600	55.0	30.6
Raised	65	240	53.2	28.8
Total Combined Noise Level			57.2	32.8
Truck Travel / Dock Activity				
Low speed travel (15 mph)	96	30	75.2	50.8
Maneuvering (with backup alarm)	100	150	86.2	61.8
Air brake release	98	3	67.2	42.8
Main engine idling	86	900	80.0	55.5
Door closing	90	2	57.4	33.0
Engine start/rev	100	20	77.4	53.0
Total Combined Noise Level			87.9	63.4
Cargo/Goods Movement				
Forklift	85	1800	82.0	57.6
Backup Alarm	100	90	84.0	59.5
Total Combined Noise Level			86.1	61.7
HVAC Unit				
Operation (3 Ton)	76	2,400	74.2	49.8
Operation (10 Ton)	87	2,400	85.2	60.8
Backup Generator				
Diesel - 310 horsepower	106.1	1,800	103.1	78.7
Speaker Boxes				
Speaker Box	81	600	73.2	48.8
Car Wash				
Operation (Tunnel Entrance)	113.2	3,600	113.2	88.8
Operation (Tunnel Exit)	98.4	3,600	98.4	74.0
Vacuum	86	600	78.2	53.8

Sources: MIG (see Appendix A), 2022, and 2023c; Carrier 2022, Generac, 2011; PC&D, 2005; U.S. EPA, 1977
(A) Duration is used to estimate the fraction of time the noise is generated per Equation 3 (out of 3,600 seconds in an hour). See page 5-9 of Noise Impact Analysis for equation.
(B) Hourly L_{eq} at 3 feet estimated using Equation 3. Hourly L_{eq} at 50 feet estimated using Equation 1. See page 5-9 of Noise Impact Analysis for equation.

Off-Site Traffic Noise Levels

Off-site traffic noise is generated by vehicle and truck trips on private and public roads. Traffic noise affects all land uses along the identified travel or access routes. The mix of land uses proposed for the project would increase residents and employees within the City, which would result in an increase in vehicle trips, and an overall permanent increase in traffic noise on roadways used to access the project area. Although the project does not authorize any specific development project or increase in existing vehicular traffic levels, the TIA prepared for the project includes estimates of the potential total net increase in trips associated with the project's potential land use changes (LLG, 2023). These vehicle trip estimates provide a sufficient level of detail to evaluate the potential future increases in traffic-related noise levels associated with full development of the project area by 2033.

Off-site traffic noise levels were computed using the U.S. Department of Transportation Federal Highway Administration's (FHWA) Traffic Noise Model (TNM), Version 3.1. The model uses traffic volume, vehicle mix, vehicle speed, roadway geometry, and other variables to compute traffic noise levels at user-defined receptor distances from the roadway center. The TNM modeling analyzed worst-case assumptions, such as "hard" site conditions, and does not incorporate any natural or artificial shielding.

Avenue 42, Monroe Street, and A Street were the only roadways modeled for potential traffic noise impacts because all project trips would utilize these roadways. As project trips travel farther away from the project area, they become more dispersed and represent a smaller percentage of overall traffic volumes. Caltrans considers a doubling of total traffic volume to result in a 3 dBA increase in traffic-related noise levels. A review of the trip generation data contained in the TIA indicated that the proposed project would not result in a doubling of traffic volumes on any existing road used to access the project area; however, the project's highest increases in traffic would occur on the segments of Avenue 42 and Monroe Street located closest to the project area.

Vibration

Project construction activities would involve the use of large equipment capable of generating ground-borne vibrations. Equipment or activities typical of continuous vibration sources could include excavation equipment, static compaction equipment, and vibratory pile drivers. Equipment or activities typical of transient sources (single-impact) or low-rate, repeated impact vibration could include impact pile drivers. Pile drivers and other pieces of high impact construction equipment are the primary cause of construction-related vibration impacts. However, based on the conditions in the project area, the use of large pile driving equipment is not expected to be required. Blasting activities also produce the highest levels of ground vibration; however, the project is not anticipated to require any blasting. Therefore, potential vibration impacts from pile drivers or blasting are not considered in the analysis.

Potential construction source vibration levels were developed based on methodologies, reference noise levels, and typical equipment usage and other operating factors documented and contained in the FTA's Transit Noise and Vibration Impact Assessment (FTA 2018) and Caltrans' Transportation and Construction Vibration Guidance Manual (Caltrans 2020).

Project Impacts

a. Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies

The project proposes the development of a mixed-use project consisting of multifamily residential units, commercial retail space, and an industrial warehouse. Project-generated noise during short-term construction activities, and long-term operational activities were evaluated in the project-specific Noise Impact Analysis, provided by MIG, Inc. (**Appendix K**). The findings are discussed below.

Construction

As discussed in the *Methodologies* subheading on this Noise section, typical construction activities associated with residential, commercial, industrial, and infrastructure projects in undeveloped areas can include site preparation, grading, trenching, building construction, paving, and architectural coating activities.

Off-Site Construction Noise Impacts

The closest existing off-site residential receptor in the vicinity of the project area are the residences on Avenida Celaya (R01), in the Sun City Shadow Hills Neighborhood (approximately 650 feet north). The table below summarizes the project's potential construction equipment noise levels at the existing off-site residences located closest to the project area.

Table 4.12-16 MBS Construction Noise Levels at Off-Site Receivers (Exterior)

Model Run and Construction Activity	Modeled Construction Noise Level (dBA L _{eq}) at R01
01 Mass Grading	
Site Preparation (Worst Case)	63.1
Grading (Worst Case)	63.1
06: MBS PA1 Northwest Residential	
Site Preparation (Worst Case)	62.9
Paving (Worst Case)	63.8
07: MBS PA1 Northeast and PA2 Mixed-Use	
Site Preparation (Worst Case)	64.1 ^(A)
Paving (Worst Case)	64.5 ^(A)
Site Preparation (Typical)	64.1
Building Construction (Typical)	63.7
Paving (Typical) ^(c)	64.5
Architectural Coating (Typical)	49.8
Source: MIG (See Appendix B in Noise Impact Analysis)	
(A) Typical noise levels can be higher than worst case noise levels when the center of the site is less than twice the modeled distance for worst-case equipment operations. In this instance, the typical noise is also presented as the worst-case noise level.	

Table 4.12-17 Scenario 2 Construction Noise Levels at Off-Site Receivers (Exterior)

Model Run and Construction Activity	Modeled Construction Noise Level (dBA L _{eq}) at R01
01 Mass Grading	
Site Preparation (Worst Case)	63.1
Grading (Worst Case)	63.1
09: S2 Northwest Residential	
Site Preparation (Worst Case)	63.5
Paving (Worst Case)	64.5
10: S2 PA1 Northeast Residential	
Site Preparation (Worst Case)	64.5 ^(A)
Paving (Worst Case)	64.5 ^(A)
Site Preparation (Typical)	64.5
Building Construction (Typical)	63.7
Paving (Typical)	64.5
Architectural Coating (Typical)	49.8
11: S2 PA2 Commercial	
Site Preparation (Worst Case)	58.4
Paving (Worst Case)	59.3
Source: MIG (See Appendix B in Noise Impact Analysis)	
(A) Typical noise levels can be higher than worst case noise levels when the center of the site is less than twice the modeled distance for worst-case equipment operations. In this instance, the typical noise is also presented as the worst-case noise level.	

As shown in the tables above, the project's construction noise levels at off-site receiver R01 would not exceed the FTA's daytime (80 dBA Leq) construction noise criteria for any modeled construction phase. In addition, concurrent construction activities R01 also would not exceed the FTA's

construction noise criteria. For example, as shown in the table above, the highest noise level associated with the MBS PA1 Northwest Residential Model would be 63.8 dBA (during site preparation) and the highest noise level associated with the MBS PA1 Northeast and PA2 Mixed-Use Model would be 64.5 dBA Leq (during paving). Although unlikely, if these two construction phases were to occur at the same time the combined noise level at R01 would be 67.2 dBA Leq, which is less than the FTA's 80 dBA Leq construction noise criteria. Additionally, the project is not anticipated to require nighttime construction activities, therefore, construction noise levels would not exceed the FTA's 70 dBA Leq nighttime construction noise criteria. This impact would be less than significant.

On-Site Construction Noise Impacts

Future on-site residential receptors would range in distance from potential construction work areas. Most future on-site residential receptors would be several hundred feet or more from potential construction activities, due to setbacks, internal circulation roads, and the overall size of the project. Certain future receivers, however, could be located directly adjacent to and within 25 feet of construction activities. For MBS, this could occur for receivers on the southern boundary of PA 3 (represented by R05) and on an interior lot line in PA 1 (represented by R07); for Scenario 2, this could occur for a receiver on the eastern boundary of PA 1 (represented by R03) and on an interior lot line in PA 1 (represented by R07). The table below summarizes the project's potential construction equipment noise levels at future on-site receptors R02 to R09.

Table 4.12-18 Modeled Construction Noise Levels at On-Site Receivers

Model Run and Construction Activity	Modeled Construction Noise Level (dBA L _{eq})							
	R02	R03	R04	R05	R06	R07	R08	R09
MBS								
<i>04 MBS PA4 Industrial Southwest</i>								
Site Preparation (Worst Case)	-	-	-	-	-	64.5	74.7	75.2
Paving (Worst Case)	-	-	-	-	-	65.5	75.6	76.1
Site Preparation (Typical)	-	-	-	-	-	-	62.5	65.7
Building Construction (Typical)	-	-	-	-	-	-	61.3	64.5
Paving (Typical)	-	-	-	-	-	-	60.8	64.5
Architectural Coating (Typical)	-	-	-	-	-	-	48.1	51.2
<i>05 MBS PA4 Industrial Southeast</i>								
Site Preparation (Worst Case)	65.0	63.4	69.4	91.8	75.2	64.5	75.2	-
Paving (Worst Case)	66.0	64.3	70.4	92.8	76.1	65.5	76.1	-
Site Preparation (Typical)	-	-	-	64.9	63.7	-	63.4	-
Building Construction (Typical)	-	-	-	64.5	63.3	-	63.1	-
Paving (Typical)	-	-	-	63.0	61.8	-	61.6	-
Architectural Coating (Typical)	-	-	-	50.2	49.0	-	48.8	-
<i>06: MBS PA1 Northwest Residential</i>								
Site Preparation (Worst Case)	-	-	-	-	-	N/A	78.9	N/A
Paving (Worst Case)	-	-	-	-	-	N/A	79.9	N/A
Site Preparation (Typical)	-	-	-	-	-	N/A	-	N/A
Building Construction (Typical)	-	-	-	-	-	N/A	-	N/A
Paving (Typical)	-	-	-	-	-	N/A	-	N/A
Architectural Coating (Typical)	-	-	-	-	-	N/A	-	N/A
<i>07: MBS PA1 Northeast and PA2 Mixed-Use</i>								
Site Preparation (Worst Case)	N/A	N/A	79.8	65.0	N/A	91.8	N/A	-
Paving (Worst Case)	N/A	N/A	80.7	65.9	N/A	92.8	N/A	-
Site Preparation (Typical)	N/A	N/A	63.3	63.4	N/A	-	N/A	-
Building Construction (Typical)	N/A	N/A	62.9	63.0	N/A	-	N/A	-
Paving (Typical)	N/A	N/A	61.9	62.0	N/A	-	N/A	-
Architectural Coating (Typical)	N/A	N/A	49.1	49.2	N/A	-	N/A	-
<i>08: MBS PA3 Residential</i>								
Site Preparation (Worst Case)	79.8	64.7	N/A	N/A	75.2	-	-	-
Paving (Worst Case)	80.7	65.7	N/A	N/A	76.1	-	-	-
Site Preparation (Typical)	70.2	65.3	N/A	N/A	69.5	-	-	-
Building Construction (Typical)	67.8	62.9	N/A	N/A	67.1	-	-	-
Paving (Typical)	68.4	63.4	N/A	N/A	67.7	-	-	-
Architectural Coating (Typical)	62.5	57.6	N/A	N/A	61.8	-	-	-

Model Run and Construction Activity	Modeled Construction Noise Level (dBA L _{eq})							
	R02	R03	R04	R05	R06	R07	R08	R09
Scenario 2								
<i>04: S2 PA4 Industrial Southwest</i>								
Site Preparation (Worst Case)	-	-	-	-	-	64.5	74.7	75.2
Paving (Worst Case)	-	-	-	-	-	65.5	75.6	76.1
Site Preparation (Typical)	-	-	-	-	-	-	62.5	65.7
Building Construction (Typical)	-	-	-	-	-	-	61.3	64.5
Paving (Typical)	-	-	-	-	-	-	60.8	64.0
Architectural Coating (Typical)	-	-	-	-	-	-	48.1	51.2
<i>05: S2 PA4 Industrial Southeast</i>								
Site Preparation (Worst Case)	65.0	63.4	69.4	91.8	75.2	64.5	75.2	-
Paving (Worst Case)	66.0	64.3	70.4	92.8	76.1	65.5	76.1	-
Site Preparation (Typical)	-	-	-	64.9	63.7	-	63.4	-
Building Construction (Typical)	-	-	-	64.5	63.3	-	63.1	-
Paving (Typical)	-	-	-	63.0	61.8	-	61.6	-
Architectural Coating (Typical)	-	-	-	50.2	49.0	-	48.8	-
<i>09: S2 PA1 Northwest Residential</i>								
Site Preparation (Worst Case)	-	-	-	-	-	N/A	78.9	N/A
Paving (Worst Case)	-	-	-	-	-	N/A	79.9	N/A
Site Preparation (Typical)	-	-	-	-	-	N/A	-	N/A
Building Construction (Typical)	-	-	-	-	-	N/A	-	N/A
Paving (Typical)	-	-	-	-	-	N/A	-	N/A
Architectural Coating (Typical)	-	-	-	-	-	N/A	-	N/A
<i>10: S2 PA1 Northeast Residential</i>								
Site Preparation (Worst Case)	N/A	N/A	N/A	N/A	N/A	91.8	N/A	-
Paving (Worst Case)	N/A	N/A	N/A	N/A	N/A	92.8	N/A	-
Site Preparation (Typical)	N/A	N/A	N/A	N/A	N/A	-	N/A	-
Building Construction (Typical)	N/A	N/A	N/A	N/A	N/A	-	N/A	-
Paving (Typical)	N/A	N/A	N/A	N/A	N/A	-	N/A	-
Architectural Coating (Typical)	N/A	N/A	N/A	N/A	N/A	-	N/A	-
<i>11: S2 PA2 Commercial</i>								
Site Preparation (Worst Case)	N/A	91.8	N/A	N/A	68.9	-	-	-
Paving (Worst Case)	N/A	92.8	N/A	N/A	69.9	-	-	-
Site Preparation (Typical)	N/A	81.1	N/A	N/A	69.1	-	-	-
Building Construction (Typical)	N/A	79.9	N/A	N/A	67.8	-	-	-
Paving (Typical)	N/A	81.1	N/A	N/A	69.1	-	-	-
Architectural Coating (Typical)	N/A	66.5	N/A	N/A	54.4	-	-	-
<i>12: S2 PA3 Commercial</i>								
Site Preparation (Worst Case)	N/A	64.7	N/A	N/A	75.2	-	-	-

Model Run and Construction Activity	Modeled Construction Noise Level (dBA L _{eq})							
	R02	R03	R04	R05	R06	R07	R08	R09
Paving (Worst Case)	N/A	65.7	N/A	N/A	76.1	-	-	-
Site Preparation (Typical)	N/A	64.0	N/A	N/A	68.2	-	-	-
Building Construction (Typical)	N/A	62.9	N/A	N/A	67.1	-	-	-
Paving (Typical)	N/A	64.9	N/A	N/A	69.1	-	-	-
Architectural Coating (Typical)	N/A	50.6	N/A	N/A	54.9	-	-	-
Source: MIG (See Appendix B in Noise Impact Analysis)								
(A) Typical noise levels can be higher than worst case noise levels when the center of the site is less than twice the modeled distance for worst-case equipment operations. In this instance, the typical noise is also presented as the worst-case noise level.								
(B) Bold values indicate the estimated noise level exceeds FTA's daytime (80 dBA L _{eq}) noise criteria.								

As shown in the table above, the project's potential MBS construction noise levels could exceed the FTA's daytime (7 AM to 10 PM) noise criterion of 80 dBA Leq at R02 (80.7 dBA Leq), R04 (80.7 dBA Leq), R05 (92.8 dBA Leq), and R07 (92.8 dBA Leq). This occurs primarily during individual, worst-case site preparation and paving operations that were assumed to occur at the boundary of the construction model area, sometimes within 25 feet of an adjacent receptor (e.g., R05 and R07). Under the MBS, typical construction noise levels would not exceed 80 dBA Leq at any on-site receptor location.

In addition to the potential for individually modeled construction activities to exceed the FTA's daytime noise criterion, there is also the potential for combined noise levels from concurrent construction activities occurring near on-site receptors to exceed the FTA's criterion. For example, at R08, the highest individual noise level associated with the MBS PA4 Industrial Southwest Model would be 75.6 dBA (during site paving), while the highest individual noise level associated with the MBS PA1 Northwest Residential Model would be 79.9 (also during site paving). Individually, these construction models do not exceed the FTA's 80 dBA Leq criterion; however, the combined noise level at R08 if both paving activities were occurring at the same time would be 81.3 dBA Leq, which is above the FTA's daytime criterion. Potential combined noise levels would depend on the specific type of construction activities occurring and their distance from the on-site receptor; however, concurrent construction activities are likely to produce a noise level above 80 dBA Leq under the following conditions: 1) one individual activity produces a noise level of at least 79 dBA Leq at a receptor and a second individual activity produces a noise level of at least 73.5 dBA Leq at the same receptor; 2) one individual activity produces a noise level of at least 78 dBA Leq at a receptor and a second individual activity produces a noise level of at least 76 dBA Leq at the same receptor; or 3) two individual activities produce a noise level of at least 77 dBA Leq at the same receptor. The estimated highest combined noise level that could occur would be approximately 93 dBA Leq at receptors R05 and/or R07. This could occur only when worst-case paving operations combine with noise from another individual construction activity occurring near R05 and/or R07. Thus, worst-case combined construction noise levels could be up to 13 dBA above the FTA's 80 dBA Leq daytime noise criterion.

The construction noise model results for Scenario 2 are similar to the results for the MBS. As shown in the table above, Scenario 2 construction noise levels could exceed the FTA's daytime (7 am to 10 pm) noise criterion of 80 dBA Leq at R03 (92.8 dBA Leq), R05 (92.8 dBA Leq), and R07 (92.8 dBA Leq). Like the MBS, the noise occurs primarily during individual, worst-case site preparation and paving operations that were assumed to occur at the boundary of the construction model area, sometimes within 25 feet of an adjacent receptor; however, unlike the MBS, the FTA's daytime criterion are also exceeded during typical site preparation and paving activities associated with the S2 PA2 Commercial Model because these typical activities could potentially occur within approximately 150 feet of potential receptors in the northeast part of PA1 (R03). Like the MBS, there is also the potential for concurrent Scenario 2 construction activities to occur near the same receptor and result in a combined noise level above 80 dBA Leq. The estimated highest combined noise level that could occur would be approximately 93 dBA Leq at receptors R03, R05, and/or R07. This combined noise impact could only occur if worst-case paving operations combine with noise from another individual construction activity near R03, R05, and/or R07. Thus, worst-case combined construction noise levels under Scenario 2 could also be up to 13 dBA above the FTA's 80 dBA Leq daytime noise criterion.

The magnitude of the project's predicted construction noise levels at modeled on-site receptor locations is primarily a function of the distance between modeled construction activities and receptors. In addition, the modeled on-site receptors may not actually be present during all or even most construction activities. Nonetheless, if receptors are present, the project would have the potential to generate construction noise levels that could exceed the FTA's daytime (80 dBA Leq) construction noise criteria by up to 13 dBA Leq, resulting in a significant impact. To reduce this impact, **Mitigation Measures NOI-1A** through **NOI-1E** shall be incorporated during construction. The mitigation measures require the project to notify the receptors in the vicinity of the project of project-related construction activities; restrict construction work hours to hours established by the City of Indio Municipal Code; reduce construction traffic by establishing access points that avoid sensitive receptors and equipment noise by staging equipment away from sensitive receptors, and using noise suppression devices; install temporary noise barriers during all site preparation, grading, and structural foundation work activities that have a line-of-sight to and occur within 150 feet of an occupied dwelling unit; and provide owner/occupant disclosures that state that properties in the project area may be subject to elevated construction noise levels from development in the project area. The use of equipment in good working order with standard noise suppression devices and the shielding of stationary noise generating equipment (**Mitigation Measure NOI 1-C**) is estimated to result in a 2 dBA to 5 dBA reduction in modeled equipment noise levels.² In addition, the installation of a 6- to 10-foot-tall temporary noise barrier (**Mitigation Measure NOI-1D**) is estimated to result in

² The RCNM construction equipment noise levels are based, in part, on measured data from construction projects occurring in the 1990s with equipment manufactured as early as the 1970's. Newer equipment would include enhanced shields, mounts, and noise suppression controls that lower equipment noise levels below that assumed by the RCNM.

an additional 5 dBA to 13 dBA reduction in modeled equipment noise levels, depending on the specific type of equipment used, the distance between the equipment and the barrier and the receptor and the barrier, and the elevation of the residential noise receiver. Additionally, **Mitigation Measure NOI-3A** requires a permanent 8-foot-tall concrete unit noise barrier between PA 3 and PA 4 if residential construction on PA 3 precedes industrial development on PA 4. The implementation of **NOI-1D** or **NOI-3A** would provide at least 11 dB of construction noise reduction when the equipment is operated within 25 feet of the barrier. However, it should be noted that the temporary barrier implemented in **NOI-1D** shall not be required if the permanent barrier is already present between the construction area and developed area (residential dwelling). All other mitigation measures would reduce the potential receptor annoyance but would not physically reduce construction noise levels. The combined reduction in construction noise levels achieved by **Mitigation Measures NOI-1A to NOI-1E** and **Mitigation Measure NOI-3A**, therefore, is estimated to range from 7 dBA Leq to 16 dBA Leq. Thus, with the implementation of **Mitigation Measures NOI-1A to NOI-1D** would reduce the project's potential construction noise levels below the FTA's 80 dBA Leq daytime noise criterion. Therefore, implementation of the mitigation measures listed above would reduce the project's construction noise impacts to less than significant levels. The project's mitigated construction noise levels at on-site residential receptors are summarized in the tables below.

Table 4.12-19 Mitigated Construction Noise Levels at On-Site Receivers

Receiver	Highest Unmitigated Noise Level (dBA Leq) ^(A)	Mitigated Noise Level Range (dBA Leq) ^{(B)(C)}	FTA Daytime 80 dBA Leq Criterion Exceeded?
MBS			
R02	80.7	73.7	No
R04	80.7	73.7	No
R05	92.8	79.8	No
R07	92.8	79.8	No
Scenario 2			
R03	92.8	79.8	No
R05	92.8	79.8	No
R07	92.8	79.8	No
(A) Daytime noise level is based on the receiver's highest worst case noise level listed in Error! Reference source not found. In Noise Impact Analysis. (B) MBS mitigated noise level range assumes a 7 dBA reduction for receptors R02 and R04 per Mitigation Measures NOI-1C and NOI-1D (6-foot-tall barrier), and a 13 dBA reduction for receptors R05 and R07 per mitigation measures NOI-1C and NOI-1D (10-foot tall-barrier). (C) Mitigated noise level range assumes a 13 dBA reduction for receptors R05 and R07 per Mitigation Measures NOI-1C and NOI-1D (10-foot-tall barrier).			

Operational Noise

Once constructed, the project would generate noise from the operation of new residential, commercial, and industrial land uses. These land uses would include on-site noise sources and activities and off-site traffic noise, discussed subsequently.

On-Site Noise

The City of Indio establishes exterior noise levels for the various land uses throughout the City. Acceptable and conditionally acceptable noise levels for mixed Use commercial/residential is 65 CNEL and 75 CNEL, respectively; while acceptable and conditionally acceptable noise levels for office/professional, commercial, retail, industrial, manufacturing, and warehouse is 70 CNEL and 75 CNEL, respectively. The project's compliance with the City's exterior noise standards is evaluated below.

Multi-Family Residential Development

Multi-family residential developments can generate noise from on-site sources such as vehicle parking areas, stationary mechanical equipment (i.e., HVAC units, water/pool pumps, waste compactors, garage doors, etc.), waste collection activities, and landscaping activities. While certain specific residential activities and sources could generate high noise levels at close distances (e.g., small HVAC units could generate noise levels of 76 dBA at 3 feet), sustained noise levels would be less than 50 dB at 50 feet from the activity or source.

Potential on-site residential noise sources would be in PA 1, PA 2, and PA 3. The noise generated from one residential development (e.g., in PA 1) could be audible at a different development in the project area (e.g., in PA 1, PA 2, or PA 3). While residential noise sources could be audible, they would be unlikely to exceed an applicable City noise compatibility standard. Residential land uses, including high-density residential land uses, do not generate substantial noise levels because mechanical equipment is typically enclosed within closets, shed, or equipment rooms; HVAC equipment is typically screened from public view (via landscaping, fences, or walls); and noise-generating activities do not occur during nighttime hours. Screening development standards are established in Chapter 3 of the Specific Plan (**Appendix A**), which also complies with Section 3.02.10 (Fences, Walls, and Screening) of the Indio Unified Development Code.

Additionally, Table 3-3 of The Oasis at Indio Specific Plan establish minimum required setbacks that would ensure buildings and associated equipment are separated by minimum distances. The project's residential development would be subject to City Municipal Code requirements that control and abate unnecessary, excessive, or annoying noise, including prohibitions on noise that causes annoyance to a reasonable person that is plainly audible at a distance of 50 feet (Municipal Code Section 95C.03); limitations on noise from horns and signaling devices, televisions and radios, animals, and leaf blowers (Municipal Code Section 95C.04), and minor property maintenance (Municipal Code Section 95C.09).

For the reasons described above, the project's residential development would be unlikely to generate noise levels that exceed the applicable standards from the City's Municipal Code, Unified Development Code, or General Plan Noise Element. Impacts are less than significant.

Commercial and Mixed-Use Development

The commercial and mixed-use component of the project could generate noise from typical on-site sources such as vehicle parking areas, commercial loading docks and storage areas, HVAC equipment, solid waste collection activities, and landscaping activities. Depending on the commercial operation, specific equipment could include backup generators, car wash equipment, drive-thru restaurant speaker boxes, and other permitted commercial uses, which would generate noise. Although specific equipment details are not known at the time of writing this Draft EIR, sustained commercial noise levels at 50 feet are estimated to range from less than 65 dBA Leq (e.g., vehicle parking, cargo/goods movement, truck dock activity), to up to approximately 89 dBA Leq (e.g., noise from a car wash tunnel exit) based on typical commercial uses referenced. At 650 feet (i.e., to the closest existing residential property, Sun City Shadow Hills), the highest assumed noise level (car wash tunnel exit) would be approximately 66.5 dBA Leq.

The noise generated from one commercial development (e.g., in PA2) could be audible at a different development in the project area (e.g., a residential development in PA1, PA2, or PA3). The General Plan establishes 60 CNEL and 75 CNEL as the acceptable and conditionally acceptable noise limit, respectively, for single family residences (i.e., Sun City Shadow Hills), and 65 CNEL and 75 CNEL as the acceptable and conditionally acceptable noise limit respectively, for multifamily residential and mixed-use commercial and residential land uses. While commercial noise sources could be audible, most commercial development would be unlikely to exceed the City's acceptable daily 60 CNEL or 65 CNEL noise standard because on-site noise sources would not generate substantial noise levels (e.g., vehicle parking areas), would be set back and located away from residential property lines and dwelling units, and would not operate continuously (i.e., would not operate 24 hours a day) or at least involve reduced operations during nighttime hours. In addition, the project includes use restrictions, standards, and design guidelines that would reduce potential commercial noise levels by prohibiting incompatible developments, restricting hours of operations to 7 AM to 10 PM, designing the site to place loading docks and waste storage away from sensitive land uses, screening noise-generating equipment, and requiring the installation of a 6- to 8-foot solid masonry wall between residential and non-residential uses (6- to 8-foot wall between residential and mixed-uses per Section 3.5.1.1 of the Specific Plan, and, potentially, an 8-foot wall between residential in PA 3 and nonresidential in PA 4, as required by **Mitigation Measure NOI-3A**).

Potential noise levels of 66.5 dBA Leq to 89 dBA Leq, if sustained daily, would be above the City's acceptable (60 CNEL for single-family residential and 65 for multifamily residential) and conditionally acceptable (75 CNEL for single- and multi-family residential) noise guidelines. Commercial noise levels that could potentially exceed the City's acceptable noise limits would be considered a potentially significant impact. However, to reduce this impact, the project shall implement **Mitigation Measure NOI-3A** and **NOI-3B**. **NOI-3A** requires the installation of a noise barrier between PA 3 and PA 4, while **NOI-3B** requires that the future mixed uses submit a project specific operational noise analysis to the

City for review and approval. With the implementation of **Mitigation Measure NOI-3A** and **NOI-3B**, on-site noise will be reduced to less than significant levels.

Industrial Development

The project proposes the operation of industrial building space (up to 1,806,290 square feet) in PA 4 under both the MBS and Scenario 2. Industrial development could generate noise from employee vehicle parking areas, truck loading docks, cargo handling equipment operations in truck dock and trailer storage areas, HVAC equipment, solid waste collection activities, and landscaping activities, as well as potential backup generators and other equipment that could be associated with specific industrial activities permitted by the project but which cannot be known at this time due to the programmatic nature of the project.

Although potential industrial development could include stationary equipment, this equipment would be subject to the same screening requirements as commercial development and is most likely to be on the interior of the site, away from truck dock loading areas. For this reason, the primary noise source associated with industrial development in PA 4 is likely to be truck loading docks. Industrial development could include loading dock areas along both A Street and I-10 building perimeters, with trailer storage and other parking areas located on the west and south building perimeters. The City's Municipal Code prohibits truck idling for more than 15 minutes within 150 feet of residential area between the hours of 7 p.m. and 7 a.m. Based on the conceptual site plans, truck loading docks on the southern side of PA 4, near I-10, would be located approximately 950 feet or more from PA 1 and 2 and 425 feet or more from PA 3 and screened from receptors in PA 1, 2, and 3 by industrial building facades. Thus, these truck docks would be unlikely to affect receptors in the project area. Truck loading docks on the north side of industrial buildings in PA 4 would be the closest to potential residential development in PA 1 and PA 2 but would still be more than 1,400 feet from residences in the Sun City Shadow Hills Neighborhood north of Avenue 42. The proposed project has been designed to limit the potential for industrial noise to impact PA 1, 2 and 3 by:

- Separating potential residential development in PA 1 from industrial development in PA 4 by at least 280 feet (from north to south).
- Requiring loading docks and truck parking areas to be visually screened from view along A Street with a 14-foot-high wall, landscaping, and/or other screening features or barriers (such as berms).
- Prohibiting outdoor storage in front or street-side yards and requiring outdoor loading and storage areas to be screened from public view by decorative concrete or masonry walls with lockable view obstructing gates that are a minimum of eight feet in height.

Individual truck travel and docking activity could generate a sustained noise level of 63.4 dBA L_{eq} at 50 feet. If 10 trucks were to dock at the same time, the sustained noise level could be 73.4 dBA L_{eq} at

50 feet, which would then attenuate to a noise level of approximately 58.4 dBA L_{eq} at 280 feet and 56.1 dBA L_{eq} at 365 feet. These noise level estimates assume no shielding or reduction in noise levels by the required screening walls for truck dock areas and outdoor loading and storage areas. Noise levels of approximately 56 dBA L_{eq} to 58 dBA L_{eq} , if sustained daily, would be below the City's acceptable (60 CNEL for single family residential and 65 CNEL for multifamily residential) and conditionally acceptable (75 CNEL) noise guidelines. Therefore, the industrial development in PA 4 would not impact existing off-site receptors north of Avenue 42 and would not generate noise levels that exceed City standards at residential or commercial receptors in PA 1 or PA 2 due to the distance between industrial noise sources and potential receptors and design standards and guidelines included in the proposed project. In addition, industrial development is not anticipated to impact potential residential receptors in PA 3 under the MBS, nor commercial receptors in PA 3 under Scenario 2; because the industrial activities along the PA 4 and PA 3 boundary are expected to be limited to employee parking activities.

The actual noise levels generated by industrial development and perceived by potential receptors in the project area would depend on actual equipment noise levels and operating characteristics, the actual distance to the receptor, and the presence or absence of noise barriers or other screening features between the industrial noise source(s) and the receptor. For example, truck docks or loading areas could be located closer to PA 3 than conceptually shown in **Exhibit 4.12-3**, and, therefore, have the potential to generate noise levels that exceed City standards. Although unlikely to occur, the potential for industrial noise sources to generate noise levels in PA 3 that are above the City's acceptable noise limit (65 CNEL) would be considered a potentially significant impact. To reduce this impact, the project shall implement **Mitigation Measure NOI-3A** and **NOI-3B**. **NOI-3A** requires the installation of a noise barrier between PA 3 and PA 4, while **NOI-3B** requires that the future mixed use residential/commercial, commercial, and industrial development submit a project specific operational noise analysis to the City for review and approval. With the implementation of **Mitigation Measure NOI-3A** and **NOI-3B**, on-site noise will be reduced to less than significant levels.

Compliance with Interior Noise Standards

The City enforces the California Building Code which establishes 45 CNEL as the allowable interior noise levels in habitable rooms and requires non-residential wall and roof ceiling assemblies exposed to noise levels above 65 dBA (CNEL or hourly L_{eq}) to prescriptive assembly requirements or a performance standard of 50 dBA L_{eq} .

The project's multi-family residential development would not generate substantial exterior noise levels. Therefore, the residential component would not have the potential to exceed interior noise level standards at any facilities located within or outside of the project area. Some commercial noise sources like car washes could generate exterior noise levels of between approximately 79 dBA L_{eq} to 89 dBA L_{eq} at 50 feet, which would fully attenuate to 65 dBA L_{eq} at distance of 790 feet if no shielding were provided. In addition, industrial development could generate noise levels of up to approximately

65 dBA L_{eq} at 50 feet, but industrial noise sources are more likely to be located more than 50 feet from residential and commercial building facades.

In general, standard construction techniques for new residential, commercial, and industrial buildings in California provides a minimum of 12 dBA of exterior to interior noise attenuation with windows open and between 20 dBA to 30 dBA of exterior to interior noise attenuation with windows closed.³ Exterior noise levels, therefore, must generally be 65 CNEL or below to meet an interior noise level of 45 CNEL for habitable rooms, and 70 dBA L_{eq} or below to meet a 50 dBA L_{eq} performance standard in occupied non-residential space. Although unlikely to occur, the proposed project could result in the operation of noise generating equipment and activities near residential and non-residential building facades within the project area that have the potential to exceed interior noise standards. This would be a potentially significant impact. The implementation of **Mitigation Measures NOI-3A** and **NOI-3B** would limit the potential for industrial-related development in PA 4 to impact residential development in PA 3 and require future development in the project area to identify and control on-site noise to comply with the City's exterior and interior noise standards. Project operational noise will be reduced to less than significant levels with the implementation of **NOI-3A** and **NOI-3B**.

Compliance with General Plan Noise Element Policies

The table below summarizes the project's consistency with the applicable policies of the City's General Plan Noise Element.

³ The U.S. Department of Housing and Urban Development (HUD) Noise Guidebook and supplement (2009a, 2009b) includes information on noise attenuation provided by building materials and different construction techniques. As a reference, a standard exterior wall consisting of 5/8-inch siding, wall sheathing, fiberglass insulation, two by four wall studs on 16-inch centers, and 1/2-inch gypsum wall board with single strength windows provides approximately 32 dB to 35 dB of attenuation between exterior and interior noise levels, provided there are no doors in the assembly and windows do not occupy more than 30% of the exterior wall space. Attenuation may be 2 – 3 dB less for traffic noise frequencies.

Table 4.12-20 Project Consistency with Applicable General Plan Noise Policies

General Plan Noise Element Goal/Policy	Consistency Analysis
Goal NE-1: Land Use Compatibility. A City where noise exposure is minimized for those living, working, and visiting the community.	
Policy NE-1.1: Sensitive Receptors: Protect noise-sensitive uses, such as residences, schools, health care facilities, hotels, libraries, and churches from excessive noise levels through land use compatibility/adjacency, build design, and noise ordinance enforcement.	Consistent with mitigation. The proposed project would not generate noise levels that could affect sensitive receptors located outside of the project area; however, the project's stand-alone commercial and industrial developments could generate noise levels at sensitive receptors inside the project area that are substantially above existing ambient conditions and/or above the City's exterior or interior noise standards. The proposed project would incorporate Mitigation Measure NOI-3 to ensure sensitive receptors inside the Project area are exposed to acceptable noise levels.
Policy NE-1.2 Noise Compatibility: Apply the Noise Compatibility Matrix as a guide for planning and development decisions. The City will require projects involving new development or modifications to existing development to implement mitigation measures, where necessary, to reduce noise levels to at least the normally compatible range shown in the City's Noise Compatibility Matrix. Mitigation measures should focus on architectural features and building design and construction, rather than site design features, such as excessive setbacks, berms, and sound walls, to maintain compatibility with adjacent and surrounding uses.	Consistent with mitigation. The proposed project includes commercial use restrictions, commercial and industrial design standards, and commercial and industrial design guidelines that incorporate operational restrictions, landscaping and other setbacks, and screening requirements to limit potential noise impacts. The proposed project would incorporate Mitigation Measure NOI-3 to ensure sensitive receptors inside the project area are not exposed to unacceptable noise levels.
Policy NE-1.3 Airport Land Use Planning: Implement all applicable noise-related policies contained in the Bermuda Dunes Airport Land Use Plan.	Consistent. As evaluated in discussion c) (below), the proposed project would not conflict with the Riverside County ALUCP policies pertaining to noise nor have the potential to expose people living or working in the project area to excessive Bermuda Dunes Airport noise levels.
Policy NE-1.6 Limit on Hours of Operation: Limit delivery or service hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on driveways next to residential and other noise sensitive areas, such as residences, schools, hospitals, religious meeting spaces, and recreation areas.	Consistent. The project restricts the operation of commercial/retail uses in a mixed-use development to no earlier than 7 a.m. and no later than 10 p.m. daily unless modified by an administrative or conditional use permit.
Policy NE-1.7 Land Use and Community Design: Prioritize the building design and character policies in the Land Use and Community Character Element over those in the Noise Element to ensure that new development meets the design vision of the city. This policy will not apply when noise levels are clearly in the incompatible range as shown in the City's Noise Compatibility Matrix.	Consistent. The project includes design guidelines to promote compatibility with surrounding uses and is consistent with the General Plan Land Use and Community Character Element. Future development in the project area would be subject to this policy on a project-by-project basis.

General Plan Noise Element Goal/Policy	Consistency Analysis
Goal NE-2: Mobile Noise Sources. A City with minimal mobile source-generated noise levels.	
Policy NE-2.2 Truck routes. Regulate traffic flow to enforce speed limits to reduce traffic noise. Periodically evaluate and enforce established truck and bus routes to avoid noise impacts on sensitive receptors.	Consistent. The project would direct truck trips to City-designated truck routes, including Avenue 42 and Monroe Street.
Policy NE-2.4 Roadway noise. Implement the policies listed under Goal 1 to reduce the impacts of roadway noise on noise-sensitive receptors where roadway noise exceeds the normally compatible range shown in the City's Noise Compatibility Matrix.	Consistent with mitigation. The proposed Project would be consistent with Noise Element Goal 1 and related policies protecting noise sensitive receptors (see Goal 1, Policy NE-1.1 above).
Policy NE-2.5 Traffic calming. Require the use of traffic calming measures such as reduced speed limits or roadway design features to reduce noise levels where roadway noise exceeds the normally compatible range shown in the City's Noise Compatibility Matrix.	Not Applicable. 2033 traffic noise levels with the project could exceed the City's acceptable and conditionally acceptable noise levels for development along Avenue 42 and Monroe Street.
Policy NE-2.6 Noise-reducing paving. Encourage the use of noise-reducing paving materials, such as open-grade or rubberized asphalt, for public and private road surfacing projects in proximity to existing and proposed residential land uses	Not applicable. See discussion under Policy NE-2.5 above.
Goal NE-3: Stationary Noise Sources. A City with minimal stationary source-generated noise levels.	
Policy NE-3.1 Noise ordinance. Minimize noise conflicts between neighboring properties through enforcement of applicable regulations, such as the City's Noise Control Ordinance	Consistent with mitigation. Although unlikely to occur because the project would be subject to compliance with Municipal Code requirements and includes design standards that separate and shield noise generating equipment, activities, and land uses away from sensitive noise receptors, the proposed project could result in noise levels that exceed City standards within the project area. The proposed project would incorporate Mitigation Measure NOI-3A and NOI-3B to ensure sensitive receptors inside the project area are not exposed to unacceptable noise levels.
Policy NE-3.3 Entertainment uses. Require noise generating uses, such as restaurants, bars, entertainment venues, and industrial manufacturing operations to minimize noise impacts on adjacent noise-sensitive receptors when there is a potential for adverse noise impacts to occur.	Consistent with mitigation. The proposed project permits, either by right or use permit, eating and drinking establishments and entertainment uses and industrial manufacturing operations. Although unlikely to occur due because the proposed project would be subject to compliance with Municipal Code requirements and includes design standards that separate and shield noise generating equipment, activities, and land uses away from sensitive noise receptors, the proposed project could result in noise levels that exceed City standards within the project area. The project would incorporate Mitigation Measure NOI-3 to ensure sensitive receptors inside the project area are not exposed to unacceptable noise levels.
Policy NE-3.4 Construction noise. Require development to minimize the exposure of neighboring properties to	Consistent with mitigation. The project would incorporate Mitigation Measures NOI-1A through NOI-1E to minimize

General Plan Noise Element Goal/Policy	Consistency Analysis
excessive noise levels from construction-related activity during all phases of construction.	the exposure of existing and future noise-sensitive receptors to potential construction-related noise level.

Overall, the project would result in less than significant impacts during operation with the implementation of **Mitigation Measure NOI-3A** and **NOI-3B**.

Traffic and Off-Site Noise

The project would generate vehicle trips that would be distributed onto the local roadway system, primarily Avenue 42 and Monroe Street. The results of the traffic noise modeling indicate that future traffic noise levels on Avenue 42 and Monroe Street will generally remain high, above 70 dBA on a peak and daily exposure basis (at 100 feet from the road centerline), which exceeds the City's acceptable noise exposure levels for all land use types. The modeled peak hour traffic noise levels and estimated CNEL with and without the project on these roadways are summarized in the tables below.

Table 4.12-21 Modeled Peak Hour Traffic Noise Levels With and Without the Project

Road and Segment	Modeled Peak Hour Traffic Noise Level (dBA L_{eq}) 50 feet from Road Centerline					
	2033 No Project	2033 MBS	Net Change	2033 No Project	2033 Scenario 2	Net Change
Avenue 42						
Madison St to Clinton St	67.5 dBA	69.4 dBA	+1.9 dBA	67.5 dBA	68.8 dBA	+1.3 dBA
Clinton St to Monroe St	67.6 dBA	70.3 dBA	+2.7 dBA	67.6 dBA	69.3 dBA	+1.7 dBA
Monroe St to Gore/Spectrum St	68.2 dBA	68.7 dBA	+0.5 dBA	68.2 dBA	68.8 dBA	+0.6 dBA
Monroe Street						
Ave 40 to Ave 42	65.7 dBA	66.0 dBA	+0.3 dBA	65.7 dBA	66.1 dBA	+0.4 dBA
Ave 42 to I-10 WB Ramps	68.3 dBA	70.7 dBA	+2.4 dBA	68.3 dBA	70.0 dBA	+1.7 dBA
I-10 WB Ramps to Ave 44	67.3 dBA	70.2 dBA	+2.9 dBA	67.3 dBA	69.4 dBA	+2.1 dBA
Ave 44 to Fred Waring Dr	69.2 dBA	70.5 dBA	+1.3 dBA	69.2 dBA	70.1 dBA	+0.9 dBA

Source: MIG (see Appendix C in Noise Impact Analysis)

Table 4.12-22 Estimated CNEL Traffic Noise Levels With and Without the Project

Road and Segment	2014 General Plan	2033 No Project	2033 MBS	2033 Scenario 2	2040 General Plan
Avenue 42					
Madison St to Clinton St	72.9 CNEL	70.4 CNEL	72.3 CNEL	71.6 CNEL	76.6 CNEL
Clinton St to Monroe St	72.9 CNEL	70.5 CNEL	73.2 CNEL	72.1 CNEL	76.3 CNEL
Monroe St to Gore/Spectrum St	72.9 CNEL	71.1 CNEL	71.6 CNEL	71.6 CNEL	74.8 CNEL
Monroe Street					
Ave 40 to Ave 42	68.9 CNEL	68.6 CNEL	68.9 CNEL	68.9 CNEL	70.8 CNEL
Ave 42 to I-10 WB Ramps	71.8 CNEL	71.2 CNEL	73.6 CNEL	72.8 CNEL	73.6 CNEL
I-10 WB Ramps to Ave 44	73.4 CNEL	70.2 CNEL	73.1 CNEL	72.2 CNEL	74.6 CNEL
Ave 44 to Fred Waring Dr	74.9 CNEL	72.1 CNEL	73.4 CNEL	72.9 CNEL	76.1 CNEL
"A" Street					
Monroe St to Project boundary	--	--	69.9 CNEL	69.3 CNEL	--

Source: MIG (see Appendix C in Noise Impact Analysis); City of Indio 2019b, Appendix G-3

The modeling determined that 2033 peak hour traffic noise levels on Avenue 42 without the project is between 67.5 dBA Leq and 68.2 dBA Leq at 100 feet from the center of the road. This correlates to a traffic noise exposure level 70.4 CNEL and 71.1 CNEL. At worst case, the project could, under the MBS, increase 2033 peak hour traffic noise levels on Avenue 42 by 0.5 dBA to 2.7 dBA, up to a maximum of 70.3 dBA Leq and 73.2 CNEL. The modeled 2033 traffic noise levels with the project would remain conditionally acceptable for multifamily residential uses (65 CNEL to 75 CNEL) and commercial uses (between 70 CNEL and 75 CNEL) and would not increase by more than 3 dBA on any modeled Avenue 42 road segment. The model also determined that 2033 peak hour traffic noise levels on Monroe Street without the project are between 65.7 dBA Leq and 69.2 dBA Leq at 100 feet from the center of the road. This correlates to a traffic noise exposure level between 68.6 CNEL and 72.3 CNEL. At worst case, the project could, under the MBS, increase 2033 peak hour and daily traffic noise exposure levels on Monroe Street by 0.3 dBA to 2.9 dBA, up to a maximum of 70.7 dBA Leq and 73.6 CNEL. The modeled 2033 traffic noise levels would remain conditionally acceptable for single family residential uses (60 CNEL to 75 CNEL), multifamily residential uses (65 CNEL to 75 CNEL), and commercial and industrial uses (between 70 CNEL and 75 CNEL) on all modeled Monroe Street segments. In addition, the project would not increase traffic noise levels by more than 3.0 dBA on any modeled Monroe Street segment.

As described above, the project would not result in an increase traffic noise levels under any scenario that would be 3 dBA or more where the ambient noise level would change from acceptable to conditionally acceptable or remain conditionally acceptable per the City's General Plan Noise and Land Use Compatibility Matrix. This impact would be less than significant.

b. Generation of excessive groundborne vibration or groundborne noise levels

Construction

Construction activities have the potential to result in varying degrees of ground vibration, depending on the specific construction equipment used and activities involved. The groundborne vibration levels that could be generated by the type of equipment that could be used to construct the project are shown in the table below.

Table 4.12-23 Typical Construction Equipment Groundborne Vibration Levels

Equipment	Peak Particle Velocity (in/sec) ^(A)									
	25 ft	50 ft	100 ft	150 ft	200 ft	300 ft	400 ft	500 ft	600 ft	650 ft
Small bulldozer	0.003	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Jackhammer	<u>0.035</u>	<u>0.014</u>	0.006	0.003	0.002	0.001	0.001	0.001	0.001	0.001
Loaded truck	<u>0.076</u>	<u>0.031</u>	<u>0.013</u>	0.007	0.005	0.003	0.002	0.002	0.001	0.001
Auger Drill Rig	<u>0.089</u>	<u>0.036</u>	<u>0.015</u>	0.009	0.006	0.004	0.002	0.002	0.001	0.001
Large bulldozer	<u>0.089</u>	<u>0.036</u>	<u>0.015</u>	0.009	0.006	0.004	0.002	0.002	0.001	0.001
Vibratory Roller	<u>0.210</u>	<u>0.085</u>	<u>0.035</u>	<u>0.020</u>	<u>0.014</u>	0.008	0.006	0.00	0.00	0.00
Source: MIG (see Appendix B in Noise Impact Analysis)										
(A) Bold values indicate the estimated vibration level exceeds Caltrans' strongly perceptible (0.1 PPV in/sec) guideline for human detection and annoyance from continuous vibration sources (Caltrans, 2020; see Table 4.12-9 and -10).										

Off-Site Impacts

Construction vibration impacts occur when large construction equipment such as bulldozers or specific vibration-sensitive areas, during evening or nighttime hours, or when construction activities last extended periods of time. For the proposed project, these types of equipment would primarily operate during site preparation, grading, and paving work. Construction activities associated with the project would occur in multiple phases and may last several years in total. The closest off-site sensitive receptor to the project is approximately 650 feet. At this distance, the expected equipment to be used during construction would not generate groundborne vibration levels that would be perceptible or have the potential to result in damage to existing structures. Thus, less than significant impacts are anticipated at off-site receptor locations.

Vibration Resulting in Physical Damage to a Building or Structure

As indicated in the table above, typical equipment operations (e.g., bulldozer, jack hammer, trucks, etc.) are estimated to produce a maximum PPV level of 0.089 in/sec at 25 feet, while specific vibration-generating equipment operations (e.g., vibratory roller) are estimated to produce a maximum PPV level of 0.210 in/sec at 25 feet. These PPV values are less than Caltrans' vibration threshold criteria for potential structural damage for the types of building in and adjacent to the project area, which are or would consist of new and modern residential, commercial, and industrial structures (0.5 PPV for continuous vibration sources).

Vibration Resulting in Human Annoyance

For most typical operations, groundborne vibration would usually not be perceptible; however, a large bulldozer or drill rig is estimated to produce a maximum PPV level of 0.089 in/sec at 25 feet, 0.036 in/sec at 50 feet, and 0.015 in/sec at 100 feet. These values could exceed Caltrans' barely perceptible and distinctly perceptible vibration annoyance criterion (0.01 in/sec and 0.04 in/sec, respectively, for continuous vibration sources), but not Caltrans' strongly perceptible vibration annoyance criterion (0.1 in/sec for continuous vibration sources). Specific vibration-generating

equipment could exceed Caltrans' barely perceptible vibration annoyance criterion (0.01 in/sec) at distances of up to 300 feet from equipment operating areas. At 50 feet, the use of vibratory rollers (0.085 in/sec) could exceed Caltrans' distinctly perceptible vibration annoyance criterion (0.04 in/sec for continuous vibration sources), while at 25 feet, the use of vibratory rollers (0.210 in/sec) could exceed Caltrans' strongly perceptible vibration annoyance criterion (0.10 in/sec for continuous vibration sources).

The project's construction activities would not have the potential to result in physical damage to any existing or future building or structure in the project area. In addition, most equipment that would be used to construct the project would not generate annoying vibrations because equipment operations would be intermittent (not occur every day), limited in duration (equipment would move throughout work areas and not operate in the same location for a prolonged amount of time), and occur during the daytime (when receptors are considered less sensitive to vibration levels). The specific use of a vibratory roller during paving and other activities, however, could result in ground-borne vibration levels that exceed Caltrans' strongly perceptible annoyance criterion (0.10 in/sec) if such operations were to occur 50 feet of a building façade. Although this is unlikely to occur, the generation of strongly perceptible ground-borne vibration levels would be considered significant. To reduce the project's temporary construction vibration levels, the project shall prohibit the use of such equipment within 50 feet of occupied residential dwelling unit or, if such prohibition is not feasible, the project shall prepare a project-specific vibration plan that ensures equipment and work activities would not result in vibrations that exceed Caltrans' strongly perceptible human annoyance criterion of 0.1 in/sec PPV. This is required by **Mitigation Measure NOI-2** and would reduce the project's potential on-site construction vibration levels to less than significant levels.

Operation

The project does not include vibration-generating operational activities. The new land uses (i.e., residential, mixed-use, commercial, and industrial) could involve machinery and equipment such as pumps, compressors, generators, and other fixed equipment that produce vibrations; however, this equipment is unlikely to generate vibration levels that would be discernible without the aid of instruments. Potential pumps, generators, and other typical equipment would be securely mounted and not large enough to generate substantial vibrations beyond the immediate vicinity of the equipment. The project does not propose or support any large vibration-inducing equipment or land use activities and would not result in excessive ground-borne vibration levels. This impact would be less than significant.

- 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?***

The project is located approximately one mile east of Bermuda Dunes Airport. The entirety of the project area is within the Bermuda Dunes Airport Influence Area, and parts of the project are within Compatibility Zone C, D, and E (see **Table 4.12-3, Summary of Relevant Riverside County ALUCP Compatibility Factors and Criteria**). In addition, a small part of the southwest corner of the project is located within the 55 CNEL to 60 CNEL airport noise contour (Riverside County, 2004).

The Riverside County ALUCP and City General Plan Policy NE-1.3 establish requirements for the review and control of airport-related noise in the project area. These requirements limit the maximum development density in each compatibility zone, discourage and/or prohibit specific land uses in certain zones, and establish other noise-related requirements. The project would not conflict with the requirements of the Riverside County ALUCP nor have the potential to expose people living or working in the project area because the planned uses are compatible with the ALUCP Zone restrictions, the standard construction would achieve required minimum noise reductions, the project development standards require compliance with the ALUCP, and the project supplemental development standards provide necessary real estate disclosures and deed noticing. These are discussed further subsequently.

Based on the proposed project's Planning Area boundaries and conceptual site plans for the MBS and Scenario 2, the project would not conflict with ALUCP land use criteria for Compatibility Zone C or D. The only uses that could be located within Zone C would be industrial uses, roadways, parking areas, landscaping, and open spaces that may include walking trails, biking trails, and other active or passive recreational features. Such uses would not be highly noise sensitive. Similarly, the project would not result in any highly noise-sensitive non-residential uses in Compatibility Zone D. Development in this area could consist of residential or mixed-uses with non-residential areas (e.g., outdoor dining areas, parking lots, loading areas, etc.) that would not be highly noise sensitive.

A small part of the PA 4 is located within the Bermuda Dunes Airport 55 CNEL to 60 CNEL noise contour, meaning airport-related noise levels do not exceed 60 CNEL within the project area (see **Exhibit 4.12-1**). The Riverside County ALUCP identifies noise levels up to 60 CNEL as normally acceptable for office and retail trade uses, while noise levels up to 65 CNEL are normally acceptable for warehousing and light industrial uses. Therefore, the Industrial District land use proposed in PA 4 would be compatible with potential airport-related noise levels. In addition, for potential office buildings/areas in PA 4 that are also within Compatibility Zone C, the ALUCP requires a minimum exterior to interior noise level reduction of 20 dB; however, no office building would be located within an airport-related 65 CNEL contour. The ALUCP (Policy 4.1.6) acknowledges that most standard wood-frame construction techniques with a windows closed condition achieves a minimum of 20 dB of exterior to interior noise reductions. Thus, airport-related interior noise levels in any potential office building located within Compatibility Zone C would not exceed 45 CNEL as required by the ALUCP. Moreover, the project's development standards explicitly identify that properties located within the Bermuda Dunes Airport Influence Area shall be subject to the requirements and standards of the

ALUCP, including density and intensity standards that exist at the time of review (City of Indio, 2023b, Table 3-3, Notes 1 and 2).

Finally, for any residential property within any compatibility zone, the project's supplemental development standards require the disclosure of airport proximity and existence of aircraft overflights during real estate transactions as specified by State law. The project's supplemental development standards also require a deed notice to be recorded for each parcel associated with any discretionary land use action affecting property within the project that discloses the property is within an airport influence area and may be subject to annoyances and inconveniences associated with proximity to airport operations such as noise, vibration, and odors.

The project would not expose people working or residing in the project area to excessive airport-related noise levels. This impact would be less than significant.

4.11.4 Cumulative Impacts

Buildout of the City of Indio would result in an increase of traffic throughout the City as well as the operation of future projects in areas that were previously vacant and undeveloped. The development of vacant lots and the increase of traffic in Indio would result in increased noise levels throughout the City and along local roadways.

Construction Noise

Buildout of Indio would result in construction-related noise, which would lead to an increase in ambient noise. However, construction activities will not occur on undeveloped lands at once, but will rather be distributed over years, are short-term and would not continue after construction is complete. Construction-related ground-borne vibration would lead to a slight increase in vibrations, however, it would not create vibrations large enough to impact surrounding uses. Future developments (including the proposed project) would be required to comply with Indio Municipal Code Section 95C.08, which establishes hours of operation for construction activities to lessen the impacts of construction noise. Cumulative impacts from construction would be less than significant and would occur only during the permitted hours of construction and would stop once construction was complete.

Operational Off-Site Transportation Noise

As described under threshold a), above, project-generated traffic would remain conditionally acceptable for single family residential uses, (60 CNEL to 75 CNEL), multifamily residential uses (65 CNEL to 75 CNEL) and commercial uses (between 70 CNEL and 75 CNEL) and would not increase by more than 3 dBA on any modeled road segment. Therefore, it would also not cause a cumulatively considerable increase in noise in the surrounding area, and would not be considered to have a significant, adverse cumulative off-site transportation noise impact.

Cumulative impacts are not anticipated to be significant.

4.11.5 Mitigation Measures

NOI-1A: Provide Notification of Construction Activities. To ensure receptors in the vicinity of the Project area are aware of the Project and its planned construction activities, all future development in the Project area shall notify occupied residential land uses of planned construction activities.

- 1) The notice shall be provided at least 14 calendar days prior to the start of any construction activities, describe the planned phasing and schedule of construction activities, including any nighttime activities allowed by the City of Indio, describe the noise control measures to be implemented during construction, and include the name and phone number of a designated contact for the construction contractor and the City of Indio responsible for handling construction-related noise complaints.
- 2) The notice shall be provided to the owner/occupants of all occupied dwelling units within 200 feet of planned construction work areas.

NOI-1B: Restrict Construction Work Hours. To reduce the potential for construction activities to generate noise during times when receptors are more sensitive to changes in noise and the use of construction tools and machinery is restricted by the City of Indio Municipal Code, all future development in the project area shall:

- 1) *Restrict Motor Vehicle Standing/Idling.* All motor vehicles with a gross vehicle weight rating more than 10,000 pounds, and any auxiliary equipment attached to such a vehicle, shall be subject to the requirements of Municipal Code Section 95C.08.A. Such vehicles shall not operate for a period longer than 15 minutes in any hour while stationary and within 150 feet of a residential area between the hours of 7 PM and 7 AM.
- 2) *Restrict Construction Equipment Hours.* All construction activities shall be subject to the requirements of Municipal Code Section 95C.08.B.2 and 95C.08.B.3. Unless otherwise approved by the City, the loading and unloading of vehicles and the operating of forklifts or cranes within 1,000 feet of a residence and the use of construction tools and machinery shall occur only during the following times:
 - a. Pacific Standard Time
 - i. Monday through Friday: 7 AM through 6 PM
 - ii. Saturday: 8 AM through 6 PM
 - iii. Sunday and Government Holidays: 9 AM through 5 PM
 - b. Pacific Daylight Time
 - i. Monday through Friday: 6 AM through 6 PM

- ii. Saturday: 7 AM through 6 PM
 - iii. Sunday and Government Holidays: 9 AM through 5 PM
- 3) *Post Restricted Work Hours.* Each development project shall post a sign at all entrances to and exits from the construction site informing contractors, subcontractors, construction workers, etc. of the allowable work hours pursuant to sections 1) and 2) of this mitigation measure.

NOI-1C: Reduce Construction Traffic and Equipment Noise Levels. To reduce potential noise levels associated with project construction activities, all future development in the project area shall:

- 1) *Control Construction Traffic and Site Access.* Construction truck traffic, including soil and debris hauling, equipment deliveries, and concrete and other vendor deliveries shall follow City of Indio-designated truck routes, including Monroe Street and Avenue 42.
- 2) *Construction Equipment Selection, Use, and Noise Control Measures.* The following measures shall apply to all future development in the project area:
 - a. Construction staging activities such as receipt of deliveries, equipment, and material storage, etc., shall occur as far away from residential land uses as possible.
 - b. All stationary noise generating equipment such as pumps, compressors, and welding machines shall be shielded and located as far from sensitive receptor locations as practical. Shielding may consist of trailers, stored materials, or a three- or four-sided enclosure provided the structure/barrier breaks the line of sight between the equipment and the receptor, provides for proper equipment ventilation and operations, and complies with all other applicable occupational safety and health requirements.
 - c. Heavy equipment shall include standard noise suppression devices such as mullers, engine covers, and engine/mechanical isolators, mounts, etc. Equipment and noise suppression devices shall be maintained in accordance with manufacturer's recommendations while on-site.
 - d. Pneumatic tools shall include a noise suppression device on the compressed air exhaust.
 - e. Connect to existing electrical service to power stationary and portable equipment (e.g., pumps, generators, compressors, and welding sets). This measure shall be subject to the approval of the local electric utility. If it is not

feasible to connect to electrical service and/or extend electrical service to all work sites, **Mitigation Measure NOI-1C**, items 2.a and 2.b are implemented.

NOI-1D: Install Temporary Noise Barriers. To reduce potential construction noise levels at receptors near active work areas, all future development in the project area shall install a temporary noise barrier during all site preparation, grading, and paving work activities that have a line of sight to and occur within 150 feet of an occupied dwelling unit.

- 1) The barrier shall only be required along the portion of the job site perimeter that lies between the active work area and the affected dwelling unit(s). In addition, a temporary barrier shall not be required if a permanent barrier has been installed pursuant to **Mitigation Measure NOI-3A**.
- 2) The barrier shall consist of the following:
 - a. When activities occur no closer than 50 feet from an occupied dwelling unit, the physical noise barrier shall extend to a height of 6 feet above grade and consist of nominal 0.5-inch plywood with a minimum material density of 1.7 pounds per square foot installed. Alternatively, the barrier may consist of commercially available acoustic panels, blankets, etc. that have a minimum sound transmission class (STC) or transmission loss value of 20 dB.
 - b. When activities occur within 25 to 50 feet of an occupied dwelling unit, the physical noise barrier shall extend to a height of 8 feet above grade and consist of nominal 0.5-inch plywood with a minimum material density of 1.7 pounds per square foot installed. Alternatively, the barrier may consist of commercially available acoustic panels, blankets, etc. that have a minimum STC or transmission loss value of 23 dB or higher.
 - c. When activities occur within 25 feet of an occupied dwelling unit, the physical noise barrier shall extend to a height of 10 feet above grade and consist of nominal 1.0-inch plywood with a minimum material density of approximately 3 pounds per square foot installed. Alternatively, the barrier may consist of commercially available acoustic panels, blankets, etc. that have a minimum STC or transmission loss value of 23 dB or higher.
- 3) The barrier shall be installed at grade, or mounted to structures located at grade, such as a K-rail, and be maintained free of openings or gaps other than weep holes. Construction ingress/egress shall not be permitted through the barrier unless there is no other viable access point due to specific project constraints or other access requirements.

- 4) The noise barrier may be removed following the completion of all site preparation, grading, and paving activities (i.e., it is not necessary once framing and typical vertical building construction begins provided no other site preparation, grading, or paving work is still occurring in the area).

NOI-1E: Owner/Occupant Disclosure. Future owners, occupants, and tenants of residential and commercial properties in the project area shall receive disclosures that properties in the project area may be subjected to elevated construction noise levels from development in the project area. This disclosure shall be provided as part of the mortgage, lease, sub-lease, and/or other contractual real-estate transaction associated with the subject property.

NOI-2: Prohibit Vibratory Equipment: To reduce the potential for construction equipment to generate substantially perceptible groundborne vibrations, the use of vibratory rollers, vibratory/impact hammers, and other potential large vibration-generating equipment (e.g., hydraulic breakers/hoe rams) shall be prohibited within 50 feet of any occupied residential dwelling unit. Plate compactors and compactor rollers are acceptable. Deep foundation piers or caissons shall be auger drilled.

- 1) If it is not feasible to prohibit the use of vibratory equipment within 50 feet of a residential building façade due to site- or project-specific conditions or design considerations, a project-specific construction vibration evaluation plan shall be prepared that identifies planned vibration-generating construction activities and potential groundborne vibration levels (given specific equipment and soils conditions) at specific receptor locations and the vibration control measures that will be employed to ensure equipment and work activities would not result in vibrations that exceed Caltrans' strongly perceptible human annoyance criterion of 0.1 inches/second peak particle velocity. Such measures may include but are not limited to the use of vibration monitoring to measure actual vibration levels, the use of photo monitoring or documentation of building conditions prior to, during, and after construction activities, and/or the use of trenches or barriers that attenuate ground-borne vibration.

NOI-3A: Planning Area 3 and Planning Area 4 Noise Barrier. The City shall not approve any residential development in Planning Area 3 unless one of the following conditions is satisfied:

- 1) Planning Area 4 is not yet developed (i.e., constructed and awaiting occupancy or already occupied), in which case the residential project design shall include an 8-foot-tall concrete masonry unit noise barrier along the western boundary of Planning Area 3.
 - a. The barrier shall extend to a height of 8 feet above the finished elevation of the development and shall extend in a north-south direction at least 100 feet past the

northernmost and southernmost dwelling unit (if the project develops only a part of Planning Area 3).

- 2) The part of Planning Area 4 that borders Planning Area 3 is already developed, and a project-specific noise analysis required by Mitigation Measure NOI-3B (prepared by either the industrial or residential project) indicates Planning Area 4 industrial development would not generate noise levels in Planning Area 3 that exceed applicable City standards.

NOI-3B: Control On-site Noise Generating Sources and Activities. To ensure on-site, operations-related equipment and activities associated with the future development in the project area do not generate noise levels that exceed City standards, future mixed-use residential/commercial, commercial, and industrial development shall submit a project-specific operational noise analysis to the City for review and approval prior to the issuance of the first building permit for the project, or as otherwise determined by the City. The noise analysis shall be prepared by a qualified acoustical consultant and shall:

- 1) Identify surrounding land uses and noise-sensitive receptors in the vicinity of the project.
- 2) Identify the ambient noise level at and in the vicinity of the project, including at noise-sensitive receptors that could be impacted by the project. Ambient noise levels may be based on Indio General Plan traffic noise modeling, information in the Oasis at Indio Specific Plan EIR, or new ambient noise measurements conducted for the project.
- 3) Describe the noise levels generated by the project's on-site noise sources, including all stationary equipment (e.g., pumps, compressors, generators, dryers, heating, ventilation, and air conditioning equipment, etc.), truck docks/dedicated loading areas, waste collection areas, and vehicle parking areas included in the final project design/site plan.
- 4) Demonstrate how project noise sources and activities will comply with the exterior sound limits established in Municipal Code Chapter 95C, Noise Control, the noise compatibility guidelines in General Plan Table 11-1, and applicable interior sound limits for residential (45 CNEL in habitable rooms) and non-residential (50 dBA Leq in occupied areas or application of prescriptive requirements) project components. Measures for reducing project noise to may include, but are not limited to, setbacks, equipment enclosures, noise barriers or other means of shielding on-site noise levels from surrounding land uses and noise-sensitive receptors, and operating restrictions (e.g., prohibiting certain equipment or activities from operating at certain times such as nighttime hours).

4.11.6 Level of Impact Significance after Mitigation

Through compliance with the proposed Specific Plan design guidelines, and existing City of Indio ordinances and requirements, as well as the implementation of **Mitigation Measures NOI-1A** through **NOI-1E**, **NOI-2**, **NOI-3A**, and **NOI-3B**, development of the project would result in less than significant impacts to on- and off-site construction and operational noise receptors.

4.11.7 Resources

1. The Oasis at Indio Specific Plan Noise Impact Analysis, MIG, Inc., November 2023.
2. Transit Noise and Vibration Impact Assessment Manual, FTA, September 2018, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.
3. Transportation and Construction Vibration Guidance Manual, California DOT, September 2013, <https://www.contracosta.ca.gov/DocumentCenter/View/34120/Caltrans-2013-construction-vibration-PDF?bidId=>.

4.13 Population and Housing

4.13.1 Introduction

This section of the Draft Environmental Impact Report (Draft EIR) describes the existing setting regarding population and housing and the potential effects associated with implementation of the project. The consistency of the project with current growth projections is assessed in order to determine if the project would result in substantial population or housing growth beyond that planned through the City General Plan and regional growth plans. Descriptions and analysis in this section are based on population and housing information provided by the *United States Census Bureau*, *California State Department of Finance (DOF)*, *Southern California Association of Governments (SCAG)*, *the Riverside County General Plan*, *the City of Indio General Plan*, and *the Indio General Plan Environmental Impact Report*. Sources used in the preparation are included in **Chapter 8.0, References**, at the end of this Draft EIR. Please see **Chapter 9.0** for a list of acronyms used in this Draft EIR.

4.13.2 Existing Conditions

Riverside County

The County of Riverside has experienced substantial growth in recent decades. In April 2000, Riverside County had a total of 1,545,387 people, which increased approximately 41.7 percent to 2,189,641 people by 2010. By January 2023, the County's population was 2,439,234 people, which is a population increase of approximately 0.33 percent compared to 2022's population of 2,430,976 people¹. In 2020, the median age of Riverside County was 31.8.

In 2000, Riverside County had a total of 584,674 dwelling units, which increased to 800,707 units by 2010, and 872,930 by 2023 (as depicted in **Table 4.13-1**, below). This is an increase of approximately 50 percent and 288,256 dwelling units in two decades. According to the Department of Finance's 2023 population and housing estimates, of the 872,930 housing units in Riverside County, approximately 784,965 units were occupied with approximately 3.06 persons per household.

Table 4.13-1 Riverside County Population and Dwelling Units

Year	Population	Dwelling Units
2000	1,545,387	584,674
2010	2,189,641	800,707
2023	2,439,234	872,930

¹ California Department of Finance, Population and Housing Estimates for Cities, Counties, and the State 1990-2000 and 2011-2022.

Source: California Department of Finance, Population and Housing Estimates for Cities, Counties, and the State 1990-2000 and 2011-2022

The California Employment Development Department projects the annual average employment by industry between 2016 and 2026 in the Riverside-San Bernardino-Ontario Metropolitan Statistical Areas, which includes Riverside and San Bernardino counties. By 2026, employment is expected to reach 1.63 million, or gain 228,200 jobs, for an annual growth rate of 1.6 percent.

As the national economy improved during the 1990s, Riverside County's economy also improved, with the unemployment rate dropping from a high in 1993 of 12.2 percent (71,000 unemployed) to 5.2 percent (36,500 unemployed) in 2000. By January 2020, the unemployment rate had dropped to 4.2 percent (46,000 unemployed), slightly higher than the statewide unemployment rate of 3.5 percent. In 2020, approximately 59.7 percent of the population in Riverside County (approximately 1,454,008.4 people) were in the labor force, according to the U.S. Census Bureau. It is likely that the Coronavirus pandemic increased the number of unemployed people due to the closure of industries and businesses.

City of Indio

The City of Indio adopted their Housing Element in 2022, which was approved by the State Department of Housing and Community Development on April 20, 2022. According to the City's Housing Element, the City had a population of 49,116 people in 2000, which increased by 54.8 percent, to 76,036 people in 2010. In 2020, the population increased to 90,751. Per the U.S. Census, the City of Indio's population was 90,421 people in July 2021².

The City of Indio's population accounts for approximately 3.7 percent of the County's total population. The median age in the City was 45.6 in 2010 (US Census data). The most recent Census data (2021) shows the median age in the City to be 42.9, compared to the median age in Riverside County (36.6) and the Nation (38.8). Additionally, the number of jobs in 2017 in Indio was 27,382; an approximately 67.3 percent increase in jobs since 2010 (SCAG Local Profiles Indio).

Table 4.13-2, *Total Households 2010 to 2018*, shows the increase in the number of households (occupied housing units) between 2010 and 2020, according to the Indio General Plan Housing Element. In 2010, Indio had 22,851 households, which increased to 32,539 households by 2020, representing a 42.4 percent increase.

² ACS Demographics and Housing Estimates, 2021: 1- Year Estimates Data Profiles, United States Census Bureau. <https://data.census.gov/table?g=160XX00US0636448&tid=ACSDP1Y2021.DP05>

Table 4.13-2 Total Households 2010 to 2020

Jurisdiction	2010	2020	# Increase	% Increase
City of Indio	22,851	32,539	9,688	42.4%

Source: Indio General Plan 2022 Housing Element, Appendix B, Table 10.

In 2010, the vacancy rate in the City was approximately 19 percent. In 2020, the estimated vacancy rate decreased to approximately 17 percent (see **Table 4.13-3** below). The City of Indio experiences fluctuations in vacancy rates due to seasonal conditions. Several developments within the City cater to residents who live in the City for only a portion of the year. Depending on the time of year, the vacancy rates may be lower or higher than reported.

Table 4.13-3 Occupancy Status 2010 to 2020

Occupancy Status	2010	Percent of Total Units	2020	Percent of Total Units
Total Occupied Housing Units	23,378	80.7%	27,136	83.4%
Vacant Housing Units	5,593	19.3%	5,403	16.6%
Total Housing Units	28,971	100%	32,539	100%

Source: Indio General Plan 2022 Housing Element, Appendix B, Table 25.

There are three basic types of housing units in the City of Indio, as presented in **Table 4.13-4, Housing Inventory Units by Type, 2010 and 2020**. The housing units include single family units, which include both detached and attached units; multifamily units, which include apartments, duplexes, triplexes and fourplexes; and mobile homes.

In 2010, there were a total of 27,796 dwelling units in the City. By 2020, it is estimated that there were 32,539 dwelling units representing a 15 percent increase over ten years. Together, detached and attached single-family dwelling units are estimated to comprise 72.4 percent of all units in the City. The number of multi-family units in the City increased by 5 percent from 2010 to 2020, although multi-family units represent only 17.7 percent of the total housing stock. The predominant type of dwelling unit in the City of Indio continues to be single family.

Table 4.13-4 Housing Inventory Units by Type, 2010 and 2020

Building Type	2010		2020	
	Units	Percent of Total	Units	Percent of Total
Single-Family, Detached	18,026	64.9%	22,216	68.3%
Single Family Attached	1,282	4.6%	1,344	4.1%
Multifamily, 2-4 units	2,103	7.6%	2,192	6.7%
Multifamily, 5 or more units	3,445	12.4%	3,591	11.0%
Mobile Homes	2,940	10.6%	3,196	9.8%
Total Dwelling Units	27,796	100%	32,539	100%

Source: Indio General Plan 2022 Housing Element, Appendix B, Table 22

Table 4.13-5, *Housing Tenure and Vacancy* shows the housing by tenure in the City of Indio. Of the 32,470 occupied housing units in the City, about 70.6 percent were owner-occupied, and 29.4 percent are renter-occupied in 2019 (see **Table 4.13-5**). However, approximately 6,526 units are vacant, which includes seasonal housing, migrant workers housing, and rented (not occupied) housing.

Table 4.13-5 Housing Tenure and Vacancy (2019)

Status	Units	Percentage
Occupied Units		
Owner-occupied	22,931	70.6%
Renter-occupied	9,539	29.4%
Total	32,470	100%
Unoccupied Units		
For Rent	1,008	15.4%
Rented, not occupied	99	1.5%
For sale only	454	7.0%
Sold, not occupied	302	4.6 %
For seasonal, recreational, or occasional use	4,150	63.6%
For migrant workers	42	0.6%
Other vacant	471	7.2%
Total	6,526	100%

Source: Indio General Plan 2022 Housing Element, Appendix B, Table 23 and 24.

Indio is a popular destination for seasonal residents due to the comfortable, mild winters. The seasonal or part-time resident population is not included in the population or occupied units estimates compiled by the Census Bureau because people are classified according to the location of their primary residence. The State Department of Finance (DOF) provides a yearly estimate of total built dwelling units and an estimate of the number of vacant dwelling units. In resort communities like Indio, the number of vacant dwelling units reflects the number of dwelling units that are not occupied year-round, as well as those that are ready for year-around occupancy that have not yet been occupied. In 2020, the estimated vacancy rate in Indio was approximately 17 percent, according to the DOF.

The City of Indio has 38,212 workers living within its borders who work across 13 major industrial sectors. In 2019, the largest industry to employ the residents of the City was the education, health, and social services industry, accounting for 20.2 percent of the labor force. This was followed closely by the arts, entertainment, recreation, accommodation, and food services industry at 18.3 percent, and retail trade at 12.7 percent of the labor force. The Desert Sands Unified School District is the top single employer in the City, with 2,445 workers. Other large employers include the County of Riverside with 1,135 employees, Fantasy Springs Casino with 1,083 employees, and John F. Kennedy Memorial Hospital with 690 employees.³

³ City of Indio Housing Element, Appendix B, Community Profile.

From year 2010 to year 2019 employment increased from 30,100 to 39,000 jobs. However, in 2020, employment decreased to 36,700 jobs, due to the Coronavirus pandemic. From years 2010 to 2019, unemployment in Indio decreased from 5,300 to 2,200. Unemployment increased in 2020 to 4,900.

Table 4.13-6 Labor Force Trends (2010-2020)

Year	Labor Force	Employment	Unemployment	Unemployment Rate
2010	35,400	30,100	5,300	14.9%
2015	38,100	35,400	2,800	7.2%
2019	41,100	39,000	2,200	5.3%
2020	41,600	36,700	4,900	11.9%

Source: Table 9, City of Indio Housing Element, Appendix B, Community Profile.

From year 2010 to year 2019 employment increased from 30,100 to 39,000 jobs. However, in 2020, employment decreased to 36,700 jobs, due to the Coronavirus pandemic. From years 2010 to 2019, unemployment in Indio decreased from 5,300 to 2,200. Unemployment increased in 2020 to 4,900.

SCAGs 2020 RTP/SCS growth forecast for the City of Indio projects an increase in employment from 26,600 in 2016 to 38,300 in 2045.

4.13.3 Regulatory Setting

State

California Housing Element Law

California State law requires that local governments revise the housing elements in their general plan periodically. California legislature adopted the Housing Element Law in 1969 to promote a statewide policy of providing housing opportunities for all Californians. According to Government Code Section 65580, State law declares “that the availability of housing is of vital statewide importance and the early attainment of decent housing and suitable living environment for every Californian is a priority of the highest order”.

Before a jurisdiction updates their General Plan Housing Element, the California Department of Housing and Community Development (HCD) determines the overall housing need and total number or goal for additional units for each region. In a process called the Regional Housing Need Allocation (RHNA), the council of governments (a planning body representing the cities and counties in a given metropolitan area) must allocate this total number of housing units among the cities and unincorporated county areas in its region. The Housing Element is required to be updated every eight years to ensure decent and suitable housing is provided to every Californian.

Regional and Local

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is an association of local governments and agencies that meet and coordinate to address regional issues. The SCAG region encompasses six counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and is the largest Metropolitan Planning Organization (MPO) in the nation. It is also made up of 191 cities and covers approximately 38,618 square miles. SCAG's Community, Economic and Human Development Committee (CEHD) studies problems, programs and regional issues regarding community, economic and human development, and growth. The Committee has oversight of Growth Visioning and Growth Forecasting processes, as well as the Regional Housing Needs Assessment, the Intergovernmental Review effort and the monitoring and analysis of the Regional Economy.

SCAG generates Local Profiles for the cities within its region. The Local Profiles are updated every two years and provide a variety of demographic, economic, education, housing, and transportation information about each member jurisdiction. SCAG prepared a Local Profile report on the City of Indio in May 2019. Data used for the report was primarily gathered from the U.S. Census and California Department of Finance.

2020-2045 Regional Transportation Plan / Sustainable Communities Strategy

The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) (also known as "Connect SoCal") was published in September 2020 and outlines the long-term vision (20+ years) of how the region will address regional transportation and land use challenges and opportunities. The RTP/SCS was prepared through a collaborative continuous and comprehensive process by SCAG to analyze the integration of land use and transportation in the SCAG region to influence sustainable growth. The Plan strives to reach state-mandated reductions in greenhouse gas emissions at the regional level through reduced per-capita vehicles miles traveled (VMT). To estimate the future of regional transportation and sustainability, the RTP/SCS outlines a regional vision, policies, and performance measures. According to SCAG's growth forecasts, the City of Indio will reach a population of 129,300 people by 2045, which is approximately 3.9 percent of the projected 2045 Riverside County total population. The number of households in the City of Indio is projected to increase approximately 41 percent between 2016 and 2045. **Tables 4.13-7, 4.13-8, and 4.13-9** display the regional, County and City growth forecasts, respectively.

Table 4.13-7 SCAG Regional Growth Forecast

	2016	2045
Population	18,832,000	22,504,000
Households	6,012,000	7,633,000
Employment	8,389,000	10,049,000

Table 4.13-8 SCAG Riverside County Growth Forecast

	2016	2045
Population	2,364,000	3,252,000
Households	716,000	1,086,000
Employment	743,000	1,103,000

Table 4.13-9 SCAG Indio County Growth Forecast

	2016	2045
Population	88,100	129,300
Households	26,000	44,000
Employment	26,600	38,300

Source: SCAG 2020-2045 Growth Forecasts

Note: All figures are rounded to the nearest 1,000.

Regional Housing Needs Assessment

SCAG is responsible for identifying future housing needs in each jurisdiction, including the City of Indio. To meet this mandate, SCAG develops the Regional Housing Needs Assessment (RHNA) to establish future need for housing and the fair share distribution of the projected need across SCAG jurisdictions. A local jurisdiction's "fair share" of regional housing need is the number of additional dwelling units that will need to be constructed over a given period to accommodate the forecast growth, to replace expected demolitions and conversion of dwelling units to non-dwelling uses, and to achieve a vacancy rate that allows for healthy functioning of the housing market. The allocation is divided into four income categories: Very Low, Low, Moderate, and Above Moderate. The allocation is further adjusted to avoid an over-concentration of lower-income households in any one jurisdiction. Cities must also plan for the needs of extremely low-income households, which is assumed to be 50 percent of the allocation for Very Low-income units. **Table 4.13-10, *Regional Housing Needs Assessment, 2021-2029***, shows the RHNA for the City of Indio. As presented in this table, the City must be able to accommodate 7,812 dwelling units, representing a 30 percent increase in the number of households in the City in 2016.

Table 4.13-10 Regional Housing Needs Assessment, 2021-2029

Household Income Levels	Percent of Area Median Income	RHNA Allocation	Percent
Extremely Low	0-30%	896	11.5%
Very Low	31-50%	897	11.5%
Low	51%-80%	1,170	15.0%
Moderate	81%-120%	1,315	17.0%
Above-Moderate	Over 120%	3,534	45.0%
Total		7,812	100%

Source: City of Indio 6th Cycle Housing Element (2021-2029).

Coachella Valley Association of Governments

The Coachella Valley Association of Governments (CVAG) is the regional planning agency coordinating government services in the Coachella Valley. CVAG, acting as a subregional organization within SCAG, supports the residents of Central and Eastern Riverside County and is made up of ten cities, Riverside County and two Native American tribes. CVAG is governed by a 65-member General Assembly that includes Riverside County Board of Supervisors, all mayors and council members of the incorporated cities in Eastern Riverside County, and five tribal members. The three departments that make up CVAG include the Administration Department, Energy and Environmental Resources Department, and Transportation Department.

Riverside County General Plan

In compliance with the Housing Element Law, the County of Riverside adopted their updated Housing Element (2021-2029) of the County General Plan on September 28, 2021. The 2021-2029 Housing Element of the General Plan identifies and establishes the County's policies to meet the needs of existing and future residents of Riverside County. It establishes policies that will guide County decision-making and sets forth an action plan to implement its housing goals through year 2029. As previously stated, State law requires that jurisdictions evaluate their housing elements every eight years to determine their effectiveness in achieving county and State housing goals and objectives. With the updated Housing Element, amendments to applicable General Plan elements, such as the Land Use Element, Safety Element, and Healthy Communities Element, were adopted to ensure internal consistency between the General Plan Elements.

Between 2015 and 2020 Riverside County grew by over 126,598 people, or approximately 5.5 percent, compared to the State of California, which had a population increase of 2.3 percent. This is displayed in **Table 4.13-11**.

Table 4.13-11 Regional and Local Population Growth Trends, 2000-2016

Area	2015	2020	Percent Change
California	38,870,150	39,782,870	2.3%
Riverside County	2,315,706	2,442,304	5.5%
Cities*	1,949,841	2,056,916	5.5%
Unincorporated*	365,865	385,388	5.3%
Indio	76,036**	90,751	19.4%

Source: Riverside County General Plan, Housing Element (2021-2029), Table P-1 and P-2.

* Cities and Unincorporated areas in Riverside County.

** Year 2010 data per Table P-2 in the Riverside County Housing Element.

According to the Housing Element, approximately 40,647 housing units are needed to accommodate anticipated population growth in the unincorporated areas of Riverside County during the eight-year period from 2021 to 2029.

Indio General Plan

The Land Use Element in the City of Indio's General Plan (GP) provides guidance for buildout of the City by outlining policies and programs that define and shape high quality residential, commercial, industrial, and institutional development in the City. The Land Use Element is connected to the Mobility, Parks, Recreation and Open Space, and Housing Elements of the General Plan.

General Plan Housing Element

In compliance with the Housing Element Law and the RHNA, the City of Indio updated their Housing Element for the 2021-2029 planning period. The Housing Element in the Indio GP addresses the comprehensive housing needs in Indio for the 8-year planning period (2021-2029). It provides an analysis of local housing needs for all income levels, details barriers to providing needed housing, and identifies a set of strategies for meeting the housing need within the planning period.

According to the City's current Housing Element, the City of Indio's RHNA new housing target is 7,812 units for the 2021-2029 planning period, to include 896 units of housing affordable to extremely low and 897 units for very low-income households, 1,170 units for affordable for low-income households, 1,315 units for affordable for moderate income households, and 3,534 units for above moderate income households, as illustrated in **Table 4.13-10, Regional Housing Needs Assessment 2021-2029**. The City recognizes the urgency to address the Statewide housing supply shortage and affordability crisis, thus the Housing Element contains a series of goals, policies, and programs that demonstrate the City's dedication to local pro-housing policies and the production of housing for all income levels. The goals are as follows:

- Goal 1: An adequate supply and diverse range of housing types that align with the needs of all households.
- Goal 2: An affordable housing supply that meets the needs of extremely low-, very low-, low- and moderate-income households.
- Goal 3: A well-maintained and preserved housing stock.
- Goal 4: Quality rental and ownership housing opportunities for all income levels.
- Goal 5: Enhanced quality of life, free from displacement.
- Goal 6: A City that promotes equality and inclusivity.

Indio General Plan Environmental Impact Report

The City of Indio General Plan Environmental Impact Report (GP EIR) was prepared in June 2019 to analyze the potential impacts associated with the implementation of the City of Indio General Plan update. Potential impacts and opportunities associated with population and housing from the implementation of the General Plan are analyzed within the Indio GP EIR.

According to the Indio GP EIR, the GP housing number in 2040 is projected to be 38,144, with a population of 119,951. Additionally, the City would generate 25,085 jobs in 2040, per the GP. The GP EIR concluded that the General Plan would directly result in population growth through the new development of residential and mixed-use land uses. The land uses proposed by the General Plan would result in a significant long-term reduction in the possible number of dwelling units but would adequately accommodate population growth and would accommodate the RHNA for the City. Direct and indirect growth impacts are included within regional forecasts; therefore, City impacts would be less than significant.

4.13.4 Project Impact Analysis

Thresholds of Significance

The following thresholds are derived from Appendix G of the CEQA Guidelines and are used to determine the level of potential effect. The significance determination is based on the recommended criteria set forth in Section 15064 of the CEQA Guidelines. Implementation of the Project would have a significant effect on population and housing if it is determined that the Project will:

- a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

There is no standard methodology set forth in CEQA to assess the population and housing impacts of a proposed project. However, CEQA Section 15064(e) does offer guidance for the assessment of socio-economic impacts:

Economic and social changes resulting from a project shall not be treated as significant effects on the environment. Economic or social changes may be used, however, to determine that a physical change shall be regarded as a significant effect on the environment. Where a physical change is caused by economic or social effects of a project, the physical change may be regarded as a significant effect in the same manner as any other physical change resulting from the project. Alternatively, economic, and social effects of a physical change may be used to determine that the physical change is a significant effect on the environment. If the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant. For example, if a project would cause overcrowding of a public facility and the overcrowding causes an adverse effect on people, the overcrowding would be regarded as a significant effect.

Impacts on population and housing were assessed by reviewing existing and anticipated growth in population and housing provided by the DOF, SCAG, and the City of Indio Housing Element. The proposed project's impacts were evaluated by determining their consistency with these estimates and projections, as well as consistency with the General Plan goals and policies set forth in the Housing Element. Note: several goals and policies are specific to the City's ability to successfully encourage the development of a variety of housing stock to meet the needs of varying income levels and are not evaluated herein.

Methodology

This DEIR is analyzing two buildout scenarios:

1. *Maximum Buildout Scenario*: The MBS assumes buildout of the project consistent with the maximums identified in **Table 3-2** in Chapter 3.0, *Project Description*, which would result in 3,240 dwelling units, 20,000 square feet of retail commercial uses, and 1,806,290 square feet of industrial development.
2. *Scenario #2*: Scenario #2 assumes lesser buildout than the MBS but within the maximum intensities permitted. It would result in 1,237 dwelling units, 71,600 square feet of retail commercial uses, a 128 key hotel/motel, and 1,806,290 square feet of industrial uses.

The proposed project has the potential to induce both direct and indirect population growth by providing up to 3,240 new dwelling units, generating approximately 9,720 residents⁴, and approximately 1,244 employees associated with the industrial and commercial uses (based on the analysis provided in the *Vehicle Miles Traveled Memo*, **Appendix L.2**).

Project Impact

a) Induce the substantial unplanned population growth in an area, either directly or indirectly

Direct population growth occurs from the development of new residential units. Indirect population growth could result from the creation of new jobs or the removal of barriers to growth, including the adoption of a specific plan such as the project (The Oasis at Indio Specific Plan). As previously stated, the proposed project has the potential to induce both direct and indirect population growth by providing up to 3,240 new dwelling units, generating approximately 9,720 residents, and approximately 1,244 employees associated with the industrial and commercial uses.

⁴ Department of Finance, 2023, states 3.0 persons per household. However, this is contributed to the majority of single-family residences in the City. Multi-family housing would likely house less than 3 people per unit. Therefore, this analysis is conservative.

Population Growth

As stated previously, the City of Indio had a total population of 90,837 people in 2023 (Department of Finance). The City of Indio's General Plan (GP) Environmental Impact Report (EIR) analyzed future growth in Section 4.13, *Population and Housing*. The Indio GP EIR forecasts a population of 119,951 people by year 2040, while the Southern California Association of Governments (SCAG) forecasts that by 2045 the City of Indio will have approximately 129,300 people.

The project site is included in the Indio General Plan and General Plan EIR analysis of growth. The project is proposing the construction of up to 3,240 residential dwelling units (Land Use Option 1). For analysis purposes, the maximum proposed dwelling units is analyzed. Using the City's average household size of 3.00 people⁵, the proposed project could introduce up to 9,720 residents, which is approximately 8.1 percent of the Indio EIR's population forecast of 119,951 by 2040. The population increase associated with the project would account for approximately 25 percent of the remaining capacity for population growth anticipated by SCAG in their RTC/SCS.⁶ However, the introduction of the 9,720 residents is conservative because it is not likely that the household size within the project would be 3.00 people.

Although buildout and full occupancy of the project could potentially result in an 8.1 percent population increase of the current City population, this increase is consistent with City and regional growth projections. Additionally, the General Plan land use designation for the project site currently includes Mixed-Use Neighborhood, which allows a maximum of 40 dwelling units per acre. Thus, population growth in the project area is assumed in the General Plan. Therefore, the project would not result in a substantial unanticipated population increase in the City. Impacts would be less than significant.

Housing

The number of estimated housing units in the City of Indio in 2020 was 32,539 housing units, according to Indio's Housing Element; however, only approximately 27,136 units were characterized as "occupied". The project proposes a maximum of 3,240 dwelling units, which is a 9.96 percent increase in 2020 housing units. According to the Indio GP EIR, the GPU's land plan designations would accommodate a forecasted 38,144 total households in 2040.

The proposed project will provide multifamily dwelling units that could help meet the anticipated demand for housing in Indio. As previously stated, the General Plan land use designation for the project site currently includes Mixed-Use Neighborhood, which allows a maximum of 40 dwelling units per acre. Thus, housing growth in the project area is assumed in the General Plan. Therefore,

⁵ Department of Finance, 2023.

⁶ $129,300 - 90,837 = 38,463$; $90,837 / 38,463 = 0.2527$; $0.2527 * 100 = 25\%$

the project would not result in a substantial unplanned increase in total housing units in the City. Impacts would be less than significant.

Employment

According to SCAG's Local Profile of Indio, in 2017 the City of Indio was estimated to have 27,382 jobs, an increase of 21.1 percent from 2007. According to the Indio GP EIR, the City is projected to generate approximately 25,085 jobs in 2040. However, the updated Housing Element stated that in 2019, the City of Indio offered 38,212 jobs, surpassing the City's 2040 job projection. In 2019, the most prevalent occupational category was "services," with approximately 29 percent of total employees, followed by "management," with approximately 25 percent of total employees. In Indio, the major employers include Desert Sands Unified School District, County of Riverside, Fantasy Springs Resort Casino, John F. Kennedy Memorial Hospital, Walmart Supercenter, and the City of Indio.

The proposed project would result in approximately 1,244 employees with the development of the project⁷, resulting in 39,456 job opportunities in the City. Per the Coachella Valley Economic Partnership's (CVEP) 2022 Economic Report, in 2022, unemployment rates throughout the Coachella Valley varied between 3.5 percent (Palm Springs) to almost 9 percent (Coachella). The City of Indio had an unemployment rate of almost 5 percent in 2022. Thus, it is anticipated that project employees will come from the City of Indio and surrounding cities and would be within commuting distance. Therefore, the project-generated jobs would not result in additional needs for any housing, or a substantial increase in population. According to the 2020–2045 RTP/SCS, the employment forecast for Indio in 2045 is approximately 38,300 jobs. The project's estimated 1,244 employees would help the City achieve the employment projections within the City. Therefore, the project would not cause an exceedance of SCAG's employment projections or induce substantial indirect population or housing growth related to project-generated employment opportunities.

Using an estimated 2020 total of 27,136 occupied housing units and approximately 38,212 employees within City limits, the City economy generates a job to household ratio of approximately 1.41. A ratio in the range of 0.75 to 1.5 is considered beneficial in providing local employment and reducing job-related vehicle miles traveled (VMTs). An imbalance in jobs and housing creates more employment travel, longer commute times, more single driver commutes, constrained job opportunities for workers without vehicles, traffic congestion, and poor air quality. As stated in the SCAG Integrated Growth Forecast, the City economy is projected to provide 38,300 jobs and 44,000 households by 2045. Therefore, the City's projected jobs/housing ratio would be approximately 0.87 by 2045 upon community buildout.

The project would result in employment-based population growth from the proposed employment-generating industrial and commercial/retail uses. Project buildout has the potential to create

⁷ According to the calculations from the VMT Memo (**Appendix L.2**).

approximately 1,244 jobs. Many of these new jobs may be filled by workers already residing within the City or the Coachella Valley region. Employment growth resulting from project implementation would result in a less than significant impacts because this increase is consistent with projected employment growth for the City and region.

Indirect Impacts

The project property is in a developed area, with existing roadways to the north and east. Access to the residential portions of the project will occur from both Avenue 42 and Monroe Street (for PA 2 and 3). One full access driveway located along Monroe Street will connect to the project's internal roadway and will provide industrial and commercial access. The project's connection to these roads would not result in indirect growth impacts since these roads currently exist and serve the surrounding communities.

The project also proposes improvements to the Monroe Street and I-10 Westbound and Eastbound Ramps for land use DPM (LU Alt 1 does not propose the improvements to the ramps since it would result in a reduced trip generation, per **Appendix L.1, *Traffic Impact Analysis***). The improvements are proposed as follows:

- Monroe Street at I-10 Westbound Ramps: Reconstruct the south leg of the intersection to provide a second northbound left-turn lane, a second northbound through lane, and a second southbound departure lane. Reconstruct the north leg of the intersection to provide a second southbound through lane. Reconstruct the east leg of the intersection to provide a westbound left-turn lane, a shared westbound left-turn/through/right-turn lane, and a westbound right-turn lane. Reconstruct the west leg of the intersection to provide a second westbound departure lane. Provide a crosswalk on the east leg. Modify the existing traffic signal.
- Monroe Street at I-10 Eastbound Ramps: Reconstruct the south leg of the intersection to provide a second northbound through lane, a northbound right-turn lane, and a second southbound departure lane. Reconstruct the north leg of the intersection to provide a second southbound left-turn lane, a second southbound through lane, and a second northbound departure lane. Reconstruct the west leg of the intersection to provide an eastbound left-turn lane, a shared eastbound left-turn/through/right-turn lane, and an eastbound right-turn lane. Reconstruct the east leg of the intersection to provide a second eastbound departure lane. Provide a crosswalk on the east leg. Modify the existing traffic signal.

The improvements to the surrounding roadways could result in indirect growth since it would provide adequate access to this area. However, the improvements to the roadways are anticipated in the City General Plan buildout, therefore, the resulting growth is not unplanned. For a full list of project improvements, see **Section 4.16, *Transportation***.

Existing utilities (i.e., sewer, water, natural gas, telecommunication) also exist in proximity to the project. Water service for the Specific Plan area is provided by the Indio Water Authority (IWA). The project will connect to an existing water main along Avenue 42 and Monroe Street. The project proposes to connect to the existing water mains via a public 18-inch water line: one point of connection at Monroe Street and Showcase Parkway intersection (extending west along proposed A Street) and two on Avenue 42 (extending south from the Clinton Street alignment and the proposed emergency access road east of the channel). Private 12-inch water lines will connect to the 19-inch water mains to provide water to the developments. See **Exhibit 3-10, Conceptual Water Plan**, in **Chapter 3.0, Project Description**.

Sewer service for the project area is provided by the Valley Sanitation District (VSD). The project will connect to an existing 15-inch sewer main at the intersection of Monroe Street and Street A. The project proposes a public 15-inch and 12-inch sewer mains along Street A. Private 8-inch sewer lines will connect to the A Street sewer mains to provide sewer infrastructure to the developments. See **Exhibit 3-11, Conceptual Sewer Plan**, in **Chapter 3.0, Project Description**. Natural gas service is provided by Southern California Gas Company. Existing gas lines are located underground, along Monroe Street. The project will connect to the existing infrastructure to provide natural gas to the project site. Telecommunications is provided by Frontier Communications and Spectrum. Moreover, the project will connect to the existing underground telephone lines, and fiber optic lines are located along Avenue 42. Therefore, the project's connection to these existing utilities would not result in indirect growth impacts. See **Section 4.18, Utilities and Service Systems**, for further discussion of existing utilities and infrastructure, and the project's connection to these services.

The project will require the development of an off-site 2.4-acre electric power substation to support project utility demand. The substation is proposed in the southern-most portion of the site, south of the proposed industrial buildings, adjacent to the southern property boundary in PA4. The development of the substation will serve the proposed project and augment existing needs in the area; therefore, the project substation is not anticipated to indirectly induce growth.

Overall, the proposed project will not result in unplanned direct and indirect growth.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere

The project property comprises undeveloped land at the southwest corner of Avenue 42 and Monroe Street in the City of Indio. The proposed project does not include the demolition or conversion of existing residential dwelling units to non-residential uses. The project does not include the displacement of any residents within the project area. There will be no impact to the current population of the area as it is vacant land, and the population will increase based on new development.

4.13.5 Cumulative Impacts

Buildout of the Indio General Plan, including The Oasis at Indio Specific Plan Project, would result in potential induced direct and indirect growth within the City and surrounding areas at levels that are less than currently provided for in either City or SCAG forecasts. The project's growth is accounted for in the Indio General Plan and the SCAG regional plans. The Indio General Plan and SCAG plans account for the land use designations for the project, which allows for mixed-use and commercial/retail land uses. Additionally, the Indio General Plan's updated Housing Element plans for the City to accommodate 7,812 housing units within the 2021-2029 planning period per RHNA. The City General Plan and the proposed project provide sufficient housing to accommodate planned growth within the City, while reducing potential exceedances of City and SCAG growth targets. Therefore, the project will not result in cumulatively considerable population, housing, and employment impacts.

4.13.6 Mitigation Measures

No mitigation measures are required.

4.13.7 Level of Significance after Mitigation

No significant impacts have been identified and no mitigation measures are necessary.

4.13.8 References

1. American Community Survey (ACS) 2018 ACS 5-Year Estimates Data Profiles, available at <https://www.census.gov/programs-surveys/acs>
2. California Department of Finance (DOF), E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2023 with 2010 Census Benchmark, located at <http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>
3. California Department of Finance (DOF), E-8 Historical Population and Housing Estimates for Cities, Counties, and the State, 1990-2000, August 2007, located at <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-8/>
4. California Legislative Information, Government Code, Title 7 Planning and Land Use, Division 1, Planning and Zoning, January 2018, available at https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=65580
5. Southern California Association of Governments (SCAG), Profile of the City of Indio – Local Profiles Report 2019, May 2019, available at https://scag.ca.gov/sites/main/files/file-attachments/indio_localprofile.pdf?1606013540

6. Southern California Association of Governments (SCAG) Strategic Plan, October 2018, available at <http://www.scag.ca.gov/Documents/StrategicPlanBookletlores.pdf>
7. SCAG 2020-2045 Regional Transportation Plan/Sustainable Community Strategy, September 2020, available at https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176
8. United States Census Bureau, 2014-2018 American Community Survey 5-year Estimates, Employment Status, available at <https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk>
9. US EPA, EnviroAtlas, Employment to Housing Ratio, November 2014, available at <https://enviroatlas.epa.gov/enviroatlas/DataFactSheets/pdf/Supplemental/EmploymentHousingRatio.pdf>).

4.14 Public Services

4.14.1 Introduction

This section addresses the potential impacts to fire protection, emergency medical services, police protection, local schools, and public facilities that may result from construction or operation of the proposed project (“project”). The following discussion addresses existing conditions of the project site and surroundings, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from project implementation, as applicable. This section is based on the information contained in the *City of Indio General Plan*, the *City of Indio General Plan Update Environmental Impact Report (GPU EIR)*, the *City of Indio’s Website: Fire Department Section and Community Services Department*, *Indio Police Department 2021 Annual Report*, *Indio Police Department website*, *Department of Finance 2023 Population and Housing Estimates*, the *CV Link website*, *2022 Desert Sands Unified School District School Fee Justification*, *2022 City of Indio Final Report Development Impact Fee Study*. Sources used in the preparation of this section are identified in **Chapter 8.0, References**, at the end of this Draft EIR. Please consult **Chapter 9.0** for a glossary of terms, definitions, and acronyms used in this Draft EIR.

4.14.2 Existing Conditions

The project property is currently vacant. No habitable structures currently occur on the site. Therefore, the project site has minimal and negligible impacts on fire or police service calls, City parks, schools, or public facilities.

Fire Protection Services

The project is located within the City of Indio which is served by the Riverside County Fire Department/Cal Fire (RCFD). The RCFD provides a full range of fire and emergency services 24 hours a day, 7 days a week. Within Indio there are four City-owned fire stations which include Fire Station No. 80, Station No. 86, Station No. 87, and Station No. 88. According to the Indio Fire Department’s website, each station is staffed with full-time paid and volunteer firefighters, totaling 56-full time personnel. Fire Station No. 80, located at 81025 Avenue 40, is the closest station to the project. It is equipped with one paramedic fire engine, a paramedic ambulance, and a reserve ambulance. Fire Station No. 86, located at 46990 Jackson Street, serves as the Headquarters Station where Fire Administration and Prevention offices are located. Fire Station 86 is equipped with one paramedic engine, one paramedic ladder truck, one paramedic ambulance, one reserve ambulance, and one Rescue Squad. Fire Station No. 87, located at 42900 Golf Center Parkway, is equipped with one paramedic fire engine and one reserve fire engine. Fire Station No. 88 is located at 46621 Madison Street, and equipped with one paramedic fire engine, one paramedic ambulance, and one reserve ambulance. **Table 4.14-1** lists the four fire stations by

location from the project site, their locations, and their distance from the project's proposed Monroe entrance and the emergency access entrance on the northwest corner of the project off Avenue 42.

Table 4.14-1 Indio Fire Station Locations

Fire Station	Location*	Distance from Project's Emergency Access Entrance	Distance from Project's Monroe Entrance
Fire Station No. 80	81025 Avenue 40	2.9 driving miles northwest	2.4 driving miles
Fire Station No. 87	42900 Golf Center Pkwy	3.4 driving miles southeast	2.9 driving miles
Fire Station No. 88	46621 Madison St	4.3 driving miles southwest	3.3. driving miles
Fire Station No. 86	46990 Jackson St	4.4 driving miles south	3.4 driving miles

* Listed by distance from the project site.

Emergency medical paramedic services are currently provided to the City through the fire department which is staffed by Cal Fire Riverside County personnel. The City entered into a cooperative agreement with the County of Riverside through its Cooperative Fire Programs Fire Protection Reimbursement Agreement. This agreement ensures the City is provided with fire protection, fire prevention, disaster preparedness and response, rescue, hazardous materials mitigation, technical rescue response, medical emergency services, and public service assistance for the life of the agreement. RCFD partners with 21 cities for contract services, which allows all their fire stations to provide support as needed, regardless of jurisdictional boundaries.

Police Protection

Police services are provided by the Indio Police Department. According to the Police Department's web site, 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. During a given year, the Indio Police Department receives over 250,000 calls for service, where approximately 45,000 of those calls are 911 emergency calls for police services and 911 transfer calls to Indio Fire Department for fire or ambulance services. The Department serves a population of approximately 90,837 residents based on the Department of Finance 2023 Population and Housing estimates (DOF 2023) and patrols over 33 square miles.

The City of Indio Police Department is located at 46-800 South Jackson Street in Indio, approximately 3.5 driving miles southeast of the subject property. The Thermal Sheriff's Station, located at 86625 Airport Boulevard, is the Riverside County's Sheriff's Department's central facility for the eastern Coachella Valley. The Thermal Sheriff's Station also includes a jail. The police stations, their locations, and distances from the project are displayed in **Table 4.14-2**, below.

Table 4.14-2 Indio Police Station Locations

Station	Location	Distance from Project
Indio Police Department	46800 Jackson St, Indio	3.2 driving miles southeast
Thermal Sheriff's Station (Riverside County Sheriff's Department)	86625 Airport Boulevard, Thermal	9.4 driving miles southeast

Indio Police currently participates in the California Law Enforcement Mutual Aid System, which is a component of the Standardized Emergency Management System (SEMS). The Law Enforcement Mutual Aid System is used to restore order during emergencies, and to aid local agencies during other unusual events.

Schools

The City of Indio is served by two K-12 school districts: Desert Sands United School District (DSUSD) and the Coachella Valley United School District (CVUSD). DSUSD's boundaries encompass a majority of the City, excluding areas south of Avenue 48, which are within CVUSD's boundary.

The project is in DSUSD's boundary which serves the communities of Coachella, Indio, Palm Desert, Indian Wells, Rancho Mirage, and Bermuda Dunes. DSUSD determined that the District had excess capacity at its elementary and middle school levels to accommodate students from new development. However, high schools were over-capacity by 69 students for the 2021/2022 school year. This is indicated in the table below. See **Table 4.14-3** for DSUSD school capacity in 2021/2022.

Table 4.14-3 Existing DSUSD School Capacity (2021/2022)

School Level	Fall 2021 Capacity	Fall 2021 Enrollment	Existing Capacity Surplus/(Deficit)
Elementary School (Grades K-5)	12,869	11,347	1,522
Middle School (Grades 6-8)	6,666	6,059	607
High School (Grades 9-12)	9,255	9,324	(69)
Total	28,790	26,730	2,060

Source: DSUSD Fee Justification Study for New Residential and Commercial/Industrial Development, May 2022.

DSUSD is funded through several sources, including a portion of local property tax, bond issues, Redevelopment Agency pass-through payments, State funds and developer fees. Developer fees were established by Assembly Bill 2926 (AB 2926), effective 1986, which authorizes Districts to charge developers an impact fee that is used for the construction of new facilities. The fee changes periodically and is calculated on a per unit or per square foot basis, depending on the type of development. Currently, DSUSD developer fees are \$4.79/sq.ft. for residential, \$0.78/sq.ft. for commercial, and \$0.22/sq.ft. for rental self-storage.

Parks

The City of Indio offers a variety of public and private passive and active recreational opportunities for residents and visitors. The City owns and operates approximately 109 acres of public parks and a public golf course. **Table 4.14-4, *Parks within the City of Indio***, lists the 14 City-owned parks and the City-owned golf course, the locations, acreage, and amenities.

Table 4.14-4 Parks within the City of Indio

Facility	Location	Acres	Amenities
Burr Park	42811 Burr Street Indio, CA 92201	2.5	Basketball courts, playground equipment
Cahuilla Park	83787 Hopi Avenue Indio, CA 92203	4.0	Barbecue areas, basketball courts, playground equipment, shaded area with tables, softball fields
Dominguez Park	81967 Crown Way Indio, CA 92201	3.3	Barbecue areas, basketball courts, playground equipment, shaded area with tables, walking paths
Doug York Park	82985 Indio Boulevard Indio, CA 92201	0.25	Benches, gazebo
Patton Park	83700 Avenue 43, Indio, CA 92203	4.3	Barbecue areas, basketball courts, playground equipment, restrooms, shaded area with tables, tennis courts
Dr. Carreon Park	82200 Dr. Carreon Boulevard Indio, CA 92201	2.4	Barbecue areas, playground equipment, shaded area with tables
Hjorth Park	81253 Avenue 48 Indio, CA 92201	3.0	Barbecue areas, playground equipment, tables
Miles Avenue Park	82540 Miles Avenue Indio, CA 92201	16.0	Barbecue areas, basketball courts, playground equipment, restrooms, shaded area with tables
Mulligan Dog Park	45355 Van Buren Street Indio, CA 92201	2.0	Benches, dog run, fenced dog areas
North Jackson Park	43200 Towne Street Indio, CA 92201	4.5	Barbecue areas, basketball courts, playground equipment, shaded area with tables, softball fields, tennis courts, walking paths
Shields Park	80500 Avenue 46 Indio, CA 92201	1	Benches, walking paths, water fountain
South Jackson Park and Davis Field	46480 Jackson Street Indio, CA 92201	17.5	Barbeque areas, playground equipment, restrooms, shaded area with tables, tennis courts, baseball fields, softball fields
Station 87 Dog Park	42900 1/2 Golf Center Parkway Indio, CA 92203	0.8	Benches, dog run, fenced dog areas
Yucca Park	43605 Yucca Street Indio, CA 92201	1.0	Barbecue areas, playground equipment, shaded area with tables
The Lights at Indio Golf Course	83040 Avenue 42 Indio, CA 92203	46.0	Golf Course, driving range, clubhouse/pro shop

Source: Indio City website, "Parks" page, 2023.

To increase parkland, the City is considering negotiating joint-use agreements with the school districts to allow school recreational facilities to be open to the public during non-school hours. The City is also working with utility and public service providers to allow recreational easements along utility corridors. Another potential opportunity to increase parkland that the City is considering is to allow vacant property to be leased for the establishment of temporary urban parks or community gardens, and/or purchasing fallow farmland for park use or open space.

Additionally, the City is planning improvements and construction efforts which include the rehabilitation of Miles Avenue Park, the expansion of Dr. Carreon Park, the development of a sports park located south of Avenue 44 and north of Market Street, and the development of a neighborhood park located south of Avenue 49 and west of Monroe Street. These efforts by the City would increase the amount of public recreation spaces for existing and future residents.

Trails and Bikeways

Walking and hiking trails have been developed within the City of Indio. Existing pedestrian hiking trails are located northeast of Golf Center Parkway and along Avenue 38. Major feeder and equestrian hiking trails extend from Jefferson Street to Madison Street and north of the Interstate 10 freeway (I-10) extending towards Avenue 36. Trunk equestrian hiking trails are primarily located north of I-10 in residential planned developments. Moreover, golf cart travel is a very prominent mode of passive recreation within the City and Coachella Valley region for residents to access different neighborhoods, golf courses, open spaces, and commercial and office facilities. These paths are designated within automobile traffic lanes as well as contained within separate paths linked to recreational fields and bicycle paths throughout the City.

In addition to the existing parks and trails, the City of Indio proposes the development and expansion of recreational trails for residents and visitors to access. Per the City General Plan, these include:

- The development of the public, regional multi-modal trail, CV Link, and trail spurs (“spurs” that connect CV link to neighborhoods along Avenue 48 and Madison Street, and in North Indio. Considerations include adding CV Link Spurs on Hwy 111 and Downtown Indio);
- The public North Indio Trailhead located at Golf Center Parkway and Avenue 42;
- Internal pedestrian private and public trails and trailheads connecting to the Bureau of Land Management (BLM) lands in and surrounding the Virada Specific Plan area. The Virada Specific Plan is located in North Indio at the base of the Chocolate Mountains;
- Hiking and pedestrian trails within the Indio Trails Specific Plan area. The Indio Trails Specific Plan is located east of Washington Street and north of Frances Way. (To be determined if trails will be accessible to the public);

- Hiking and pedestrian trails within the Citrus Ranch Specific Plan area, located off Dillon Road and Fargo Canyon Road. (To be determined if trails will be accessible to the public); and
- Recreational trails within the Indio Ranchos Polo Resort Specific Plan area and Indio Ranchos Polo Estates Specific Plan area. (To be determined if trails will be accessible to the public.)

Other Public Facilities

The City of Indio operates a number of facilities including City Hall, Indio Community Center, Indio Senior Center, and the Indio Teen Center. The Indio Community Center, the Coachella Valley History Museum, and the Indio Public library also contribute to the City's public facilities but are not owned or operated by the City. **Table 4.14-5** lists the facilities within the City and their distance from the proposed property.

Table 4.14-5 Public Facilities within the City of Indio

Facility	Location	Distance from Project
City Hall	100 Civic Ctr Drive	1.7 miles southeast
Indio Community Center	45871 Clinton Street	1.6 miles south
Indio Teen Center	81678 Avenue 46	1.65 miles south
Indio Senior Center	45700 Aladdin Street	1.55miles south
Coachella Valley History Museum	82616 Miles Avenue	1.5 miles southeast
Indio Public Library	200 Civic Center Drive	1.75 miles southeast

City Hall

City Hall is located at 100 Civic Center Mall along with other City offices, while the City Council Chambers is located at 150 Civic Center Mall. City Hall provides services including the Planning Division, Building and Safety Division and Community Services.

Indio Community Center

The Indio Community Center, owned by the Desert Recreation District, offers various amenities, including a park, playground, District Gymnastics Academy, fitness center, multi-purpose rooms, indoor basketball courts, and more. The Desert Recreation District is California's largest park and recreation district, serving more than 380,000 residents from Rancho Mirage to the Salton Sea and covering more than 180,000 square miles.

Indio Teen Center

The Indio Teen Center is a free school program open to all 8th to 12th grade students. It offers a game room, a TV room, boxing gym, recording studio, a multimedia lounge, a kitchen, and a large multipurpose room. The Teen Center also provides daily educational and recreational programming.

Indio Senior Center

The Indio Senior Center provides a place where people 50+ can socialize, share skills and ideas, learn new things, and gather information. The center offers classes, seminars, lunches, parties, a full gym, and has a computer lab offering laptops and wireless routers so members can connect to the internet on the member's own device.

Coachella Valley History Museum

The Coachella Valley History Museum offers a variety of exhibits and events as well as different education programs for visitors. The museum offers an after-school Junior Historians Program and Young at Art Summer Camps, as well as tours for local schools.

Indio Public Library

The Indio Public Library is a branch of the Riverside County library system serving the community through book collections online and in the library, Chromebook rentals, available computers, Wi-Fi, printing services, various programs, and available meeting spaces.

4.14.3 Regulatory Setting

State

California Building Code

The California Building Code (CBC) establishes the minimum requirements to safeguard the public health, safety, and general welfare through structural strength, means of egress facilities, stability, access to persons with disabilities, sanitation, adequate lighting and ventilation and energy conservation; safety to life and property from fire and other hazards attributed to the built environment; and to provide safety to fire fighters and emergency responders during emergency operations.

California Government Code Section 66477

California Government Code Section 66477, more commonly referred to as the Quimby Act, was passed in 1975. The Quimby Act authorized counties and cities to pass ordinances requiring developers to set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated by the Quimby Act cannot be used for the operation and maintenance of park facilities. The Quimby Act was originally designed to ensure "adequate" open space acreage in jurisdictions adopting Quimby Act standards. The City has adopted Quimby Act standards for local parks and has established a ratio of 3 acres of park area per 1,000 residents. According to the California Department of Parks and Recreation's overview of the Quimby Act, the Quimby Act was amended in 1982 to further define acceptable uses of or restrictions on Quimby funds, provide acreage/population standards and formulas for determining the exaction, and indicate that the exactions must be closely tied (i.e., have a nexus) to a project's impact.

California Fire Code

The 2022 California Fire Code (CFC) applies to all occupancies throughout the State of California as annotated. The CFC is the minimum State standard for fire code implementation in California and is based on the content of the Uniform Fire Code. The CFC contains regulations consistent with nationally recognized standards and practices for safeguarding property from hazards. The CFC also contains provisions to assist emergency response personnel.

California Education Code

The California Department of Education (CDE) has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the legislature passed California State Assembly Bill (AB) 2926 in 1986, which allowed districts to collect impact fees from developers of new residential and commercial/industrial building space. The California Education Code provides that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities.

Senate Bill (SB) 50 was passed in California in 1998. This legislation established that school districts are allowed to collect impact fees from developers of new construction as a source of funding to offset associated impacts to school services. These development fees are derived based upon square footage of different land uses and are determined based on three levels of funding. This Project would comply with SB 50 to offset associated impacts to school services by development within the Project Site.

Local***Indio General Plan***

The Indio General Plan provides long-term guidance and policies for maintaining and improving the quality of life as well as the man-made and natural resources of the community. The Parks, Recreation, and Open Space Element establishes long-term goals and policies for producing, managing, and maintaining public parks, citywide trails network, open space, and recreational facilities in Indio. It also provides an inventory of existing parks and recreational facilities, urban agricultural sites, and parkland classifications.

The Safety Element establishes a policy framework for maintaining and improving the safety of Indio's residents. This Element seeks to strengthen links between quality community design and safety issues. Crime prevention, police and fire protection, and emergency preparedness and response are also addressed in the Safety Element.

Applicable goals and policies established in the Parks, Recreation, and Open Space Element and Safety Element of the Indio General Plan regarding public services and the proposed project are as follows:

GOAL PR-1: A comprehensive open space network that balances recreation, wellness, and habitat protection.

- *Policy PR-1.5:* Encourage projects to provide connections to existing trails, and include mini parks, dog parks, community gardens, or other recreational features within the design.

GOAL PR-2: High-quality parks and recreational facilities that promote community health and are safe and convenient to access.

- *Policy PR-2.8:* Ensure that new residential developments provide adequate on-site recreational and open space amenities consistent with the values and standards of the community and the needs of new development. Require projects to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks and recreational facilities.

GOAL PR-3: Trails sited to ensure compatibility with natural resource protection and to encourage physical activity.

- *Policy PR-3.3:* Require new development projects to dedicate easements for trails, trailheads, and other needed improvements, where appropriate. Dedications may include paseos, urban trails, greenways, and/or Class 1 bicycle facilities that connect to centers, schools, parks, and open space areas. Seek opportunities to enhance them with informational kiosks, public art, outdoor fitness equipment, and rest areas.

GOAL SE-1: Excellent law enforcement and a reduction in criminal activities and focus on community policing.

- *Policy SE-1.4:* Promote Crime Prevention Through Environmental Design (CPTED) concepts, including, but not limited to:
 - Controlling access by creating real and perceptual barriers to entry and movement using fences or landscaping to define site boundaries, clearly defined pathways to guide movement, gates or doors to limit access, and signs to define appropriate activities.
 - Maximizing opportunities to see and be seen using lighting, windows, building orientation and location, proper selection of landscaping materials and regular maintenance, furniture arrangements, surveillance equipment, or other security or design measures.
 - Clearly defining ownership and encouraging maintenance of properties through measures such as landscaping, front porches, fencing, variations in paving materials, or other elements to distinguish between private and public spaces. Display signs to establish ownership and keep buildings, yards, gardens, sidewalks, and other features well maintained, clean, and in working order.

GOAL SE-3: A community safe from the risk of fire and with appropriate fire response standards.

- *Policy-3.1:* Comply with the National Fire Protection Association (NFPA) 1710 and Riverside County Fire response standard of arriving to fire and medical emergency incidents with a four-minute drive time.
- *Policy SE-3.2:* Ensure that sufficient water service and pressure is available throughout the City for firefighting purposes, including continuing to require new development to provide necessary water mains, fire hydrants, and access for emergency vehicles and personnel.
- *Policy SE-3.4:* Require the use of fire-resistant building construction materials to reduce the hazard of structure fires, within the developed areas of the City and at the urban-wildlife interface.

Indio Municipal Code

Indio Fire Code (Chapter 93) adopts the 2022 CBC California Fire Code with City amendments and establishes the minimum requirements consistent with nationally recognized good practice for providing a reasonable level of life safety and property protection from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety to firefighters and emergency responders during emergency operations within the City.

Title 3, Chapter 33, Section 33.068 of the Indio Municipal Code describes various development impact fees established and imposed on the issuance of development approvals for development projects within the City to finance the cost of different public facilities and public improvements related to the development projects. Those relating to public service activities are as follows:

- *(A) Public Building Fees:* In addition to any other fee prescribed by law, every person constructing any development project in the city shall pay to the city a public building fee to be used for public buildings, including but not limited to additions to city yards, city administrative buildings, animal control facilities, senior citizens centers, teen centers, community centers, libraries.
- *(B) Park Fees:* In addition to any other fee prescribed by law, every person constructing any development project in the city shall pay to the city a park fee to be used for improvements and facilities to park lands for recreation and leisure activities. The city's use of these fees shall be independent of and shall complement the development of new and/or rehabilitation of existing neighborhood or community park or recreational facilities through Quimby Fees collected per Code of Indio §§ 156.130 *et seq.*
- *(C) Fire and Police Capital Impact Fees:* In addition to any other fee prescribed by law, every person constructing any development project in the city shall pay to the city a fire and police capital impact fee to be used for police and fire department buildings, equipment, and training facilities.

CAL FIRE Cooperative Fire Protection Program

The CAL FIRE Cooperative Fire Protection Program contains agreements that allow CAL FIRE to be the lead agency in providing fire, rescue, dispatch, and paramedic services to cities and towns in California

that are not designated as state responsibility. This unified command relationship ensures that all resources are utilized to the fullest potential during emergencies, leading to greater success in response efforts. The CAL FIRE Cooperative Fire Protection Program staff are dedicated to coordinating these agreements and contracts, ensuring that emergency response in California is conducted smoothly and effectively.

California Law Enforcement Mutual Aid System

The Law Enforcement Mutual Aid System was established in 1961 and has been used to restore order during emergencies, including civil unrest, and to aid local agencies during other unusual events or catastrophic disasters. As a component of the Standardized Emergency Management System (SEMS), the Mutual Aid System is based on four organizational levels: cities, counties, regions, and the State. The State is divided into seven Law Enforcement Mutual Aid Regions. The County Sheriff serves as the “Operational Area Mutual Aid Coordinator”. In each of the seven regions, one Sheriff, elected by his or her peers, serves as the Regional Mutual Aid Coordinator (RMAC). California Governor’s Office of Emergency Services (Cal OES) Law Enforcement Branch has Assistant Chiefs assigned to each of the seven regions for direct coordination with law enforcement chiefs and sheriffs within each region.

The basic concept provides that within the operational area, adjacent or neighboring law enforcement agencies will assist each other. Should the event require assistance from outside the county, the region will provide requested assistance to the impacted county. If the combined resources of the region are insufficient to cope with the incident, the Regional Coordinator contacts the Cal OES Law Enforcement Branch for coordination of resources. A similar plan exists for Coroner and Search and Rescue Mutual Aid.

4.14.4 Project Impact Analysis

Thresholds of Significance

The thresholds derived from Appendix G of the CEQA Guidelines are used to determine the level of potential effect. The proposed project would have a significant effect on public services if it were determined that the project will:

- 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 other public services:

Fire protection?

Police protection?

Schools?

Parks?

Other Public Utilities?

Methodology

This analysis considers whether the proposed project would require the construction of new governmental or recreational facilities or alterations to such facilities to maintain acceptable performance standards for public services.

Project Design Features

The project proposes a maximum development consistent with the Maximum Buildout Scenario (MBS) and maximum buildout identified in **Table 3-1** in **Chapter 3.0, Project Description**, which would include up to 3,240 units of very high density residential, 20,000 sf of proposed commercial/retail use, and 1,806,290 sf of proposed industrial. Scenario #2 is assumed to include 1,240 units of very high density residential, 71,600 sf of commercial/retail use including a 128 key hotel, and 1,806,290 sf of proposed industrial. For this section of the Draft EIR, the more intensive option, MBS, will be reviewed due to the higher concentration of residential units and associated higher impacts. The project would be required to comply with existing regulations and standards (identified in the discussions below) to ensure that the project's potential impacts associated with public facilities and services related to fire and police emergency and non-emergency services, as well as impacts to schools, do not result in significant impacts.

Project Impacts

a. Impacts on:

Fire Protection

The project is proposing 3,240 units of very high density residential, 20,000 sf of commercial space, and 1,806,290 sf of industrial space. Per the Department of Finance 2023 (DOF 2023) Population and Housing Estimates, Indio has 3.00 persons per household (PPH) and a population size of 90,837¹. With 3,240 proposed residential units and an estimated 3.00 PPH in the City, the project can be expected to house 9,720 residents. This increase in population could create pressure on the existing fire services in the City.

¹ 3.00 PPH (per DOF) is a result of the majority single family residential household. Multifamily units, due to their size and amount of space would likely result in less PPH. The project does not propose single family residences, therefore, 3.00 PPH generates a conservative value of 9,720 people. The project will likely result in less than 3.00 PPH.

The closest fire station to the project is Station No. 80, located 2.9 driving miles northwest of the site's emergency access entry point off Avenue 42. First response for fire protection services would primarily be from this station. According to *Policy SE-3.1* in the City's General Plan, fire response standard within the City complies with the NFPA 1710 and Riverside County Fire response standard of arriving to fire and medical emergency incidents within a four-minute drive time. Station No. 80 is a four-to-five-minute drive time away from the project. Due to the drive time, there is a possibility that response times to the project from Station No. 80 would take more than four minutes.

In preparation for future build out of the City, the City developed Safety Element *Policy SE-3.6* in the General Plan that states that future fire service needs would be planned for and addressed to support the City's growth. As the City continues expanding, new fire stations will need to be added to the City when and where they are needed to meet NFPA and County response time standards. To fund future fire service needs, the City requires projects to adhere to the Development Impact Fees (DIF) for Fire Facilities. The project would adhere to the prevailing Fire Facilities DIF during construction, \$446 per dwelling unit for apartments. This fee allocation contributes to financing new fire stations or enhancements to fire services as needed.

Additionally, the project would comply with *Policy SE-3.8* in which all new development applications are reviewed for consistency with applicable fire and building code regulations, including emergency access/evacuation routes as well as *Policy SE-3.4* which states that new developments within the City are built with fire-resistant construction materials. Additionally, the project would implement all applicable fire safety requirements from Chapter 93 of Indio's Municipal Code, which include the installation of sprinkler systems, and that new motorized gates shall be provided with means to be automatically opened remotely by emergency vehicles in accordance with Riverside County Fire Department standards and Policies, as may be amended from time to time. General Plan *Policy SE-3.7* requires the City to ensure that fire services, including firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the City. To that end, the City regularly evaluates adequacy of services and the potential need for new personnel, equipment, and infrastructure. As discussed above, the City charges a Fire Facilities DIF that is collected and would be used for purposes of ensuring that adequate facilities and personnel are provided to meet the City's needs. As a result, impacts associated with fire services would be less than significant.

Police Protection

The City has no established staffing ratio, and police staffing in Indio is based on the safety needs of the local community and the available resources to provide these safety needs. In 2021, the City had 85 sworn officers.

The proposed project plans to develop 3,240 dwelling units as well as additional commercial, industrial, and administrative uses discussed above. With the estimated DOF 2023 population of 90,837 and the estimated population gain of 9,720 from the new residential development based on the 3.00 PPH, the

population of the City would increase to 100,557. In preparation of future buildout of the City, the City developed *Policy SE-1.1* in the General Plan stating that the City will maintain adequate police protection capabilities by retaining the current peace officer staffing positions, forecasting future demand, and providing additional staff, law enforcement equipment and technology acquisition, and facilities when fiscally appropriate and needed. To accomplish this, the City requires new developments to comply with the DIF in place at the time of construction. According to the 2022 Development Impact Fee Report produced by the City, the current Police Facilities DIF for apartments is \$1,138 per dwelling unit, which the City determined is adequate to mitigate any significant impacts from the new development.

In addition to the payment of the Police Facilities DIF, the project would adhere to *Policy SE-1.4* which encourages new developments to promote crime prevention through environmental design concepts, including, but not limited to: the use of fences, gates or landscaping to define boundaries to control project access, maximizing opportunities to see and be seen through the implementation of lighting, windows, building orientation and location, landscape materials, etc., and clearly defining ownership and encouraging the maintenance of properties to distinguish public and private spaces. The adherence to the City's Police Facilities DIF and implementation of *Policy SE-1.4* would reduce the impact on police services to less than significant.

Schools

As discussed above, the project would result in a mixed-use development with up to 3,240 dwelling units as well as additional commercial, industrial, and administrative uses. Per the DOF 2023 Population and Housing Estimates, Indio has 3.00 PPH and a population size of 90,837. The proposed 3,240 dwelling units and the City's estimated 3.00 PPH concludes that the project could be expected to house 9,720 new residents. Based on the 2022 DSUSD Fee Justification Study for New Residential and Commercial/Industrial Development, the student generation rate for DSUSD is 0.4 student per household, and there are approximately 26,980 students enrolled in DSUSD. Based on the forecasted housing growth from the proposed project, 1,296 new students could be added to DSUSD.

DSUSD has indicated that they are currently operating at or over capacity; however, enrollment trends over the past few years have been stabilizing. Although forecasted students are lower than forecasted previously, future students generated by growth under Indio's General Plan Update (GPU) EIR have the potential to exceed existing school capacity. The school districts anticipate that new school construction would be required to accommodate these additional future students. As of 2022, the current fee imposed by DSUSD on residential construction are \$4.79/sq.ft. of residential development and \$0.78/sq.ft. for commercial, and \$0.22/sq.ft. for rental self-storage. Monies collected are used for the construction and reconstruction of school facilities. DSUSD will also continue to collect school impact fees from developers, and pursuant to SB 50 and AB 2926, these fees are considered to fully mitigate school capacity-related impacts. New developments would occur over time, and student populations are expected to increase gradually. DSUSD has a Facilities Master Plan that provides for new school sites as

population within their respective boundaries increases. Additionally, DSUSD will develop and impose appropriate mitigation for environmental impacts associated with individual new schools as they are proposed and constructed. Based on State law, collection of state-mandated school impact fees would reduce school-related impacts to less than significant levels.

Parks

Per the Indio General Plan, Policy PR-2.1's goal is to achieve a ratio of three acres of parkland per 1,000 City residents. Currently, the City offers around 109 acres of public parkland. With a population of 90,837, the required parkland should be 272.5 acres, highlighting an existing deficit of 163.5 acres. Factoring in an anticipated population increase to 100,557 upon the proposed project's completion (assuming all residents are new to the City), a total of 301.7 acres would be necessary to accommodate the growth, with 29.2 acres attributable to the project.

In the City's General Plan, it has been acknowledged that the City is currently lacking adequate acreage of public parkland for its residents. To address this, the City is considering negotiating joint-use agreements with the school districts to allow school recreational facilities to be open to the public during non-school hours. Additionally, the City plans to work with utility and public service providers to allow recreational easements along utility corridors. The City is also considering creating temporary urban parks on vacant properties, acquiring fallow farmland for open spaces, and enhancing existing and upcoming parks. Projects include rehabilitating Miles Avenue Park, expanding Dr. Carreon Park, establishing a sports park south of Avenue 44 and north of Market Street, and creating a neighborhood park south of Avenue 49 and west of Monroe Street. These initiatives aim to expand public parkland, alleviating strain on current parks.

Another opportunity to increase the City's open space is the CV Link, a forthcoming 40-mile path situated just south of the proposed project along the Thousand Palms Canyon Wash. According to the CV Link website, the path aims to promote healthier lifestyles for Coachella Valley residents and offer an alternative route to public spaces, benefiting both the project's residents and neighboring communities. Notably, the City's General Plan EIR indicates that the CV Link will contribute to the City's overall open space and park acreage, lessening the strain on existing parks.

Additionally, the project's Specific Plan outlines potential on-site amenities such as fitness rooms, community pools, and clubhouses for residents and their guests as well as common space areas and walkways throughout the residential area. Per the Specific Plan, each residential unit would have 150 square feet of private open space and 250 feet of common open space. There would also be 50 feet of landscaped area acting as open space along "A" Street (street separating residential and industrial land uses), providing a walking trail and passive seating areas. Additionally, it is proposed that the western boundary of the project would have a 250-foot-wide setback that would provide an open space transition between the residential units and the canal bank. This setback allows for passive or active

open space uses, trails, walkways, driveways, parking, and secondary vehicular and/or emergency use access. These project amenities would reduce pressure on existing public recreational amenities.

In accordance with the Quimby Act, all new development projects would be required to pay DIFs directed towards the preservation, expansion and maintenance with the City's recreational parks and facilities and contribute to new parkland acquisition. The DIF for Parks/Recreation is currently \$2,625 per dwelling unit for apartments according to the 2022 City of Indio Final Report Development Impact Fee Study. The proposed project would be required to pay the DIF in place at the time of construction to mitigate the increase in the City's population and reduce pressure on existing public parks and other recreation facilities. To better manage Park and Recreation Fees collected from proposed developments, the City's Public Works Parks & Facilities Division is prioritizing creation of a Park Master plan. Along with the Park Master Plan, the City is also developing a Park and Recreational Facility Fee Study to better understand and utilize Park and Recreation Fees. The collection of Park and Recreation Fees as well as the effort to better understand and utilize the fees by the City would reduce the demand on existing parks.

As discussed above in the Trails and Bikeways section, there are multiple specific plans proposing both public and private trails and open spaces. These future developments, along with the project's payment of the Park and Recreation DIF, the project's open space, setbacks, and potential on-site amenities, the improvement and construction efforts of existing and new parks by the City, the development of the CV link directly south of the project site, the possible utilization of school facilities during non-school hours, and the potential temporary establishment of urban parks or community gardens on vacant property or the purchasing of fallow farmland to become parks/open space throughout the city would reduce impacts to less than significant.

Other Public Facilities

The project proposes residential, commercial, and industrial uses on the approximately 183-acre property. The project could generate an additional 9,720 residents at full buildout. This would be an increase of 10.7 percent of the City's current (2023) population of 90,837 but would be well below the projected 2040 City population forecast of 119,951. The buildout of the project could strain existing library facilities.

The Riverside County Library System provides library services in the City. Although the County is responsible for new library facilities in the region, the City's General Plan policies and Public Building DIF are intended to ensure the development of necessary public facilities and services for the City, which can aid the County in the planning of future local libraries. The City requires the collection of Public Building DIF to be used for public buildings, including additions to libraries. Additionally, Policy IE-7.3 in the City's General Plan requires coordination between the City of Indio and Riverside County to help facilitate the steps required if new facilities are determined to be needed. The Public Buildings DIF according to the 2022 City of Indio Development Impact Fee Reports is \$1,739 per apartment unit for new developments. Potential impacts from future development, including the proposed project, would

be identified during the facility planning process, and the County would have the authority and responsibility to plan, design, approve, or construct library facilities.

Residents would generate demand for increased municipal administrative services for everyday activities, including building permits and business licenses. However, considering the various fee programs the project is subject to, the proposed project would not result in any substantial adverse physical impacts to existing schools, parks, libraries, or other public facilities. Therefore, impacts related to schools, parks, or other public facilities would be less than significant.

4.14.5 Cumulative Impacts

Fire Protection

Implementation of the proposed project and other related projects in the area under buildout of the General Plan Update would increase the demand for fire protection services over time, consistent with planned growth and fire protection needs analyzed in the City's GPU EIR. However, all future projects will be required to implement all applicable fire safety requirements, to include installation of sprinkler systems, and new motorized gates shall be provided with means to be automatically opened remotely by emergency vehicles in accordance with Riverside County Fire Department standards and Policies, as may be amended from time to time. Moreover, all future projects would be required to comply with DIFs in place at the time of construction. These fees are designed to mitigate the impact of new development on the City's services as it occurs and are based on General Plan build out estimates.

Police Protection

Implementation of the proposed project and other related projects in the area would further increase the demand for police protection services over time. Future projects would increase permanent and tourist populations; however, all future projects would be required to pay the DIF in place at the time of construction to reduce these impacts. Additionally, project-specific environmental impacts would be identified during the fire facility planning process; therefore, the proposed project's contribution would not be cumulatively considerable.

Schools

It is expected that land designated for residential development in the City of Indio will be developed in the future, increasing the student population and impacts on public schools. The proposed project, along with future projects, is expected to result in a cumulative increase in the demand for school services. The proposed project is estimated to generate a student population of up to 1,296 and would be required to pay developer fees to DSUSD. The State-mandated payment of the developer fees will help DSUSD expand its facilities to accommodate schools in the school district. The proposed project's contribution to school impacts would not be cumulatively considerable with the payment of these fees.

Future developments in the City would also be required to pay developer fees at the time they are constructed, as established by State law, to ensure that their impacts on schools are not cumulatively considerable.

Parks

Implementation of the proposed project and future projects in the area would increase the City's demands on parks. The City does not have enough parkland to adequately serve its current (2023) population size of 90,837, and therefore does not have enough parkland to support a potential increased population of 9,720 from the proposed project. The project would be required to pay the City's DIFs, which include a Park and Recreation Fee. This fee is used for the development of new parks and/or the rehabilitation of existing parks or recreational facilities. Future developments in the City would also be required to pay the Park and Recreation fees in place at the time they are constructed. Payment of these fees along with the City's efforts to increase parkland, the creation of the CV Link directly south of the project and the development of private and public trails and open spaces in multiple specific plans would ensure impacts are not cumulatively considerable.

Other Public Facilities

Implementation of the proposed project, along with future development in the City, would increase the demand for other public facilities in Indio, due to the increased population. However, like the project, fees and taxes generated by future projects will ensure their impacts to other public facilities are not cumulatively considerable.

4.14.6 Mitigation Measures

Mitigation Measures are not required.

4.14.7 Level of Significance after Mitigation

Implementation of existing regulations and standards identified above would ensure that the project's potential impacts associated with public facilities and services related to fire and police emergency and non-emergency services, as well as impacts to schools, parks, and public facilities would be less than significant.

4.14.8 References

1. City of Indio 2040 General Plan, September 2019, <https://www.indio.org/home/showpublisheddocument/3321/638053330127130000>
2. City of Indio Police Department Website, <https://www.indiopd.org>
3. City of Indio /Development Impact Fee Reports (AB1600)

4. City of Indio General Plan Update, Final EIR,
<https://www.indio.org/home/showpublisheddocument/924/637874293008870000>
5. City of Indio / Parks Website, <https://www.indio.org/departments/community-services/city-parks>
6. Indio Police Department 2021 Annual Report, <https://www.indiopd.org/about-ipd/ipd-annual-reports>
7. Department of Finance 2022 Population and Housing Estimates
8. 2022 Desert Sands Unified School District School Impact/Developer Fees,
<https://www.dsusd.us/common/pages/DisplayFile.aspx?itemId=59604901>

4.15 Recreation

4.15.1 Introduction

This section describes the existing setting regarding local and regional recreation facilities, lands and opportunities, and the potential effects on parks and recreation associated with implementation of the project. Descriptions and analysis in this section are based on population information used in **Section 4.14, *Population and Housing***, of this Draft EIR, the *City of Indio's 2040 General Plan, Department of Finance 2023 Population and Housing Estimates*, 2022 City of Indio Final Report Development Impact Fee Study, the CV Link website, the City of Indio website, and the *City of Indio General Plan Update Environmental Impact Report (EIR)*. Sources used in the preparation are included in **Chapter 8.0, *References***, at the end of this Draft EIR.

4.15.2 Existing Conditions

The City of Indio offers a variety of public and private passive and active recreational opportunities for residents and visitors. The City owns and operates approximately 109 acres of public parks and a golf course. Additionally, according to the City's General Plan, there are approximately 2,478 acres of other open space areas within the City including the private Empire Polo Club grounds, private recreational areas within planned developments, and golf courses. Community parks provide the major residential centers for community members. The City's 14 public parks and one public golf course, their acreages, and their amenities provided are summarized in **Table 4.15-1, *Parks within the City of Indio***, below.

Table 4.15-1 Parks within the City of Indio

Facility	Location	Acres	Amenities
Burr Park	42811 Burr Street Indio, CA 92201	2.5	Basketball courts, playground equipment
Cahuilla Park	83787 Hopi Avenue Indio, CA 92203	4.0	Barbecue areas, basketball courts, playground equipment, shaded area with tables, softball fields
Dominguez Park	81967 Crown Way Indio, CA 92201	3.3	Barbecue areas, basketball courts, playground equipment, shaded area with tables, walking paths
Doug York Park	82985 Indio Boulevard Indio, CA 92201	0.25	Benches, gazebo
Patton Park	83700 Avenue 43, Indio, CA 92203	4.3	Barbecue areas, basketball courts, playground equipment, restrooms, shaded area with tables, tennis courts
Dr. Carreon Park	82200 Dr. Carreon Boulevard Indio, CA 92201	2.4	Barbecue areas, playground equipment, shaded area with tables
Hjorth Park	81253 Avenue 48 Indio, CA 92201	3.0	Barbecue areas, playground equipment, tables
Miles Avenue Park	82540 Miles Avenue Indio, CA 92201	16.0	Barbecue areas, basketball courts, playground equipment, restrooms, shaded area with tables
Mulligan Dog Park	45355 Van Buren Street Indio, CA 92201	2.0	Benches, dog run, fenced dog areas
North Jackson Park	43200 Towne Street Indio, CA 92201	4.5	Barbecue areas, basketball courts, playground equipment, shaded area with tables, softball fields, tennis courts, walking paths
Shields Park	80500 Avenue 46 Indio, CA 92201	1	Benches, walking paths, water fountain
South Jackson Park and Davis Field	46480 Jackson Street Indio, CA 92201	17.5	Barbeque areas, playground equipment, restrooms, shaded area with tables, tennis courts, baseball fields, softball fields
Station 87 Dog Park	42900 1/2 Golf Center Parkway Indio, CA 92203	0.8	Benches, dog run, fenced dog areas
Yucca Park	43605 Yucca Street Indio, CA 92201	1.0	Barbecue areas, playground equipment, shaded area with tables
The Lights at Indio Golf Course	83040 Avenue 42 Indio, CA 92203	46.0	Golf Course, driving range, clubhouse/pro shop

Source: Indio City website, "Parks" page, 2023.

To increase parkland, the City is considering negotiating joint-use agreements with the school districts to allow school recreational facilities to be open to the public during non-school hours. The City is also planning on working with utility and public service providers to allow recreational easements along utility corridors. Another potential opportunity the City is considering increasing public open space is to allow vacant property to be leased for the establishment of temporary urban parks or community gardens, and/or purchasing fallow farmland for park use or open space.

In addition, the City is also planning improvements and construction efforts for the rehabilitation of Miles Avenue Park, the expansion of Dr. Carreon Park, the development of a sports park located south of Avenue 44 and north of Market Street, and the development of a neighborhood park located south of Avenue 49 and west of Monroe Street.

Trails and Bikeways

Walking and hiking trails have been developed within the City of Indio. Existing pedestrian hiking trails are located northeast of Golf Center Parkway and along Avenue 38. Major feeder and equestrian hiking trails extend from Jefferson Street to Madison Street and north of the Interstate 10 freeway (I-10) extending towards Avenue 36. Trunk equestrian hiking trails are primarily located north of I-10 in residential planned developments. Moreover, golf cart travel is a very prominent mode of passive recreation within the City and Coachella Valley region for residents to access different neighborhoods, golf courses, open spaces, and commercial and office facilities. These paths are designated within automobile traffic lanes as well as contained within separate paths linked to recreational fields and bicycle paths throughout the City.

In addition to the existing parks and trails, the City of Indio proposes the development and expansion of recreational trails for residents and visitors to access. Per the City General Plan, these include:

- The development of the public, regional multi-modal trail, CV Link and trail spurs (“spurs” that connect CV link to neighborhoods along Avenue 48 and Madison Street, and in North Indio. Considerations include adding CV Link Spurs on Hwy 111 and Downtown Indio);
- The public North Indio Trailhead located at Golf Center Parkway and Avenue 42;
- Internal pedestrian private and public trails and trailheads connecting to the Bureau of Land Management (BLM) lands in and surrounding the Virada Specific Plan area. The Virada Specific Plan is located in North Indio at the base of the Chocolate Mountains;
- Hiking and pedestrian trails within the Indio Trails Specific Plan area. The Indio Trails Specific Plan is located east of Washington Street and north of Frances Way. (To be determined if trails will be accessible to the public);
- Hiking and pedestrian trails within the Citrus Ranch Specific Plan area, located off Dillon Road and Fargo Canyon Road. (To be determined if trails will be accessible to the public); and
- Recreational trails within the Indio Ranchos Polo Resort Specific Plan area and Indio Ranchos Polo Estates Specific Plan area. (To be determined if trails will be accessible to the public.)

4.15.3 Regulatory Setting

State

California Building Code

The California Building Code (CBC) establishes the minimum requirements to safeguard the public health, safety, and general welfare through structural strength, means of egress facilities, stability, access to persons with disabilities, sanitation, adequate lighting and ventilation and energy conservation; safety to life and property from fire and other hazards attributed to the built environment; and to provide safety to fire fighters and emergency responders during emergency operations.

California Government Code Section 66477

California Government Code Section 66477, more commonly referred to as the Quimby Act, was passed in 1975. The Quimby Act authorized counties and cities to pass ordinances requiring developers to set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated by the Quimby Act cannot be used for the operation and maintenance of park facilities. The Quimby Act was originally designed to ensure “adequate” open space acreage in jurisdictions adopting Quimby Act standards. The City of Indio has adopted Quimby Act standards for local parks and has established a ratio of 3 acres of park area per 1,000 residents. According to the California Department of Parks and Recreation’s overview of the Quimby Act, the Quimby Act was amended in 1982 to further define acceptable uses of or restrictions on Quimby funds, provide acreage/population standards and formulas for determining the exaction, and indicate that the exactions must be closely tied (i.e., have a nexus) to a project’s impact as identified through traffic studies required by the California Environmental Quality Act.

Local***Indio Municipal Code***

Title 3, Chapter 33, Section 33.068 of the Indio Municipal Code describes various development impact fees established and imposed on the issuance of development approvals for development projects within the City to finance the cost of different public facilities and public improvements related to the development projects. The Park and Recreation Fees implemented by the City require every person constructing any development project in the city to pay to the City a fee to be used for improvements and facilities to park lands for recreation and leisure activities. The City's use of Park and Recreation fees shall be independent of and shall complement the development of new and/or rehabilitation of existing neighborhood or community park or recreational facilities through Quimby Fees collected per Code of Indio §§ 156.130 *et seq.*

Indio’s 2040 General Plan

The Indio General Plan provides long-term guidance and policies for maintaining and improving the quality of life as well as the man-made and natural resources of the community. The Parks, Recreation and Open Space Element of the Indio General Plan establishes the goals, policies, and implementation

actions that would allow the City to continue to provide a full range of recreational amenities to its residents and businesses.

Applicable goals and policies established in the Parks, Recreation, and Open Space Element in regard to recreation services and the proposed project are as follows:

GOAL PR-1: A comprehensive open space network that balances recreation, wellness, and habitat protection.

- *Policy PR-1.5:* Encourage projects to provide connections to existing trails, and include mini parks, dog parks, community gardens, or other recreational features within the design.

GOAL PR-2: High-quality parks and recreational facilities that promote community health and are safe and convenient to access.

- *Policy PR-2.1:* Work to achieve a ratio of 3 acres of public parks per 1,000 residents and place a park or recreation amenity within one-half mile of all Indio residents. Maintain adequate land dedication requirements and/or development fees for new development to meet the park ratio.
- *Policy PR-2.6:* Utilize Crime Prevention through Environmental Design strategies (CPTED) design techniques, such as providing clear lines of sight, adequate lighting, and wayfinding signs, to ensure parks are safe. Face residential and commercial buildings towards new parks.
- *Policy PR-2.8:* Ensure that new residential developments provide adequate on-site recreational and open space amenities consistent with the values and standards of the community and the needs of new development. Require projects to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks and recreational facilities.
- *Policy PR-2.11:* Ensure new park facilities have adequate spaces and equipment for active and passive recreation, as well as incorporate public art into the park design.

Goal PR-3: Trails sited to ensure compatibility with natural resource protection and to encourage physical activity.

- *PR-3.3:* Require new development projects to dedicate easements for trails, trailheads, and other needed improvements, where appropriate. Dedications may include paseos, urban trails, greenways, and/or Class 1 bicycle facilities that connect to centers, schools, parks, and open space areas. Seek opportunities to enhance them with informational kiosks, public art, outdoor fitness equipment, and rest areas.

Project Impact Analysis

Thresholds of Significance

The thresholds derived from Appendix G of the CEQA Guidelines are used to determine the level of potential effect. The proposed project would have a significant effect on recreational facilities if it were determined that the project would:

- a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

Project Recreational Features

The project proposes a maximum development consistent with the Maximum Buildout Scenario (MBS) and maximum buildout identified in ***Project Description Table 3-1***, which would include up to 3,240 units of very high density residential, 20,000 sf of proposed commercial/retail use, and 1,806,290 sf of proposed industrial. Scenario #2 is assumed to include 1,237 units of very high density residential, 71,600 sf of commercial/retail use including a 128 key hotel, and 1,806,290 sf of proposed industrial. For this section of the Draft EIR, the more intensive option, MBS, will be reviewed due to the higher concentration of residential units and associated higher impacts. The proposed project would be required to comply with existing regulations and standards (identified in the discussions below) to ensure that the project's potential impacts associated with recreational facilities do not result in significant impacts.

Project Impacts

- a. 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.***

The project is proposing 3,240 units of very high density residential, 20,000 sf of commercial/retail use, and 1,806,290 sf of industrial space. The Specific Plan outlines potential on-site amenities such as fitness rooms, community pools, and clubhouses for residents and their guests as well as common space areas and walkways throughout the residential area. Per the Specific Plan, each residential unit would have 150 square feet of private open space and 250 feet of common open space. There would also be 50 feet of landscaped area acting as open space along "A" Street (street separating residential and industrial land uses), providing a walking trail and passive seating areas. Additionally, it is proposed that the western boundary of the project would have a 250-foot-wide setback that would provide an open space transition between the residential units and the canal bank. This setback allows for passive or active open space uses, trails, walkways, driveways, parking, and secondary vehicular and/or emergency use access. These project amenities would reduce pressure on existing public recreational amenities.

Considering the proposed 3,240 dwelling units, the increase in population due to the project would incrementally increase the demand on existing neighborhood and community parks and facilities throughout the City. According to the Department of Finance 2023 (DOF 2023) Population and Housing Estimates, Indio has 3.00 persons per household (PPH) and a population size of 90,837. With a proposed maximum of 3,240 residential units, the project could be expected to house 9,720 residents. Assuming that all occupants are new residents of the City, the buildout of the project would increase the City's population to 100,557. The City of Indio only currently provides 109 acres of public parkland for the existing population of 90,837, concluding that there is an existing deficit of 163.5 acres of parkland before project buildout when considering the Indio General Plan *Policy PR-2.1's* goal of achieving three acres of parkland per 1,000 City residents.

According to the Indio General Plan, to address the inadequate amount of parkland, the City is considering joint-use agreements with the school districts to allow school recreational facilities to be open to the public during non-school hours. Additionally, the City is considering working with utility and public service providers to allow recreational easements along utility corridors. The City is also considering leasing vacant property for the establishment of temporary urban parks or community gardens and/or purchasing fallow farmland to be used as future parkland/open space. If the City accomplishes these goals, pressure on existing neighborhood and regional parks would be reduced.

According to the Indio General Plan, the City is also planning improvements and construction efforts on new and existing parks including the rehabilitation of Miles Avenue Park, the expansion of Dr. Carreon Park, the development of a sports park located south of Avenue 44 and north of Market Street, and the development of a neighborhood park located south of Avenue 49 and west of Monroe Street. The efforts would increase and improve public parkland in the City, reducing pressure on existing parks.

Another opportunity to increase the City's open space is the CV Link. The CV Link will be an approximate 40-mile-long path extending from Palm Springs to Coachella. A portion of this multi-use trail is under construction directly south of the proposed project along the Whitewater River. According to the CV Link website, the goal of the path is to enable healthier lifestyles for the Coachella Valley residents and provide an alternate route to public spaces. The development of CV Link below the project would benefit residents of the project and those in nearby communities. According to the City's General Plan EIR, the CV Link will be counted in the City's total open space and recreational parks acreage, further reducing demand on existing parks and recreational facilities.

Additionally, in accordance with the Quimby Act, all new development projects would be required to pay development impact fees (DIF) directed towards the preservation, expansion and maintenance with the City's recreational parks and facilities and contribute to new parkland acquisition. The DIF for Parks/Recreation is currently \$2,625 per dwelling unit for apartments (effective date January 17, 2022) according to the 2022 City of Indio Final Report Development Impact Fee Study. The proposed project would be required to pay the DIF in place at the time of construction to mitigate the increased population in the City and reduce pressure on existing public parks and other recreation facilities. To better manage

Park and Recreation Fees collected from proposed developments, the City's Planning and Community Services Department is making it a high priority to create a Park Master plan. In addition to the Park Master Plan, the City also plans to develop a Park and Recreational Facility Fee Study to better understand and utilize Park and Recreation Fees. The collection of Park and Recreation Fees as well as the effort to better understand and utilize the fees by the City would help to reduce the demand on existing parks and recreational facilities.

The City is actively working to achieve the Indio General Plan Policy PR-2.1's goal of 3 acres of parkland for every 1,000 residents. As discussed above, the City is considering multiple options to increase park space including the improvement and construction efforts of existing and new parks by the City, the development of the CV link directly south of the project site by the Coachella Valley Association of Governments, the possible utilization of school facilities during non-school hours, the potential recreational easements along utility corridors, the potential temporary establishment of urban parks or community gardens on vacant property throughout the city and/or purchasing of fallow farmland to use as open space/parkland. The City also has an adopted standard for calculation of in-lieu fees (IMC § 156.135) in furtherance of increasing parkland within the City. The proposed project's payment of the Park and Recreation Fees would reduce impacts on existing parks and recreational facilities to less than significant levels.

b. Requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment

The City is currently underserving existing neighborhoods and only provides approximately 109 acres of public parkland for the current (2023) population of 90,837. The project is expected to increase the City's population by 9,720 residents, which would further increase existing pressure on public recreational facilities.

As discussed above, the City is actively planning to expand parkland and recreational facilities to achieve the Indio General Plan Policy PR-2.1's goal of three acres for every 1,000 residents. In order to reach this goal, the City is planning improvements and construction efforts including the rehabilitation of Miles Avenue Park, the expansion of Dr. Carreon Park, the development of a sports park located south of Avenue 44 and north of Market Street, and the development of a neighborhood park located south of Avenue 49 and west of Monroe Street. These improvements and additions to parkland will reduce pressure on existing parkland. Additionally, the City is considering negotiating joint-use agreements with the school districts to allow school recreational facilities to be open to the public during non-school hours. The City is also planning to work with utility and public service providers to allow recreational easements along utility corridors. The City is also leasing vacant property for the establishment of temporary urban parks or community gardens or purchasing fallow farmland to be used as future parkland/open space. Due to the current deficiency of parkland throughout the City, these efforts by the City to expand parkland and increase recreational facilities are necessary.

In addition to the City's planned efforts to increase parkland, the CV Link will contribute to increasing open space for residents. The CV Link will be approximately 40 miles long, and a portion of this valley wide multi-use trail is under construction as of August 2023 just south of the proposed project along the Whitewater River. According to the City's General Plan EIR, the CV Link is intended to serve as an alternative to driving along Highway 111 as a Class I multi-use pathway that will accommodate pedestrians, bicyclists, and alternative-fuel vehicle users. Following the construction of CV Link, it will be counted in the City's total open space and recreational parks acreage further reducing the need to construct new recreational facilities.

According to the City's General Plan EIR, the identification of environmental impacts of future proposals for new park facilities in the City, either as stand-alone projects or proposed in conjunction with a new development, would be speculative. The General Plan EIR indicated that individual recreational facilities would be subject to project-level environmental review under CEQA and appropriate mitigation measures would be developed for individual parks as they are proposed and constructed. Development plans, like the proposed project, would be subject to standard City reviews and inspections to assure they are safely designed and built. Impacts would be less than significant and addressed at project-level environmental review for future recreational facility development.

The construction of project design features associated with recreational uses are anticipated to have short-term construction impacts associated with construction-related air quality, energy, greenhouse gas emissions, hazards, hydrology and water quality, noise, and transportation. However, these construction impacts would result in less than significant impacts. (See **Sections 4.3, Air Quality, 4.6, Energy Resources, 4.8, Greenhouse Gas Emissions, 4.9, Hazards and Hazardous Materials, 4.10, Hydrology and Water Quality, 4.12, Noise, and 4.16, Transportation**, for analysis of the project's impact on the environment related to these topics.)

The current condition of the project site consists of minimal vegetation due to prior agricultural and commercial use years ago. The land has been vacant for over a decade and does not support recreational activities of any kind in its current state. The buildout of the project would put pressure on existing parkland; however, with the on-site amenities, the payment of Park and Recreation Fees, along with the buildout of the CV Link, the development of a Park Master Plan and a Park and Recreational Facility Fee Study, the multiple specific plans providing public and private trails and open spaces as discussed above, as well as the multiple efforts the City is considering to increase parkland and improve existing parkland discussed above, the forecasted growth from the project would not require the construction or expansion of recreational facilities.

4.15.4 Cumulative Impacts

Continued population growth in the City will increase demand on City parks and accessible open space areas. Currently, the City is below the three acres per 1,000 residents standard without considering the proposed project. The project alone increases permanent populations which would ultimately increase

the City's demand on parks. The project would reduce demand on public recreation facilities due to the project's on-site amenities including fitness rooms, pools, and clubhouses for residents as well as common spaces and walkways throughout the residential area. A 250-foot-wide setback is proposed along the western boundary to provide a usable transition between the residential units and the canal bank. This setback allows for passive or active open space uses, trails, walkways, driveways, parking, and secondary vehicular and/or emergency use access and will provide recreational activities at the project property.

Additionally, as required by the City, the project would comply with the City's DIF which includes a Park and Recreation fee of \$2,625 per dwelling unit for apartments. Future developments in the City will also be required to pay DIF and Park and Recreation fees to reduce pressure on existing parkland and mitigate the population growth from projects. The fees are payable when the building permit is issued. More information on fees can be found in Chapter 33 and 57 of the City Municipal Code.

As stated previously, there are multiple plans under review that would reduce demand on existing parkland when implemented. The development of a Park Master Plan and a Park and Recreational Facility Fee Study, the implementation of utilizing school facilities during non-school hours, the potential recreational easements along utility corridors, the potential temporary establishment of urban parks or community gardens on vacant property throughout the City or purchasing of fallow farmland to use as open space/parkland, and the improvements and developments of new and existing parks would increase parkland and reduce pressure on existing facilities. Alongside City efforts to increase parkland, the development of the CV Link would also contribute to open spaces in the City. All these efforts would reduce pressure on existing recreational facilities; therefore, impacts would not be expected to be cumulatively considerable.

4.15.5 Mitigation Measures and Regulatory Requirements

Mitigation Measures are not required.

4.15.6 Level of Significance after Mitigation

Implementation of existing regulations and standards identified above would ensure that the project's potential impacts associated with recreational facilities would be less than significant.

4.15.7 Resources

1. City of Indio's 2040 General Plan:
<https://www.indio.org/home/showpublisheddocument/3321/638053330127130000>
2. City of Indio General Plan Update EIR:
<https://www.indio.org/home/showpublisheddocument/924/637874293008870000>

3. City of Indio Final Report Development Impact Fee Study, 2021
<https://www.indio.org/home/showpublisheddocument/1780/637878742761670000>
4. CV Link Website, <https://coachellavalleylink.com/>
5. Department of Finance, 2023 Population and Housing Estimates

4.16 Transportation

4.16.1 Introduction

This section describes the existing setting, potential project impacts to the area roadway network, and proposed improvements to intersections and roadways and other measures required for the implementation of The Oasis at Indio Specific Plan (“SP” or “project”). This evaluation is based on the information contained in the *Traffic Impact Analysis* (TIA)¹ and Vehicle Miles Traveled (VMT) Analyses², as well as the 2040 Indio General Plan Mobility Element. The TIA and VMT Analysis are found in **Appendix L.1** and **L.2** of this Draft EIR.

California Environmental Quality Act (CEQA) Guidelines were revised to require Vehicle Miles Traveled (VMT) as a replacement for vehicle delay-based level of service (LOS). This is the most current measure for identifying transportation impacts for land use projects. However, the City also uses the LOS analysis process to evaluate future road network operations and to identify improvements that will be needed to address project and other General Plan development needs. Therefore, *for informational purposes only*, this section discusses the findings of the TIA and includes an LOS analysis.

The project TIA was prepared in accordance with the City of Indio Traffic Study Guidelines.

4.16.2 Existing Conditions

Environmental Setting

The proposed SP is located within eastern Riverside County, in the north central portion of the City of Indio. The SP project site consists of 185.75 acres located adjacent to and north of the Interstate 10 (I-10) Freeway as shown in **Exhibit 4.16-1, TIA Vicinity Map**. The project site is bound by Avenue 42 to the north, Monroe Street to the east, the All-American Canal to the west, and the I-10 Freeway to the south. Agricultural land is located to the north and commercial land uses are found to the east. As mentioned previously the western and southern boundaries are adjacent to the All-American Canal and I-10 respectively. A landscaping supply facility is located to the west of the All-American Canal.

Regional access to the Specific Plan area is available from the I-10 Freeway via Monroe Street. Primary arterial access to the Specific Plan area is available from Monroe Street, Jackson Street, and Jefferson Street, which are accessible from/to the Freeway.

¹ Traffic Impact Analysis Report, BH Properties The Oasis at Indio Project (Project Option A), Indio (LLG Engineers. May 16, 2024) (Revision of September 15, 2023 Report).

² Vehicle Miles Traveled (VMT) Analysis for the BH Properties, The Oasis at Indio Project (Project Option A), Indio (LLG Engineers. May 16, 2024). Vehicle Miles Traveled (VMT) Analysis for BH Properties, The Oasis at Indio Project (Project Option B), Indio (LLG Engineers. May 16, 2024).

Existing Roadway Facilities

A network of roadway segments and intersections, both existing and planned, will be affected by the proposed project. Each of these roadways and their current and planned improvements are briefly discussed below.

Existing Roadway Standards and Conditions

Avenue 42: This east-west roadway is designated as a Boulevard roadway with 4 lanes divided, an 86' ultimate right of way and a Class 4 Cycle Track. This roadway also includes sidewalks on both sides with no on street parking. It is currently a two-lane, divided roadway along the project's northerly boundary.

Monroe Street: This north-south roadway is designated as a Major Arterial roadway, with a proposed 134 foot right of way, six lanes divided, and no parking. This roadway provides regional access to the project and forms the project's easterly boundary. It is currently fully improved adjacent to the project.

Showcase Parkway: This is an east-west roadway (without a General Plan Designation) with 4 lanes un-divided, and a 100' ultimate right of way. This roadway also includes sidewalks on both sides with no on street parking. It is currently fully improved but terminates at the traffic signal on Monroe Street at the project's eastern boundary.

Interstate 10: Interstate 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 Interstate 10. This roadway is located immediately south of the project site and forms the southern boundary of Planning Areas 3 and 4.

Existing Intersection Level of Service

1. Existing peak hour traffic operations were evaluated for the study area intersections as shown in **Table 4.16-1**, Intersection Analysis for Existing (2023) Intersection Operations. Existing peak hour traffic operations were evaluated for the study area intersections based on the analysis methodologies. The existing operations analysis results indicate that all of the 17 existing study area intersections are currently operating at an acceptable LOS (LOS D or better) during the peak hours.

Table 4.16-1 Intersection Analysis for Existing (2023) Intersection Operations

ID	Intersection	Delay (in seconds)		Level of Service	
		AM	PM	AM	PM
1	Jefferson St. / Varner Rd,	26.4	25.8	C	C
2	Jefferson St. / I-10 WB Ramp	12.5	8.9	B	A
3	Jefferson St. / I-10 EB Ramp	14.1	15.7	B	B
4	Jefferson St. / Indio Blvd.	19.1	21.6	B	C
5	Madison St. / Avenue 42	12.2	16.9	B	C
6	Monroe St. / Avenue 42	35.4	33.0	D	C
7	Gore St. /Spectrum St at Avenue 42	22.9	15.7	C	B
8	Jackson St. / Avenue 42	28.7	30.5	C	C
9	Monroe St. / Showcase Pkwy.	10.8	12.8	B	B
10	Monroe St. / I-10 WB Ramp	10.8	9.1	B	A
11	Monroe St. / I-10 EB Ramp	36.2	24.2	D	C
12	Monroe St. / Oleander Ave.	16.4	17.6	B	B
13	Monroe St. at Industrial Place / Avenue 44	23.7	20.6	C	C
14	Monroe St. / Fred Waring Dr.	22.8	25.3	C	C
15	Monroe St. / Miles Ave.	27.4	24.1	C	C
16	Monroe St. at Shadow Palm Ave./Requa Ave.	18.4	17.2	B	B
17	Monroe St. / Highway 111	29.7	29.1	C	C

Source: Traffic Impact Analysis Report, Table 8-1, LLG, Engineers, August 2023.

Traffic Signal Warrants

Based on existing peak hour intersection volumes, The TIA identified no study area intersections that currently warrant a traffic signal. Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes.

Alternative Transportation

Existing Public Transit

The SunLine Transit Agency operates within the study area. Services are provided specifically along Route 8. A description of the transit services within the Project vicinity are described below:

- Route 8 provides service from North Indio to Thermal/Mecca; via Showcase at Monroe, 5th at Vine, 62nd at Buchanan, and 66th at Date Palm.
- The route traverses the Cities of Indio and Coachella, as well as census designated places Thermal and Mecca.
- During the weekday and weekend AM and PM peak hours, Route 8 has an approximate headway of 60 minutes in the northbound and southbound directions.

Existing Bicycle and Pedestrian Facilities

The State transportation system recognizes four primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), Bicycle Routes (Class III) and Cycle Tracks (Class IV).

- Class I Lanes are exclusive car free facilities for exclusive use by bicyclists, pedestrians and those using non-motorized modes of travel, which are typically not located within a roadway area.
- Class II Lanes are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes.
- Class III lanes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designated preferred routes through corridors with high demand.
- Class IV Cycle Tracks lanes are exclusive bike facilities that combine the experience of a separated path with the on-street infrastructure of a conventional bike lane and is physically separated from motor traffic and distinct from the sidewalk.

There are no existing bicycle facilities within the project vicinity.

Pedestrian connection to the surrounding commercial developments, as well as nearby public transit stops, is provided via existing sidewalks along the eastern Project frontage on Monroe Street and Showcase Parkway.



4.16.3 Regulatory Setting

State Regulations

SB 743

Senate Bill (SB) 743, adopted in 2013 and codified in Public Resources Code Section 21099, required changes to the CEQA guidelines regarding the analysis of transportation impacts. As a result of SB 743, the applicable metric in the CEQA guidelines for transportation impacts is Vehicle Miles Traveled (VMT); that is, how many new daily vehicle trips will the project generate times the average trip length. The legislative intent of SB 743 was to balance the needs of congestion management with statewide goals for infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. The Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018). The City of La Quinta utilizes the California Air Pollution Control Officers Association (CAPCOA 2018) guidance to establish thresholds for significance for use in CEQA analysis as provided for in CEQA Guidelines section 15064.3 and provided options for mitigation for projects within their jurisdiction.

Regional and Local Setting

Regional Transportation Improvement Plan

The Regional Transportation Plan (RTP) is a multi-modal long-range planning document prepared by the Southern California Association of Governments (SCAG) in coordination with federal, state, and other regional, sub-regional, and local agencies in southern California. The RTP, prepared every three years, addresses future needs based on a 20-year projection. It includes programs and policies for congestion management, transit, bicycles, pedestrians, roadways, freight, and finances. It is intended to be used as a long-range plan for federally funded transportation projects. Currently, regional projects are programmed in the Riverside County Transportation Improvement Plan (TIP), while locally funded projects (off the State Highway System) are identified in local agency Capital Improvement Plans (CIPs). To comply with Congestion Management Plan (CMP) Statutes, regional CIP requirements are identified through the Riverside County Transportation Commission (RCTC) TIP development process. Projects in the local CIPs may be incorporated into the Regional Transportation Improvement Program (RTIP) for the programming of Flexible Congestion Relief (FCR) and Urban and Commuter Rail funds.

Congestion Management Program

The Congestion Management Program (CMP) is intended to link land use, transportation, and air quality with reasonable growth management methods, strategies and programs that effectively utilize new transportation funds to alleviate traffic congestion and related impacts. The RCTC is the designated Congestion Management Agency (CMA) that prepares the Riverside County Congestion

Management Program updates in consultation with local agencies, the County of Riverside, transit agencies and sub-regional agencies like the Coachella Valley Association of Governments (CVAG).

Over time, the State amended the language to allow for voluntary implementation of the CMP. Subsequently, adopted AB32 and SB 735 were passed by the legislature that emphasized the reduction of GHGs by reducing vehicle miles traveled (VMTs) and the development of a Sustainable Communities Strategy (SCS) that each Metropolitan Planning Organization agency must prepare in conjunction with its Regional Transportation Plan. Locally, RCTC continued implementing its half-cent sales tax, Measure A, which provided for a list of projects and programs to relieve congestion. In addition, Transportation Uniform Mitigation Fee (TUMF) programs administered by the Coachella Valley Association of Governments (CVAG) funded transportation improvements on arterials, highway interchanges, grade separations and transit (discussed subsequently.)

The RCTC has designated a system of highways and roadways to include (at a minimum) all State Highway facilities within Riverside County and a system of principal arterials as the Congestion Management System (CMS). All State Highways within Riverside County have been designated as part of the CMP System of Highways and Roadways. The following facilities are designated as part of the Riverside CMP System of Highways and Roadways in the Coachella Valley:

- I-10 (San Bernardino County line to State line)
- SR 111 (I-10 to Imperial County line)
- Ramon Road (I-10 to SR 111)
- Monterey Avenue (I-10 to SR 111)

The Riverside County Long Range Transportation Study indicates that most local agencies in Riverside County and Caltrans have adopted peak hour Level of Service (LOS) standards of “C” or “D” to maintain a desired LOS for the local circulation system. To address CMP requirements RCTC approved a minimum traffic LOS standard of “E” has been adopted.

Coachella Valley Regional Arterial Program

The CVAG administers the Coachella Valley Regional Arterial Program, which allocates Measure A and TUMF funds for necessary improvements to the regional transportation system.

Measure A, approved by Riverside County voters in 1988, approved a half-cent increase in sales tax over a 20-year period to be used for transportation purposes. In November 2002, Riverside County voters approved a 30-year extension of Measure “A” (2009–2039). Measure A funds contribute a portion of the cost of transportation system improvements projected to be needed over the next 25 years. To conform to CVAG policies, all CVAG member agencies, including the City of Indio are required to construct adopted standard road improvements for missing regional roads segments located adjacent to land development projects.

City of Indio

City of Indio General Plan

The City has adopted LOS D as the minimum acceptable standard for intersection analysis. A significant traffic impact occurs if the addition of project-generated trips causes an intersection to change from an acceptable LOS to a deficient LOS, or if project traffic increases the delay at any intersection already operating at an unacceptable LOS. The City has adopted LOS D or maximum volume to capacity ratio of 0.90 as the minimum acceptable standard during peak operating periods for roadway segment analysis.

Indio Capital Improvement Program

The City's 5-year CIP identifies costs of needed capital improvements and coordinates financing and timing that maximizes benefit to the public. The purpose of the CIP is to provide the City with a long-range program for major municipal capital construction projects based on the systematic development of and accompanying financial plan. The CIP includes roadway improvements and traffic signal installation and upgrades, as well as other City projects.

Area Roadway System

Roads within the Study Area are a combination of Freeway (Interstate 10,) Major Arterial (Monroe Street) and Boulevard (Avenue 42) and local roadways. For purposes of the TIA Local and Collector streets that feed into the larger roadways are not included in the Study Area as their numbers are already factored into traffic on the larger Thoroughfares and Secondary Roadways.

Proposed Project

The project consists of multiple applications that will result in the development of a master planned mixed use industrial and residential and/or commercial land uses.

For purposes of analyzing potential environmental impacts associated with the project, the EIR analyzes two buildout scenarios:

- *Maximum Buildout Scenario (Option A in the TIA):* The MBS assumes buildout of the project consistent with the maximums identified which would result in 3,240 dwelling units, 20,000 square feet of retail commercial uses, and 1,806,290 square feet of industrial development. (The TIA Refers to this Scenario as Option A).
- *Scenario #2 (Option B in the TIA):* Scenario #2 assumes lesser buildout than the MBS but within the maximum intensities permitted. It would result in 1,237 dwelling units, 71,600 square feet of retail commercial uses, a 128 key hotel/motel, and 1,806,290 square feet of industrial uses. (The TIA refers to this Scenario as Option B).

For purposes of analysis, access to the Project MBS would be provided via:

- Seven (7) unsignalized right turn in/right-turn out only driveways located along Avenue 42 will provide access to SP Planning Area #1 (i.e., residential);
- One (1) signalized full access driveway at the terminus of Clinton Street located along Avenue 42 will provide access to SP Planning Area #1 (i.e., residential).
- It should be noted that all project access provided along Avenue 42 will be for access to the SP Planning Area #1 only (i.e., residential project component only.)
 - One (1) full access driveway located along Monroe Street, directly opposite Showcase Parkway will connect to the project's internal roadway and will provide SP Planning Area #4 access (i.e., industrial), SP Planning Area #2 and #3 access (i.e., commercial), and limited SP Planning Area #1 access (i.e., residential).



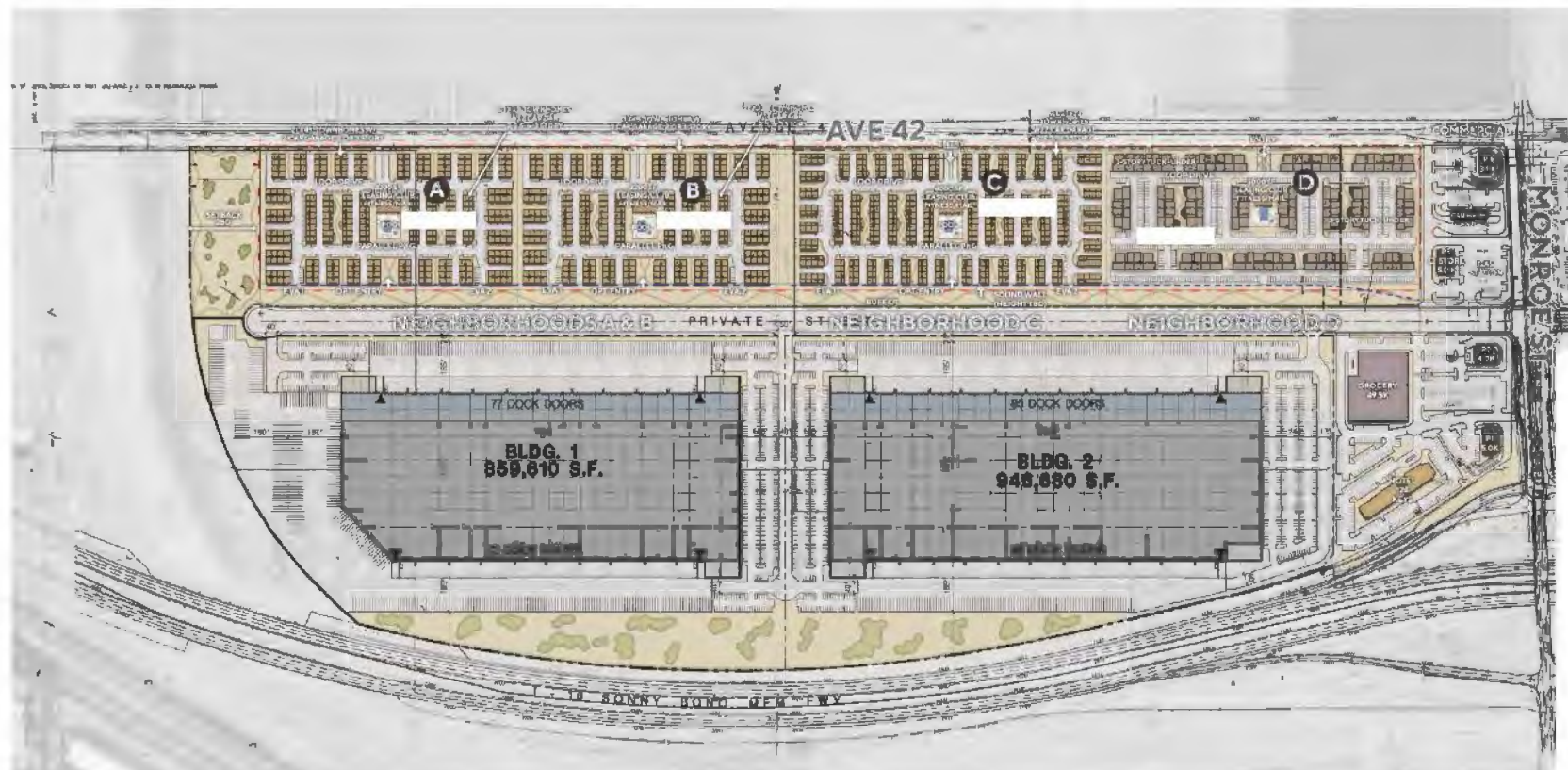
Source: TIA, Linscott Law & Greenspan Engineers, 2023

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MBS CONCEPTUAL SITE PLAN
 THE OASIS AT INDIRIO
 EXHIBIT 4.16-2

Access to the proposed Project Scenario 2 would be provided via:

- Four (4) unsignalized left-turn in/right-turn in/right-turn out only access driveways located along Avenue 42 will provide access to SP Planning Area #1 (i.e., residential).
- One (1) unsignalized right-turn in/right-turn out only driveway located along Avenue 42 and two (2) unsignalized right-turn in/right-turn out only driveways located along Monroe Street will provide access to SP Planning Area #2 and #3 (i.e., commercial/retail).
- One (1) full access driveway located along Monroe Street, directly opposite Showcase Parkway will connect to the projects internal roadway and will provide SP Planning Area #4 access (i.e., industrial) and SP Planning Area #2 and #3 access (i.e., commercial).



Source: TIA, Linscott Law & Greenspan Engineers, 2023

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SCENARIO 2 CONCEPTUAL SITE PLAN
 THE OASIS AT INDO
 EXHIBIT 4.16-3

4.16.4 Project Impact Analysis

Thresholds of Significance

The following thresholds are derived from Appendix G of the CEQA Guidelines and are used to determine the level of potential effect. The significance determination is based on the recommended criteria set forth in Section 15064 of the CEQA Guidelines. Implementation of the Oasis at Indio Specific Plan would have a significant effect on Transportation if it were determined that the project will:

- a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d) Result in inadequate emergency access?

Methodology

The City's transportation analysis guidelines align with California Senate Bill 743 (SB 743) and the City's goals as set forth in the City of Indio General Plan. The thresholds for transportation impacts under CEQA are primarily determined by the analysis of Vehicle Miles Traveled (VMT.) As required by SB 743, VMT replaces the former metric used to analyze traffic impacts which was Level of Service (LOS). LOS is now used as a metric to determine consistency with the City's General Plan and Mobility Element.

Level of Service

In conformance with the County of Riverside requirements, AM peak hour and PM peak hour operating conditions for the signalized and unsignalized intersections and driveways were evaluated using the Highway Capacity Manual 7 (HCM 7) Methodology. Per the City of Indio traffic impact analysis guidelines, the existing peak hour factor was utilized for the Existing analysis scenario and for the Existing with Ambient Growth with Project analysis scenario. A peak hour factor of 0.95 was utilized for the Existing with Ambient Growth with Project with Cumulative Projects analysis scenario. A peak hour of 1.00 was utilized for the Buildout analysis scenario.

The addition of project-generated trips has the potential to cause an intersection to change from an acceptable LOS to a deficient LOS, or project traffic may increase the delay at any intersection already operating at an unacceptable LOS, or if it causes the LOS to change from an acceptable LOS (LOS D or better) to a deficient LOS (LOS E or worse) or increase delay/density on a facility operating at an unacceptable level the project can be considered not consistent with the City's Circulation Element.

The City General Plan establishes LOS D as the minimum acceptable standard during peak operating periods for roadway segments and intersections. Currently, LOS analysis provides information regarding roadway segment and intersection capacity and General Plan consistency for City transportation planning efforts. However, the use of VMT as the CEQA metric for evaluating traffic impacts under CEQA replaces the earlier practice of evaluating traffic primarily on LOS. CEQA Guidelines Section 15064.3(a) expressly provides that “a project’s effect on automobile delay shall not constitute a significant environmental impact.”

Today, vehicle delay as measured by LOS or similar standards cannot be considered a criterion for determining an impact’s significant impact on the environment in CEQA transportation evaluations. Therefore, the roadway segment and intersection LOS analysis provided here is *for informational purposes*. As directed by CEQA, it is not used as a basis for determining the significance of transportation impacts under CEQA, consistent with the requirements of SB 743.

Signal Warrants

A signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions should be evaluated to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above LOS “D” or operate below LOS “D” and not meet a signal warrant. The assessment is made on the basis of signal warrant criteria adopted by Caltrans as described in Warrant #3 of the California Manual on Uniform Traffic Control Devices (MUTCD).

Traffic Impact Analysis

The Oasis at Indio Specific Plan *Traffic Impact Analysis Report* (TIA) is based upon an analysis of existing roadway and intersection conditions in the project vicinity and current traffic volumes, General Plan roadway classification, and other data and information. The TIA provides documentation and analysis of existing traffic conditions, trips generated by the project, distribution of the project trips to roads outside the project and projected future traffic conditions.

Existing peak hour traffic information was collected at the key study locations on a “typical” weekday for use in the preparation of the intersection LOS analysis. Based on discussion with City staff, the following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activities that would prevent or limit roadway access or detour routes.

As noted in the introduction to this discussion, the TIA was prepared in consultation with City staff during the scoping process. The analysis also considered the General Plan roadway classifications and

policies. Project trips were generated based on the rates collected by the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*, 2021. Truck splits were based on the *High-Cube Warehouse Vehicle Trip Generation Analysis*, prepared by ITE, October 2016. Recommended mix of truck traffic is based on the *Truck Trip Generation Study – City of Fontana*, August 2003.

The TIA Vicinity Map is illustrated in **Exhibit 4.16-1**.

Level of Service (LOS) is a measure of transportation system performance based upon the ratio of traffic volume relative to the capacity of the roadway or intersection. The volume-to-capacity ratio (V/C) indicates the overall performance of the roadway intersection and corresponds to a rating of A through F identifying its level of capacity utilization and relative level of congestion. LOS A represents free-flow traffic with little or no delay whereas LOS F represents a breakdown of traffic flow and a high incidence of delay.

Intersection LOS is a measure of the flow of traffic through a given intersection and is based on the number of seconds the vehicle is delayed in passing through the intersection. As the LOS decreases some travelers familiar with network constraints will seek alternative paths and traffic will be distributed to those parts of the network with surplus capacity. Table 4.16-2 illustrates the LOS description for roadway Intersections.

Table 4.16-2 Intersection Level of Service Standards

Level of Service	Intersection Control Delay (Seconds / Vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, Highway Capacity Manual (6th Edition.)

The City has defined Level of Service "D" as the minimum adequate intersection service level during peak hours for planning and design purposes.

TIA Analysis Scenarios

In accordance with consultation with the City of Indio staff, the TIA included an analysis of the following for each Land Use Scenario:

- Existing (2023) Conditions
- Existing Plus Ambient Growth to the Horizon Year 2033 with Project Traffic (EAP)
- Buildout (2045) Traffic Conditions
- Buildout (2045) with Project Traffic Conditions

The study area included in the TIA is shown in **Exhibit 4.16-3, TIA Intersection Analysis Locations**, and consists of 17 intersections.

Table 4.16-3 Intersection Analysis Locations

ID	Intersection Location	ID	Intersection Location
1	Jefferson St. / Varner Rd,	10	Monroe St. / I-10 WB Ramp
2	Jefferson St. / I-10 WB Ramp	11	Monroe St. / I-10 EB Ramp
3	Jefferson St. / I-10 EB Ramp	12	Monroe St. / Oleander Ave.
4	Jefferson St. / Indio Blvd.	13	Monroe St. at Industrial Place/Avenue 44
5	Madison St. / Avenue 42	14	Monroe St. / Fred Waring Dr.
6	Monroe St. / Avenue 42	15	Monroe St. / Miles Ave.
7	Gore St. /Spectrum St at Avenue 42	16	Monroe St. at Shadow Palm Ave./Requa Ave.
8	Jackson St. / Avenue 42	17	Monroe St. / Highway 111
9	Monroe St. / Showcase Pkwy.		

Source: *The Oasis at Indio Specific Plan Traffic Impact Analysis, Table 1-1, LLG, Engineers, August 2023*

Impact Analysis

a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities.

This DEIR analyzes whether the proposed project would conflict with an applicable program plan, ordinance, or policy addressing the circulation system and, if such a conflict exists, whether the conflict would result in a potentially significant environmental impact. As noted above, while an LOS analysis is included and the project's consistency with General Plan policies regarding LOS standards is discussed, a project's effect on automobile delay, even if based on an adopted standard, "cannot constitute a significant environmental impact...." (CEQA Guidelines § 15064.3(a).)

As discussed previously, this DEIR is analyzing the Proposed project by studying the impacts of the Maximum Development Scenario (MBS) and a Scenario 2. The two Proposed Scenarios are described as follows:

- *Maximum Buildout Scenario (Option A in the TIA):* The MBS assumes buildout of the project consistent with the maximums identified in the Specific Plan, which would result in 3,240 dwelling units, 20,000 square feet of retail commercial uses, and 1,806,290 square feet of industrial development. (The TIA Refers to this Scenario as Option A).

Access to the proposed Project MBS is assumed to be provided via:

- o Seven (7) unsignalized right turn in/right-turn out only driveways located along Avenue 42;
- o One (1) signalized full access driveway at Clinton Street located along Avenue 42.
- o It should be noted that all project access provided along Avenue 42 will be for access to the residential project (PA 1) component only.
- o One (1) full access driveway located along Monroe Street, directly opposite Showcase

Parkway will connect to the project's internal roadway and will provide industrial (PA4), commercial (PA2 and PA3), and limited residential (PA1) access.

- *Scenario #2 (Option B in the TIA)*: Scenario #2 assumes lesser buildout than the MBS but within the maximum intensities permitted. It would result in 1,237 dwelling units, 71,600 square feet of retail commercial uses, a 128 key hotel/motel, and 1,806,290 square feet of industrial uses. (The TIA refers to this Scenario as Option B).

Access to the proposed Project Scenario 2 is assumed to be provided via:

- o Four (4) unsignalized left-turn in/right-turn in/right-turn out only access driveways located along Avenue 42 (PA 1).
- o One (1) unsignalized right turn in/right-turn out only driveway located along Avenue 42 (PA2) and
- o Two (2) unsignalized right turn in/right-turn out only driveways located along Monroe Street will provide access to the commercial/retail project component (PA2 and PA3).
- o One (1) full access driveway located along Monroe Street, directly opposite Showcase Parkway will connect to the project's internal roadway and will provide industrial and commercial access (PA4, PA2 and PA 3).

Project Trip Generation

Trip generation was calculated by land use type using the reference Trip Generation, 11th Edition (2021) prepared by the Institute of Transportation Engineers (ITE). Trip Generation for the project was determined by utilizing published rates for the peak hour of the generator rather than for the peak hour of adjacent street traffic, where possible.

Maximum Buildout Scenario (MBS): ITE Land Use 155: High Cube Fulfillment Center Warehouse (Non-Sort) trip rates, ITE Land Use 155: High Cube Fulfillment Center Warehouse (Sort) trip rates, ITE Land Use 220: Multifamily Housing (Low-Rise) trip rates, and ITE Land Use 822: Strip Retail Plaza (Less than 40k) trip rates.

Based on the project's generation and trip distribution patterns, project average daily trips (ADT) were identified, as shown in **Table 4.16-4**. MBS of the project is anticipated to generate a net total of 31,505 weekday daily trips, with 2,319 trips during the AM peak hour and 3,024 trips during the PM peak hour.

Table 4.16-4 Project Maximum Buildout Scenario (MBS) Trip Generation Rates and Results

Trip Generation Rates ¹								
Land Use (ITE CODE)	Quantity ²	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
High Cube Fulfillment Center Warehouse (Non-Sort) (155)	TE/TSF	0.12	0.03	0.15	0.06	0.10	0.16	1.81
High Cube Fulfillment Center Warehouse (Sort) (155)	TE/TSF	0.70	0.17	0.87	0.47	0.73	1.20	6.44
Multifamily Housing – Low Rise (220)	TE/DU	24%	76%	0.40	63%	37%	0.51	6.74
Strip Retail Plaza – Less than 40K (822)	TE/TSF	60%	40%	2.36	50%	50%	6.59	54.45
Trip Generation Results								
Land Use	Quantity ²	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
High Cube Fulfillment Center Warehouse (Non-Sort) (155)	859,610 SF	103	26	129	52	86	138	1,776
High Cube Parcel Hub Warehouse (Sort) (156)	946,680 SF	644	161	805	445	682	1,127	6,911
Multifamily Housing – Low Rise (220)	3,235 DU	311	983	1,294	1,040	610	1,650	21,838
Strip Retail Plaza – Less than 40K (822)	20,000 SF	28	19	47	66	66	132	1,089
Pass-By Trips		-3	-2	-5	-26	-27	-53	-109
Retail Sub Total		25	17	42	40	39	79	980
Option 1 Project Total External Trips		1,130	1,189	2,319	1,578	1,446	3,024	31,505

Source: BH Properties, Industrial and Commercial Project Traffic Impact Analysis, Table 5-1 and 5-2, LLG Engineers, August 2023.

Notes:

1. Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).
2. TE = Trip End; DU = Dwelling Unit; RM = Room; TSF = Thousand Square Feet; VFP = Vehicle Fueling Position; LFWT = Trip end per Linear Feet Wash Tunnel.

Scenario 2 Trip Generation

Scenario 2: ITE Land Use 155: High Cube Fulfillment Center Warehouse (Non-Sort) trip rates, ITE Land Use 155: High Cube Fulfillment Center Warehouse (Sort) trip rates, ITE Land Use 220: Multifamily Housing (Low-Rise) trip rates, ITE Land Use 310: Hotel, ITE Land Use 850: Supermarket, ITE Land Use 934: Fast Food Restaurant with Drive-Through Window, ITE Land Use 935 Gasoline Service Station with Convenience Store, and ITE Land Use 948: Automated Car Wash.

As shown in **Table 4.16-5** Scenario 2 of the project is anticipated to generate a net total of 21,669 external trip ends per day with 1,617 external trips during the AM peak hour and 2,122 external trips during the PM peak hour. See the TIA for detailed Pass By Trips and Internal Capture associated with the larger commercial component alternative. Providing additional commercial options near

residential development will result in a higher level of pedestrian travel to commercial uses and corresponds with reductions in ADT.

Table 4.16-5 Project Scenario 2 Trip Generation Rates and Results

Trip Generation Rates ¹								
Land Use (ITE CODE)	Quantity ²	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
High Cube Fulfillment Center Warehouse (Non-Sort) (155)	TE/TSF	0.12	0.03	0.15	0.06	0.10	0.16	1.81
High Cube Fulfillment Center Warehouse (Sort) (155)	TE/TSF	0.70	0.17	0.87	0.47	0.73	1.20	6.44
Multifamily Housing – Low Rise (220)	TE/DU	24%	76%	0.40	63%	37%	0.51	6.74
Hotel (310)	TE/Room	56%	44%	0.46	51%	49%	0.59	7.99
Supermarket (850)	TE/TSF	59%	41%	2.86	50%	50%	8.95	93.84
Fast Food Restaurant with Drive Thru Window (934)	TE/TSF	51%	49%	44.61	52%	48%	33.03	467.48
Gas Service Station with Convenience Store (935)	TE/VFP	50%	50%	27.04	50%	50%	22.76	257.13
Automated Car Wash (948)	TE/TSF	50%	50%	14.20	50%	50%	14.20	142.00
Trip Generation Results								
Land Use	Quantity ²	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
High Cube Fulfillment Center Warehouse (Non-Sort) (155)	859,610 SF	88	10	98	48	84	132	1,606
High Cube Parcel Hub Warehouse (Sort) (156)	946,680 SF	590	61	651	430	665	1,095	6,314
Multifamily Housing – Low Rise (220)	1,237 DU	115	333	448	266	161	427	6,024
Fast Food Restaurant with Drive-Thru (934)	12,100 SF	67	77	144	54	33	87	2,104
Supermarket (850)	49,500 SF	58	40	98	107	106	213	2,462
Hotel (310)	128 RMs	33	26	59	39	37	76	1,023
Gasoline Service Station with Convenience Store (935)	16 VFP	39	40	79	29	29	58	1,843
Car Wash (948)	110 LFWT	21	19	40	17	17	34	293
Scenario 2 Project Total External Trips		1,011	606	1,617	990	1,132	2,122	21,669

Source: BH Properties, Industrial and Commercial Project Traffic Impact Analysis, Table 16-1 and 16-2, LLG Engineers, August 2023.

Notes:

1. Trip Generation Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 11th Edition (2021).
2. TE = Trip End; DU = Dwelling Unit; RM = Room; TSF = Thousand Square Feet; VFP = Vehicle Fueling Position; LFWT = Trip end per Linear Feet Wash Tunnel.
3. For Pass-By Rates and Internal Capture see Table 16-2 of the TIA.

TIA Development Scenarios and Analysis

This section analyzes both development scenarios under the following buildout conditions: (1) Existing (2023) Conditions and Plus Ambient Growth to the Horizon Year 2033 With Project Traffic (EAP) and (2) Buildout (2045) Traffic Conditions and Buildout (2045) With Project Traffic Conditions.

Future Traffic Conditions With Maximum Buildout Scenario (MBS)

Future traffic conditions were evaluated, to include existing traffic, ambient growth, and other developments in the area. Future “with project” conditions analyzed project traffic plus existing ambient growth plus cumulative traffic conditions.

Project-Specific Improvements. The following project design features that will be constructed by the proposed Project would ensure that adequate ingress and egress to the project site is provided.

- Intersection 9. Monroe Street at Showcase Parkway: Construct the west leg of the intersection and provide one eastbound left-turn lane, one eastbound through lane, one eastbound right-turn lane and two westbound departure lanes. Restripe the northbound approach to provide dual northbound left-turn lanes. Restripe the southbound approach to provide a southbound right-turn lane. Widen and/or restripe the east leg of the intersection to provide a westbound through lane. Provide a crosswalk on the south leg of the intersection. Modify the existing traffic signal for eight-phase operation with eastbound right-turn overlap phasing.
- Project Driveway No. 1 at Avenue 42: Construct the south leg of the intersection and provide one inbound lane and one outbound lane (i.e. northbound right-turn lane). Widen Avenue 42 along the Project frontage to its ultimate condition and provide a second eastbound through lane, an eastbound deceleration right-turn lane, and a second eastbound departure lane. Project Driveway No. 1 is proposed to be stop-controlled.
- Project Driveway No. 2 at Avenue 42: Construct the south leg of the intersection and provide one inbound lane and one outbound lane (i.e. northbound right-turn lane). Widen Avenue 42 along the Project frontage to its ultimate condition and provide a second eastbound through lane, an eastbound deceleration right-turn lane, and a second eastbound departure lane. Project Driveway No. 2 is proposed to be stop-controlled.
- Project Driveway No. 3 at Avenue 42: Construct the south leg of the intersection and provide one inbound lane and one outbound lane (i.e. northbound right-turn lane). Widen Avenue 42 along the Project frontage to its ultimate condition and provide a second eastbound through lane, an eastbound deceleration right-turn lane, and a second eastbound departure lane. Project Driveway No. 3 is proposed to be stop-controlled.
- Project Driveway No. 4 at Avenue 42: Construct the south leg of the intersection and provide one inbound lane and one outbound lane (i.e. northbound right-turn lane). Widen Avenue 42 along the Project frontage to its ultimate condition and provide a second eastbound through lane, an eastbound deceleration right-turn lane, and a second eastbound departure lane. Project Driveway No. 4 is proposed to be stop-controlled.

- E. Clinton Street at Avenue 42: Construct the south leg of the intersection and provide one northbound left-turn lane, one northbound right-turn lane, and one inbound lane. Widen Avenue 42 along the Project frontage to its ultimate condition and provide an eastbound U-turn lane, a second eastbound through lane, an eastbound right-turn lane, and a second eastbound departure lane. Widen Avenue 42 to provide a westbound left turn lane. Provide a crosswalk across the south leg. Install a traffic signal and design for five-phase operation with protected left turn phasing on Avenue 42.
- F. Project Driveway No. 5 at Avenue 42: Construct the south leg of the intersection and provide one inbound lane and one outbound lane (i.e. northbound right-turn lane). Widen Avenue 42 along the Project frontage to its ultimate condition and provide a second eastbound through lane, an eastbound deceleration right-turn lane, and a second eastbound departure lane. Project Driveway No. 5 is proposed to be stop-controlled.
- G. Project Driveway No. 6 at Avenue 42: Construct the south leg of the intersection and provide one inbound lane and one outbound lane (i.e. northbound right-turn lane). Widen Avenue 42 along the Project frontage to its ultimate condition and provide a second eastbound through lane, an eastbound deceleration right-turn lane, and a second eastbound departure lane. Project Driveway No. 6 is proposed to be stop-controlled.
- H. Project Driveway No. 7 at Avenue 42: Construct the south leg of the intersection and provide one inbound lane and one outbound lane (i.e. northbound right-turn lane). Widen Avenue 42 along the Project frontage to its ultimate condition and provide a second eastbound through lane, an eastbound deceleration right-turn lane, and a second eastbound departure lane. Project Driveway No. 7 is proposed to be stop-controlled.

MBS EAP Intersection Operations Analysis Horizon Year 2033

As noted previously, TIA Option A is the DEIR MBS Project.

The results of the analysis for EAP conditions are shown in **Table 4.16-6, *MBS Existing Plus Ambient Growth Plus Project (EAP) Conditions Horizon Year 2033***. For the purposes of this analysis, the EAP analysis scenario was utilized to determine the contribution of ambient growth + project-related traffic on area intersections in future 2033 conditions. 17 existing study area intersections were evaluated and 15 are anticipated to continue to operate at acceptable LOS (D) or better with the addition of ambient growth + project traffic to 2033 buildout traffic conditions. Per the subsequent table, 2 intersections would operate at a deficiency without the construction of improvements: (1) Monroe Street/Fred Waring Drive (AM and PM peak hours) and (2) Madison Street/Avenue 42 (PM peak hour).

It should be noted that the TIA recommends improvements, where feasible, to achieve consistency with LOS standards. Because the identified deficiencies are the result of ambient growth + project traffic, the payment of fair share and/or DIF fees will be included as conditions of approval in conjunction with the City Council's consideration of the proposed project.

Table 4.16-6 MBS Existing Plus Ambient Growth Plus Project (EAP) Conditions Horizon Year 2033

Key Intersection	Time Period	Minimum Acceptable LOS	(1) Existing Traffic Conditions		(2) Existing With A.G. (Year 2033) With Project Option A Traffic Conditions		(3) Deficiency		(4) Existing With A.G. (Year 2033) With Project Option A With Improvements	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
1. Jefferson Street at Varner Road	AM	LOS D	26.4	C	29.7	C	3.3	No	--	--
	PM	LOS D	25.8	C	30.3	C	4.5	No	--	--
2. Jefferson Street at I-10 Westbound Ramps	AM	LOS D	12.5	B	12.8	B	0.3	No	--	--
	PM	LOS D	8.9	A	9.2	A	0.3	No	--	--
3. Jefferson Street at I-10 Eastbound Ramps	AM	LOS D	14.1	B	20.9	C	6.8	No	--	--
	PM	LOS D	15.7	B	22.4	C	6.7	No	--	--
4. Jefferson Street at Indio Boulevard	AM	LOS D	19.1	B	22.9	C	3.8	No	--	--
	PM	LOS D	21.6	C	33.6	C	12.0	No	--	--
5. Madison Street at Avenue 42	AM	LOS D	12.2	B	29.1	D	16.9	No	13.4	B
	PM	LOS D	16.9	C	64.4	F	47.5	Yes	20.2	C
6. Monroe Street at Avenue 42	AM	LOS D	35.4	D	50.7	D	15.3	No	--	--
	PM	LOS D	33.0	C	46.6	D	13.6	No	--	--
7. Gore Street/Spectrum Street at Avenue 42	AM	LOS D	22.9	C	23.3	C	0.4	No	--	--
	PM	LOS D	15.7	B	16.3	B	0.6	No	--	--
8. Jackson Street at Avenue 42	AM	LOS D	28.7	C	29.5	C	0.8	No	--	--
	PM	LOS D	30.5	C	30.8	C	0.3	No	--	--
9. Monroe Street at Showcase Parkway	AM	LOS D	10.8	B	38.2	D ¹⁰	27.4	No	--	--
	PM	LOS D	12.8	B	48.0	D ¹⁰	35.2	No	--	--

Notes:

- LOS = Level of Service, please refer to Tables J-1 and J-2 for the LOS definitions
- s/v = seconds per vehicle

- ⁹ Bold HCM/LOS values indicate adverse service levels based on the LOS standards defined in this traffic study
- ¹⁰ Includes project-specific improvements

Key Intersection	Time Period	Minimum Acceptable LOS	(1) Existing Traffic Conditions		(2) Existing With A.G. (Year 2033) With Project Option A Traffic Conditions		(3) Deficiency		(4) Existing With A.G. (Year 2033) With Project Option A With Improvements	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
10. Monroe Street at I-10 Westbound Ramps	AM	LOS D	10.8	B	30.0	B ¹¹	9.2	No	--	--
	PM	LOS D	9.1	A	16.7	B ¹²	7.6	No	--	--
11. Monroe Street at I-10 Eastbound Ramps	AM	LOS D	36.2	D	21.8	C ¹²	-14.4	No	--	--
	PM	LOS D	24.2	C	25.7	C ¹²	1.5	No	--	--
12. Monroe Street at Olmstead Avenue	AM	LOS D	16.4	B	24.8	C	8.4	No	--	--
	PM	LOS D	17.6	B	33.5	C	15.9	No	--	--
13. Monroe Street at Industrial Place Avenue 44	AM	LOS D	23.7	C	40.8	D	17.1	No	--	--
	PM	LOS D	20.6	C	35.4	D	14.8	No	--	--
14. Monroe Street at Fred Waring Drive	AM	LOS D	22.8	C	58.5	E	35.7	Yes	37.7	D
	PM	LOS D	25.3	C	56.4	E	31.1	Yes	47.4	D
15. Monroe Street at Miles Avenue	AM	LOS D	27.4	C	45.2	D	17.8	No	--	--
	PM	LOS D	24.1	C	32.0	C	7.9	No	--	--
16. Monroe Street at Shadow Palm Avenue/Ragun Avenue	AM	LOS D	18.4	B	24.0	C	5.6	No	--	--
	PM	LOS D	17.2	B	19.1	B	1.9	No	--	--
17. Monroe Street at Highway 111	AM	LOS D	29.7	C	31.6	C	1.9	No	--	--
	PM	LOS D	29.1	C	32.5	C	3.4	No	--	--

Notes:

- LOS = Level of Service, please refer to Tables J-1 and J-2 for the LOS definitions
- s/v = seconds per vehicle

- ¹¹ Bold HCM/LOS values indicate adverse service levels based on the LOS standards defined in this traffic study
- ¹² Includes planned improvements for the I-10 Freeway Interchange at Monroe Street

As noted in **Table 4.16-7**, all MBS Project intersections will operate at an acceptable LOS in the AM and PM peak hours in Year 2033.

**Table 4.16-7 MBS Driveway Peak Hour LOS Summary Existing Plus Ambient Plus Project (EAP)
Conditions Horizon Year 2033**

ID	Intersection	Traffic Control Type	Delay (in seconds) ²		Level of Service ²	
			AM	PM	AM	PM
9	Monroe Street at Showcase Pkwy	TS	38.2	48.0	D	D
A	Project Driveway No. 1 at Avenue 42	OWS	9.9	12.4	B	B
B	Project Driveway No. 2 at Avenue 42	OWS	10.3	12.7	B	B
C	Project Driveway No. 3 at Avenue 42	OWS	11.1	13.2	B	B
D	Project Driveway No. 4 at Avenue 42	OWS	10.9	12.6	B	B
E	Monroe St. / Avenue 42	TS	16.4	18.9	B	B
F	Project Driveway No. 5 at Avenue 42	OWS	11.3	13.6	B	B
G	Project Driveway No. 6 at Avenue 42	OWS	12.1	13.6	B	B
H	Project Driveway No. 7 at Avenue 42	OWS	12.7	13.2	B	B

Source: Traffic Impact Analysis Report, Table 14-1, LLG, Engineers, August 2023.

Notes:

1. TS = Traffic Signal; CSS = Cross-street Stop; AWS = All-Way Stop; OWS = One Way Stop
2. Per the Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

Traffic Signal Warrants

A traffic signal warrant analysis was prepared to determine whether unsignalized intersections within the study area warrant signalization under various conditions. The results of the peak-hour traffic signal warrant analysis for Buildout Without MBS Project and With MBS Project traffic conditions are summarized in Table 4.16-8. The results indicate that the intersection of Madison Street at Avenue 42 has future traffic conditions that would exceed the volume thresholds of Warrant #3, Part B for the PM peak hour without the Project. Thus, a traffic signal is recommended at this location in without project buildout conditions. The results of the peak-hour traffic signal warrant analysis for Buildout With Project MBS traffic conditions are summarized in column (2) of **Table 4.16-8**. The results indicate that the intersection of Madison Street at Avenue 42 has future traffic conditions that would exceed the volume thresholds of Warrant #3, Part A and Part B for the AM and PM peak hours.

Table 4.16-8 MBS Traffic Signal Warrant Analysis Summary

Key Intersection	Time Period	(1) Buildout Without Project Traffic Conditions		(2) Buildout With Project Option A Traffic Conditions	
		Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?	Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?
5. Madison Street at Avenue 42	AM	No	No	Yes	Yes
	PM	No	Yes	Yes	Yes

Notes:

- Signal Warrant checks based on Warrant 3, Part A - Peak-Hour Delay Warrant and Part B - Peak-Hour Volume Warrant contained in the *California MUTCD*.

Source: *Traffic Impact Analysis Report, Table 11-1, LLG, Engineers, August 2023.*

Project Site Internal Circulation

Project Intersection Controls and Street Cross-Sections

Two main access points of public access are Avenue 42 and Street A. The internal public road (Street A) would intersect with Avenue 42 for emergency access.

Street A – The project shall construct this east-west roadway (without a General Plan Designation) with 4 lanes un-divided, and a 100' ultimate right of way to its ultimate condition within the Project Limits. This roadway also includes sidewalks on both sides with no on street parking. An emergency access point is provided at the western portion of the project that connects Street A with Avenue 42.

Future Traffic Conditions With Scenario 2 (Scenario 2)

Future traffic conditions were evaluated, to include existing traffic, ambient growth, and other developments in the area. Future “with project” conditions analyzed project traffic plus existing ambient growth plus cumulative traffic conditions. Scenario 2 is referred to as Option B in the TIA.

Project-Specific Improvements

The following project-specific improvements were assumed in the TIA for Scenario 2:

- Intersection 9. Monroe Street at Showcase Parkway: Construct the west leg of the intersection and provide one eastbound left-turn lane, one eastbound through lane, one eastbound right-turn lane and two westbound departure lanes. Restripe the northbound approach to provide dual northbound left-turn lanes. Restripe the southbound approach to provide a southbound right-turn lane. Widen and/or restripe the east leg of the intersection to provide a westbound through lane. Provide a crosswalk on the south leg of the intersection. Modify the existing traffic signal for eight-phase operation with eastbound right-turn overlap phasing.
- Project Driveway No. 1 at Avenue 42: Construct the south leg of the intersection and provide

one inbound lane and one outbound lane (i.e. northbound shared left-turn/right turn lane). Widen Avenue 42 along the Project frontage to its ultimate condition and provide a second eastbound through lane, an eastbound deceleration right-turn lane, and a second eastbound departure lane. Widen Avenue 42 to provide a westbound left-turn lane. Project Driveway No. 1 is proposed to be stop-controlled.

- Project Driveway No. 2 at Avenue 42: Construct the south leg of the intersection and provide one inbound lane and one outbound lane (i.e. northbound shared left-turn/right turn lane). Widen Avenue 42 along the Project frontage to its ultimate condition and provide a second eastbound through lane, an eastbound deceleration right-turn lane, and a second eastbound departure lane. Widen Avenue 42 to provide a westbound left-turn lane. Project Driveway No. 2 is proposed to be stop-controlled.
- Project Driveway No. 3 at Avenue 42: Construct the south leg of the intersection and left-turn/right turn lane). Widen Avenue 42 along the Project frontage to its ultimate condition and provide a second eastbound through lane, an eastbound deceleration right-turn lane, and a second eastbound departure lane. Widen Avenue 42 to provide a westbound left-turn lane. Project Driveway No. 3 is proposed to be stop-controlled.
- Project Driveway No. 4 at Avenue 42: Construct the south leg of the intersection and provide one inbound lane and one outbound lane (i.e. northbound shared left-turn/right turn lane). Widen Avenue 42 along the Project frontage to its ultimate condition and provide a second eastbound through lane, an eastbound deceleration right-turn lane, and a second eastbound departure lane. Widen Avenue 42 to provide a westbound left-turn lane. Project Driveway No. 4 is proposed to be stop-controlled.
- Monroe Street at Project Driveway 5: Construct the west leg of the intersection and provide one inbound lane and one outbound lane (i.e. eastbound right-turn lane). Restripe the north leg of the intersection to provide a southbound deceleration right-turn lane. Project Driveway No. 5 is proposed to be stop-controlled.
- F. Monroe Street at Project Driveway 6: Construct the west leg of the intersection and provide one inbound lane and one outbound lane (i.e. eastbound right-turn lane). Restripe the north leg of the intersection to provide a southbound deceleration right-turn lane. Project Driveway No. 6 is proposed to be stop-controlled.
- G. Project Driveway 7 at Avenue 42: Construct the south leg of the intersection and provide one inbound lane and one outbound lane (i.e. northbound right-turn lane). Restripe Avenue 42 to convert the third eastbound through lane to a shared eastbound through/right-turn lane. Project Driveway No. 7 is proposed to be stop-controlled.

Scenario 2 EAP Intersection Operations Analysis Horizon Year 2033.

As noted previously, TIA Option B is the DEIR Scenario 2 Project.

The results of the analysis for EAP at Buildout conditions are shown in **Table 4.16-9, Scenario 2 Existing Plus Ambient Growth Plus Project (EAP) Conditions Horizon Year 2033**. For the purposes of

this analysis, the EAP at buildout analysis scenario was utilized to determine the contribution of ambient growth + project-related traffic on area intersections in future 2033 conditions. As shown in **Table 4.16-9**, 17 intersections study area intersections were evaluated and 16 are anticipated to operate at acceptable LOS with the addition of ambient growth + project traffic for 2033 conditions. 1 intersection would operate at a deficiency with ambient growth + project traffic, without the implementation of improvements: Madison Street/Avenue 42 (PM peak hour).

It should be noted that the TIA recommends improvements, where feasible, to achieve consistency with LOS standards. Because the identified deficiencies are the result of ambient growth + project traffic, the payment of fair share and/or DIF fees will be included as conditions of approval in conjunction with the City Council's consideration of the proposed project.

**Table 4.16-9 Scenario 2 Existing Plus Ambient Growth Plus Project (EAP)
Conditions Horizon Year 2033**

Key Intersection	Time Period	Minimum Acceptable LOS	(1) Existing Traffic Conditions		(2) Existing With A.G. (Year 2033) With Project Option B Traffic Conditions		(3) Deficiency		(4) Existing With A.G. (Year 2033) With Project Option B With Improvements	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
1. Jefferson Street at Varner Road	AM	LOS D	26.4	C	28.4	C	2.0	No	--	--
	PM		25.8	C	28.9	C	3.1	No	--	--
2. Jefferson Street at I-10 Westbound Ramps	AM	LOS D	12.5	B	13.0	B	0.5	No	--	--
	PM		8.9	A	9.0	A	0.1	No	--	--
3. Jefferson Street at I-10 Eastbound Ramps	AM	LOS D	14.1	B	18.6	B	4.5	No	--	--
	PM		15.7	B	24.5	C	8.8	No	--	--
4. Jefferson Street at Indio Boulevard	AM	LOS D	19.1	B	23.8	C	4.7	No	--	--
	PM		21.6	C	30.8	C	9.2	No	--	--
5. Madison Street at Avenue 42	AM	LOS D	12.2	B	20.6	C	8.4	No	11.5	B
	PM		16.9	C	38.8	E	21.9	Yes	16.3	C
6. Monroe Street at Avenue 42	AM	LOS D	35.4	D	53.6	D	18.2	No	--	--
	PM		33.0	C	47.9	D	14.9	No	--	--
7. Gore Street/Spectrum Street at Avenue 42	AM	LOS D	22.9	C	23.5	C	0.6	No	--	--
	PM		15.7	B	16.6	B	0.9	No	--	--
8. Jackson Street at Avenue 42	AM	LOS D	28.7	C	29.6	C	0.9	No	--	--
	PM		30.5	C	30.7	C	0.2	No	--	--
9. Monroe Street at Showcase Parkway	AM	LOS D	10.8	B	32.7	C ²⁷	21.9	No	--	--
	PM		12.8	B	42.2	D ²⁷	29.4	No	--	--

Notes:

- LOS = Level of Service, please refer to Tables 3-1 and 3-2 for the LOS definitions
- s/v = seconds per vehicle

²⁶ Build HCM/LOS values indicate adverse service levels based on the LOS standards defined in this traffic study.

²⁷ Includes project-specific improvements.

Key Intersection	Time Period	Minimum Acceptable LOS	(1) Existing Traffic Conditions		(2) Existing With A.G. (Year 2033) With Project Option B Traffic Conditions		(3) Deficiency		(4) Existing With A.G. (Year 2033) With Project Option B With Improvements	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
10. Monroe Street at I-10 Westbound Ramps	AM	LOS D	10.8	B	18.7	B ²⁶	7.9	No	--	--
	PM		9.1	A	16.0	B ²⁶	6.9	No	--	--
11. Monroe Street at I-10 Eastbound Ramps	AM	LOS D	36.2	D	20.0	B ²⁶	-16.2	No	--	--
	PM		24.2	C	20.6	C ²⁶	-3.6	No	--	--
12. Monroe Street at Oleander Avenue	AM	LOS D	16.4	B	21.4	C	5.0	No	--	--
	PM		17.6	B	25.7	C	8.1	No	--	--
13. Monroe Street at Industrial Place/Avenue 44	AM	LOS D	23.7	C	36.4	D	12.7	No	--	--
	PM		20.6	C	29.3	C	8.7	No	--	--
14. Monroe Street at Fred Waring Drive	AM	LOS D	22.8	C	43.7	D	20.9	No	--	--
	PM		25.3	C	42.9	D	17.6	No	--	--
15. Monroe Street at Miles Avenue	AM	LOS D	27.4	C	42.0	D	14.6	No	--	--
	PM		24.1	C	30.5	C	6.4	No	--	--
16. Monroe Street at Shadow Palm Avenue/Requa Avenue	AM	LOS D	18.4	B	23.6	C	5.2	No	--	--
	PM		17.2	B	18.6	B	1.4	No	--	--
17. Monroe Street at Highway 111	AM	LOS D	29.7	C	30.7	C	1.0	No	--	--
	PM		29.1	C	31.0	C	1.9	No	--	--

Notes:

- LOS = Level of Service, please refer to Tables 3-1 and 3-2 for the LOS definitions
- s/v = seconds per vehicle

²⁶ Build HCM/LOS values indicate adverse service levels based on the LOS standards defined in this traffic study.

²⁷ Includes planned improvements for the I-10 Freeway Interchanges at Monroe Street.

Source: Traffic Impact Analysis Report, Table 16-3, LLG, Engineers, August 2023.

As noted in **Table 4.16-10**, all Scenario 2 Project intersections will operate at an acceptable LOS in the AM and PM peak hours in Year 2033.

Table 4.16-10 Scenario 2 Driveway Peak Hour LOS Summary Existing Plus Ambient Plus Project (EAP) Conditions Horizon Year 2033

ID	Intersection	Traffic Control Type	Delay (in seconds) ²		Level of Service ²	
			AM	PM	AM	PM
9	Monroe Street at Showcase Pkwy	TS	32.7	42.2	C	D
A	Project Driveway No. 1 at Avenue 42	OWS	11.5	15.1	B	C
B	Project Driveway No. 2 at Avenue 42	OWS	11.9	15.3	B	C
C	Project Driveway No. 3 at Avenue 42	OWS	12.5	16.5	B	C
D	Project Driveway No. 4 at Avenue 42	OWS	14.0	18.4	B	C
E	Monroe Street at Project Driveway No. 5	TS	15.8	11.9	C	B
F	Monroe Street at Project Driveway No. 6	OWS	18.9	20.1	C	C
G	Project Driveway No. 7 at Avenue 42	OWS	11.3	12.6	B	B

Source: Traffic Impact Analysis Report, Table 16-8, LLG, Engineers, August 2023.

Traffic Signal Warrants

A traffic signal warrant analysis was prepared to determine whether unsignalized intersections within the study area warrant signalization under various conditions. The results of the peak-hour traffic signal warrant analysis for Buildout Without Scenario 2 Project and With Scenario 2 Project traffic conditions are summarized in **Table 4.16-11**. The results indicate that the intersection of Madison Street at Avenue 42 has future traffic conditions that would exceed the volume thresholds of Warrant #3, Part B for the PM peak hour without the Project. Thus, a traffic signal is recommended at this location in without project buildout conditions. The results of the peak-hour traffic signal warrant analysis for Buildout With Project Scenario 2 traffic conditions are summarized in column (2) of **Table 4.16-11**. The results indicate that the intersection of Madison Street at Avenue 42 has future traffic conditions that would exceed the volume thresholds of Warrant #3, Part A and Part B for the AM and PM peak hours.

Table 4.16-11 Scenario 2 Traffic Signal Warrant Analysis Summary

		(1) Buildout Without Project Traffic Conditions		(2) Buildout With Project Option B Traffic Conditions	
		Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?	Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?
Key Intersection	Time Period				
5. Madison Street at Avenue 42	AM	No	No	Yes	Yes
	PM	No	Yes	Yes	Yes

Notes:

- Signal Warrant checks based on Warrant 3, Part A - Peak-Hour Delay Warrant and Part B - Peak-Hour Volume Warrant contained in the *California MUTCD*

Source: *Traffic Impact Analysis Report, Table 16-6, LLG, Engineers, August 2023.*

Project Site Internal Circulation

Project Intersection Controls and Street Cross-Sections

Two main access points of public access are Avenue 42 and Street A. The internal public road (Street A) would intersect with Avenue 42 for emergency access.

Street A – Street A will be constructed in Scenario 2 in an identical manner prescribed for the MBS project.

Transit Service

Public transit bus service is provided in the project area by SunLine Transit Agency. A description of the transit services within the project vicinity are described below:

- SunLine Transit Agency Route 8: provides service from North Indio to Thermal/Mecca; via Showcase at Monroe, 5th at Vine, 62nd at Buchanan, and 66th at Date Palm. This bus stop is adjacent to the project's eastern boundary. The route traverses the cities of Indio and Coachella, as well as census designated places Thermal and Mecca. During the weekday and weekend AM and PM peak hours, Route 8 has an approximate headway of 60 minutes in the northbound and southbound directions.

Transit service is reviewed and updated by the SunLine Transit Agency periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. There will be less than significant impacts to SunLine services or facilities and the project will not otherwise interfere with implementation of SunLine transit network.

Non-motorized Transportation Facilities

These facilities include sidewalks, multipurpose trails, bicycle lanes and golf cart/neighborhood electric vehicles (NEV) lanes. The proposed project includes pedestrian and bicycle facilities distributed throughout the proposed development. A pedestrian parkway with sidewalks as well as a Class IV Cycle Track are provided along Avenue 42. A pedestrian parkway will be located on the northside of Street A. Sidewalks will be located on both the north and the south side of Street A. Additionally there are existing signalized crosswalks and unsignalized crossings along Showcase Parkway.

The Specific Plan provides an extensive pedestrian and bicycle network of paths to allow safe and convenient access to commercial land uses as well as individual multifamily residential development recreational and community centers.

The Project will construct/maintain the existing sidewalks and bike signage along the project frontage and if necessary, repair or reconstruct sidewalks/crossings along the Project frontage per the City's request. Implementation of The Oasis at Indio Specific Plan would be consistent with the City's General Plan goals and policies for non-motorized transportation.

In summary, the proposed project provides a robust network of bike paths, pedestrian ways. Therefore, the project will not conflict with any City program, plan, ordinance or policy regarding multi-modal transportation.

Therefore, this impact would be less than significant because the proposed project is consistent with the General Plan Mobility Element regarding non-motorized transportation. Both the MBS and Scenario 2 Projects will have less than significant impacts following the implementation of Regulatory Requirements and the payment of DIF and TUMF.

b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Vehicle Miles Travelled

The California Environmental Quality Act (CEQA) procedures for determination of transportation impacts include an evaluation of Vehicle Miles Traveled (VMT) rather than vehicle delay or LOS, due to Senate Bill 743 (SB 743).

VMT Methodology

The City of Indio guidelines identify the Riverside County Transportation Analysis Model (RIVTAM) as the appropriate tool for conducting VMT analysis for land use projects. RIVTAM considers interaction between different land uses based on socio-economic data such as population, households and

employment. The approach and methodology are consistent with the *County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled* (December 2020).

The VMT Memos provides analysis for the MBS and for Scenario 2.

PROJECT SCREENING CRITERIA

Under the VMT methodology, screening is used to determine if a project will be required to conduct a detailed VMT analysis. The following section discusses the various screening methods outlined in the County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (dated December 2020), and outlines whether the Project will screen-out, either in its entirety, or partially based on individual land uses.

Small Projects Screening

The County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (dated December 2020) states: “This applies to projects with low trip generation per existing CEQA exemptions or based on the County Greenhouse Gas Emissions Screening Tables, resulting in a 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO₂e) per year screening level threshold. Presumed to cause a less-than significant impact:

- Single Family Housing projects less than or equal to 110 Dwelling Units; or
- Multi Family (low rise) Housing projects less than or equal to 147 Dwelling Units; or
- Multi Family (mid-rise) Housing projects less than or equal to 194 Dwelling Units; or
- Retail buildings with area less than or equal to 60,000 SF; or
- Warehouse (unrefrigerated) buildings with area less than or equal to 208,000 SF; or
- General Light Industrial buildings with area less than or equal to 179,000 SF; or
- Project GHG emissions less than 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO₂e) as determined by a methodology acceptable to the Transportation Department; or
- Unless specified above, project trip generation is less than 110 trips per day per the ITE Manual or other acceptable source determined by Riverside County.

MBS Screening

Based on the above, the proposed MBS Project in its entirety will not screen-out since it is not listed in any of the small projects’ categories listed above, except for the 20,000 SF retail component of the proposed MBS Project.

Scenario 2 Screening

Based on the above, the proposed Scenario 2 Project in its entirety will not screen-out since it is not listed in any of the small projects’ categories listed above, except for the 12,100 SF of fast-food restaurant and drive throughs, 49,500 SF supermarket, gas station with 5,000 SF convenience store and 5,000 SF car wash components of the proposed Scenario 2 Project.

Local-Serving Retail Screening

The County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (dated December 2020) states:

“The introduction of new Local-serving retail has been determined to reduce VMT by shortening trips that will occur. Presumed to cause a less-than significant impact:

- No single store on site exceeds 50,000 SF;
- Project is local-serving as determined by the Transportation Department.”

MBS Screening

Based on the above, only the 20,000 SF retail component of the proposed Project will screen out. The remaining components of the proposed Project (i.e. industrial and residential) will not screen-out since they are not a Local Serving retail uses.

Scenario 2 Screening

Based on the above, only the 128-room hotel, 12,100 SF of fast-food restaurant with drive throughs, 49,500 SF supermarket, gas station with 5,000 SF convenience store and 5,000 SF car wash components of the proposed Scenario 2 Project will screen out. The remaining components of the proposed Project (i.e. industrial and residential) will not screen-out since they are not a Local-Serving retail uses.

Affordable Housing Screening

The County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (dated December 2020) states:

“Lower-income residents make fewer trips on average, resulting in lower VMT overall. Presumed to cause a less-than-significant impact:

- A high percentage of affordable housing is provided as determined by the Riverside County Planning and Transportation Departments.”

MBS Screening

Based on the above, the proposed MBS Project will not screen-out since it is not an affordable housing project.

Scenario 2 Screening

Based on the above, the proposed MBS Project will not screen-out since it is not an affordable housing project.

Map-Based Screening

The County of Riverside Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled (dated December 2020) states:

“This method eliminates the need for complex analyses, by following existing VMT data to serve as a basis for screening smaller developments. Note that screening is limited to residential and office projects. Presumed to cause a less-than-significant impact:

- Area of development is under threshold as shown on screening map as allowed by the Transportation Department.”

MBS Screening

Based on the above, the proposed MBS Project will not screen-out since map-based screening is not available for the proposed Project site.

Scenario 2 Screening

Based on the above, the proposed Scenario 2 Project will not screen-out since map-based screening is not available for the proposed Project site.

Projects Screening Determination

MBS Screening

Based on the above VMT screening criteria, the proposed MBS Project in its entirety will not screen-out, thus requiring a full VMT analysis. It should be noted that only the 20,000 SF retail component of the proposed Project will screen-out.

Scenario 2 Screening

Based on the above VMT screening criteria, the proposed Scenario 2 Project in its entirety will not screen-out, thus requiring a full VMT analysis. It should be noted that only the 128-room hotel, 12,100 SF of fast-food restaurant with drive throughs, 49,500 SF supermarket, gas station with 5,000 SF convenience store and 5,000 car wash components of the proposed Scenario 2 Project will screen-out.

VEHICLE MILES TRAVELED (VMT) ANALYSIS METHODOLOGY

Projects not screened out through the steps above should complete VMT analysis and forecasting through the RIVCOM model to determine if they have a significant VMT impact. The analysis includes both “Project-generated VMT” and “Project’s effect on VMT” estimates under the four scenarios listed below:

1. Baseline Conditions
2. Baseline Plus Project
3. Cumulative No Project
4. Cumulative Plus Project

Significance thresholds are based on land use type, broadly categorized as efficiency and net change metrics. Table **4.16-12** presents the threshold basis that will be presented.

Table 4.16-12 Threshold Basis

Threshold Basis	Efficiency	Net Change
Example Land Use	Residential, Office, Industrial	Retail, Medical Office, Sports Venue
Measure for VMT Threshold	Per capita, per employee	Regional VMT change
Customer Component	No	Yes

Efficiency metrics include VMT/Capita and Work VMT/employee. “Net Change” refers to the net change in regional VMT and it is used for elements that include a significant customer base, such as commercial uses. The VMT analysis for the proposed Project was conducted utilizing RIVCOM to determine the County of Riverside average and Project’s residential VMT and office VMT, and the following:

- VMT per Capita
- VMT per Employee

In general, a land development project can be presumed to not have a significant impact under Cumulative conditions if it is not determined to have one under Baseline conditions. Project analysis for Cumulative conditions is only required if there is a finding of a significant impact under the Baseline Plus Project conditions.

Riverside county requires that Cumulative analysis be completed for Specific Plans and Community Plans irrespective of the findings of the Baseline Plus Project conditions. Further, No Project and Plus Project conditions under both the Baseline and Cumulative must provide total Regional VMT values.

VEHICLE MILES TRAVELED (VMT) IMPACT THRESHOLDS

The project VMT will be evaluated in order to determine if the project is expected to cause a significant transportation impact. The VMT significance criteria is detailed below:

Table 4.16-13 VMT Threshold of Significance

Land Use	Threshold of Significance
Residential	Existing county-wide average VMT per capita
Office	Existing county-wide average VMT per employee
Retail	Net increase in total VMT

A project would result in a significant project-generated VMT impact if its VMT exceeds the VMT threshold based on its respective land use.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

The project is located in Traffic Analysis Zone (TAZ) 806. Project development totals were converted into Socio-Economic Data (SED) and inputted into RIVCOM. Figure 4 of the TIA presents the RIVCOM TAZ Map for the proposed project.

Project Residential VMT Calculation

The residential calculation of VMT is based upon the home-based project generated VMT per population. This calculation focuses on the occupants of dwelling units within the project, whereas employees are evaluated separately using the method discussed below.

MBS Residential

Table 4.16-14 shows the Baseline MBS Project-Generated VMT per Capita. The MBS project is estimated to be 35.26% less than the County of Riverside Baseline VMT per Capita threshold:

Table 4.16-14 Baseline MBS Project-Generated VMT per Capita

	Project 2020 (interpolated)
Baseline County of Riverside VMT/Capita (Threshold)	14.88
Baseline Project-Generated VMT/Capita	9.63
Compared to the County of Riverside Threshold	35.26 % Lower

The proposed project's residential land uses will not exceed the County of Riverside baseline threshold and thus will not have a significant VMT impact for the baseline conditions for the residential land uses.

Scenario 2 Residential

Table 4.16-15 shows the Baseline Scenario 2 Project-Generated VMT per Capita. The Scenario 2 project is estimated to be 36.42% less than the County of Riverside Baseline VMT per Capita threshold:

Table 4.16-15 Baseline Scenario 2 Project-Generated VMT per Capita

	Project 2020 (interpolated)
Baseline County of Riverside VMT/Capita (Threshold)	14.88
Baseline Project-Generated VMT/Capita	9.46
Compared to the County of Riverside Threshold	36.42 % Lower

The proposed Scenario 2 Project's residential land uses will not exceed the County of Riverside baseline threshold and thus will not have a significant VMT impact for the baseline conditions for the residential land uses.

Project Office (includes Industrial) VMT Calculation

MBS Office/Industrial:

MBS Baseline Project-Generated VMT – As shown in **Table 4.16-16**, the proposed Project average baseline Project-generated VMT per Employee is 0.90% less than the County of Riverside baseline VMT per Employee threshold:

Table 4.16-16 Baseline MBS Project-Generated VMT per Employee

Category	
Baseline County of Riverside VMT/Employee (Threshold)	18.30
Baseline Project-Generated VMT/Employee	18.13
Compared to the County of Riverside Threshold	0.90% Lower

The proposed MBS Project's office (industrial) land uses will not exceed the County of Riverside baseline threshold and thus will not have a significant VMT impact for the baseline conditions for the MBS office (industrial) land uses.

Scenario 2 Office/Industrial/Commercial:

Scenario 2 Baseline Project-Generated VMT – As shown in **Table 4.16-17**, the proposed project average baseline Scenario 2 Project-generated VMT per Employee needs a 6.11% reduction to meet the County of Riverside baseline VMT per Employee threshold:

Table 4.16-17 Baseline Scenario 2 Project-Generated VMT per Employee

Category	
Baseline County of Riverside VMT/Employee (Threshold)	18.30
Baseline Project-Generated VMT/Employee	19.49
Compared to the County of Riverside Threshold	6.11% Reduction Needed

The proposed Scenario 2 Project's office (industrial and commercial) land uses will exceed the County of Riverside baseline threshold and thus will have a significant VMT impact for the baseline conditions for the office (industrial and commercial) land uses. The baseline conditions are reflective of the number of employees assumed under Scenario 2, including 1,204 employees associated with planned future industrial uses.

Indio Municipal Code (IMC) Chapter 160, Transportation Demand Management: All non-residential developments that employ 100 or more persons are required to prepare and submit a Transportation Demand Management Plan to reduce employee transportation associated with the development. The plan shall include specific strategies and guidelines to reduce the number of trips and increase the amount of non-vehicular transportation. (IMC § 160.06.).

The plan shall reduce work related vehicle trips by a minimum of 10% from the expected number of trips related to the development through the use of specific measures, such as on-site and off-site transit facilities, bicycle facilities, rideshare facilities, alternate work schedules, employee shuttles, preferential parking for carpools, information on transportation alternatives, vanpool accessibility, rideshare loading areas, and/or incentives for mass transit usage, among other things.

Per the CAPCOA methodology, future implementation of T-7 Commute Trip Reduction Marketing and T-8 Provide Ridesharing Program would result in reductions to VMT from large employment uses. T-7 and T-8 are described below.

T-7 Implement Commute Trip Reduction Marketing.

This measure will include the implementation of a marketing strategy that promotes the site employer's Commute Trip Reduction (CTR) Marketing program. The program includes information sharing and marketing to promote travel choices beyond driving that are available to employees such as taking transit, carpooling, walking and biking. These measures help to reduce VMT and GHG emissions. 100% of the total industrial employment will be eligible for the program. Other uses will be determined by future development.

T-8 Provide Ride Sharing Program

This measure will include the implementation of a ride sharing program as well as the establishment of a permanent transportation management association. This association will have a funding requirement for employment. Ridesharing promotes carpooled vehicle trips in place of single-occupancy vehicle trips. These measures help to reduce VMT and GHG emissions. 100% of the total industrial employment will be eligible for the program. Other uses will be determined by future development.

The following reductions are anticipated in association with these measures:

- T-7 (Implement Commute Trip Reduction Marketing): up to 4% maximum VMT reduction.
- T-8 (Providing Ridesharing Program): up to 8% maximum VMT reduction.

Per the CAPCOA methodology, future implementation of T-7 (Commute Trip Reduction Marketing) and T-8 (Provide Ridesharing Program) would result in reductions to VMT from large employment uses (such as future industrial uses). To ensure that the reductions of T-7 and T-8 are realized, **Mitigation Measure TRA-1** is required. **Mitigation Measure TRA-1** requires, as part of any TDM program implemented pursuant to IMC Chapter 160, (1) commute trip reduction marketing and (2) a ridesharing program, among the other measures that may be required to achieve a 10% reduction in overall employee trips. The project's future compliance with IMC Chapter 160, through Mitigation Measure TRA-1 and the specific measures to be implemented, is consistent with CAPCOA's recommended VMT mitigation measures, specifically T-7 and T-8.

Less than significant impacts are anticipated.

Conclusion

MBS Project

Based on the VMT methodology, criteria, analysis, thresholds and results outlined in this VMT Technical Memorandum, the proposed MBS Project will not have a significant VMT impact.

Project analysis for Cumulative conditions is only required if there is a finding of a significant impact under the Baseline Plus Project conditions, and there is not a significant impact under the Baseline Plus Project conditions. However Specific Plans and Community Plans are required by Riverside County to prepare a Cumulative analysis. Since this project is a Specific Plan, a Cumulative Analysis

has been conducted and is summarized in the Cumulative Discussion of this Transportation section.

The proposed MBS Project is presumed to have a less than significant CEQA related transportation impact relative to VMT under Baseline Plus Project conditions.

Scenario 2 Project

Based on the VMT methodology, criteria, analysis, thresholds and results outlined in this VMT Technical Memorandum, the proposed Scenario 2 Project will not have a significant VMT impact following implementation of **Mitigation Measure TRA-1**. Project analysis for Cumulative conditions is required if there is a finding of a significant impact under the Baseline Plus Project conditions, and there is a significant impact under the Scenario 2 Baseline Plus Project conditions prior to implementation of the Municipal Code.

Specific Plans and Community Plans are required by Riverside County to prepare a Cumulative analysis. Since this project is a Specific Plan, a Cumulative Analysis has been conducted and is summarized in the Cumulative Discussion of this Transportation section.

The proposed project is presumed to have less than significant CEQA related transportation impact relative to VMT under Baseline Plus Project conditions following implementation of **Mitigation Measure TRA-1**.

c. Substantially increase hazards due to a geometric design feature or incompatible uses

As shown in **Exhibit 3-12** in Chapter 3.0 *Project Description*, the proposed project will be developed as a Mixed-Use community (with potential gates at individual residential and industrial areas). The three major streets providing site access will be Avenue 42, Monroe Street and proposed Street A. These main streets will be fed by drive aisles developed within individual planning areas. The project's circulation system will be designed for motor vehicles as well as cyclists and will comply with the City of Indio standards for road development. Project design will include adequate stacking distances and lines of sight at gated entries to residential communities. Proposed landscape and signage design will be reviewed to ensure that lines of sight are not impeded. All onsite design will require review and approval by the City of Indio and County of Riverside Fire Department.

Temporary impacts may occur during the construction of infrastructure improvements serving the project, including offsite/adjacent roadway and infrastructure. Construction of these infrastructure improvements would cause short-term impacts related to noise, dust, and traffic flows as a result of temporary lane closures, if required. To minimize potential temporary traffic flow impacts during construction, a detailed construction traffic management plan(s) shall be prepared and submitted to the City of Indio. The project shall implement any applicable design standards relative to each agency. Standard conditions and regulations would substantially reduce the temporary short-term construction related traffic impacts to a level of less than significant.

d. Result in Inadequate Emergency Access

The project site is located in a relatively developed area surrounded on the north by vacant property, the east by Monroe Street and a Commercial Development, the south by the I-10 Freeway and Coachella Valley Storm Channel and the south by the Thousand Palms Storm Channel, and to the north by Avenue 42 and Agricultural land. Project access is currently available alone Avenue 42 and Monroe Street.

Project construction phasing will ensure adequate access at all times, and that complete and adequate public facilities and services are in place and available for the emergency responders, residents and visitors to the community. This includes fire department approved emergency roadway design and facilities including fire hydrants.

City staff, including Police and Fire Department staff, would review site plans and provide conditions of approval that are specific to the provision of emergency access on a project-by-project basis. The development of the roads is not anticipated to impact the evacuation plan and routes within the region.

4.16.5 Cumulative Impacts

As discussed above, CEQA does not consider a project's contribution to intersection delay (LOS) to be an impact on the environment. Nevertheless, for informational purposes only, the DEIR includes analysis from the project's TIA, as provided below.

Existing Plus Ambient Growth Plus Project (EAP) Year 2033 With Cumulative Traffic Conditions

This section discusses the results of the EAP Plus Cumulative Traffic Conditions HCM intersection analysis and roadway segment capacity analysis. This analysis is designed to determine if the roadway classifications and prescribed improvements set forth in the City of Indio Mobility Element are adequate to accommodate future project and other traffic at the target LOS, or if additional improvements are necessary.

MBS Cumulative Discussion

LOS calculations were conducted for the study area intersections to evaluate their operations under buildout year 2033. The intersection analysis results are summarized in **Table 4.16-16, MBS Existing Plus Ambient Growth Plus Project (EAP) Year 2033 with Cumulative Traffic Conditions**. The trips associated with cumulative projects are identified in **Table 4.15-20**. For purposes of this analysis, the Buildout (2045) With Project Traffic Conditions analysis assumes contribution General Plan buildout traffic + project-generated traffic on area intersections in 2045 conditions. 17 intersections were analyzed within the study area, 13 of which were identified to operate at a deficient LOS with project-generated traffic. Therefore, project-generated traffic would contribute to deficient operating conditions at the following under Buildout (2045) Conditions: (1) Madison Street at Avenue 42, (2)

Monroe Street at Avenue 42, (3) Monroe Street at Fred Waring Drive, and (4) Monroe Street at Miles Avenue.

It should be noted that the TIA recommends improvements, where feasible, to achieve consistency with LOS standards. Because the identified deficiencies are the result of buildout (cumulative) + project traffic, the payment of fair share and/or DIF fees will be included as conditions of approval in conjunction with the City Council's consideration of the proposed project.

Table 4.16-18 MBS Existing Plus Ambient Growth Plus Project (EAP) Year 2033 with Cumulative Traffic Conditions

Key Intersection	Time Period	Minimum Acceptable LOS	(1) Existing Traffic Conditions		(2) Existing With A.G. (Year 2033) With Project Option A With Cumulative Traffic Conditions		(3) Deficiency		(4) Existing With A.G. (Year 2033) With Project Option A With Cumulative With Improvements	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
1. Jefferson Street at Varner Road	AM	LOS D	26.4	C	30.6	C	4.2	No	--	--
	PM		25.8	C	30.1	C	4.3	No	--	--
2. Jefferson Street at I-10 Westbound Ramps	AM	LOS D	12.5	B	13.1	B	0.6	No	--	--
	PM		8.9	A	9.3	A	0.4	No	--	--
3. Jefferson Street at I-10 Eastbound Ramps	AM	LOS D	14.1	B	21.2	C	7.1	No	--	--
	PM		15.7	B	22.9	C	7.2	No	--	--
4. Jefferson Street at Indio Boulevard	AM	LOS D	19.1	B	24.7	C	5.6	No	--	--
	PM		21.6	C	28.6	C	7.0	No	--	--
5. Madison Street at Avenue 42	AM	LOS D	12.2	B	25.3	D	13.1	No	13.0	B
	PM		16.9	C	49.9	E	33.0	Yes	18.0	C
6. Monroe Street at Avenue 42	AM	LOS D	35.4	D	53.5	D	18.1	No	--	--
	PM		33.0	C	44.8	D	11.8	No	--	--
7. Gore Street/Spectrum Street at Avenue 42	AM	LOS D	22.9	C	23.0	C	0.1	No	--	--
	PM		15.7	B	16.1	B	0.4	No	--	--
8. Jackson Street at Avenue 42	AM	LOS D	28.7	C	29.6	C	0.9	No	--	--
	PM		30.5	C	30.9	C	0.4	No	--	--
9. Monroe Street at Showcase Parkway	AM	LOS D	10.8	B	42.6	D ¹⁴	31.8	No	--	--
	PM		12.8	B	47.1	D ¹⁴	34.3	No	--	--

Key Intersection	Time Period	Minimum Acceptable LOS	(1) Existing Traffic Conditions		(2) Existing With A.G. (Year 2033) With Project Option A With Cumulative Traffic Conditions		(3) Deficiency		(4) Existing With A.G. (Year 2033) With Project Option A With Cumulative With Improvements	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
10. Monroe Street at I-10 Westbound Ramps	AM	LOS D	10.8	B	23.4	C ¹⁶	12.6	No	--	--
	PM		9.1	A	18.2	B ¹⁶	9.1	No	--	--
11. Monroe Street at I-10 Eastbound Ramps	AM	LOS D	36.2	D	24.3	C ¹⁶	-11.9	No	--	--
	PM		24.2	C	33.4	C ¹⁶	9.2	No	--	--
12. Monroe Street at Oklander Avenue	AM	LOS D	16.4	B	27.8	C	11.4	No	--	--
	PM		17.6	B	33.2	C	15.6	No	--	--
13. Monroe Street at Industrial Place/Avenue 44	AM	LOS D	23.7	C	41.3	D	17.6	No	--	--
	PM		20.6	C	42.1	D	21.5	No	--	--
14. Monroe Street at Fred Waring Drive	AM	LOS D	22.8	C	59.2	E	36.4	Yes	29.5	D
	PM		25.3	C	64.5	E	39.2	Yes	38.1	D
15. Monroe Street at Miles Avenue	AM	LOS D	27.4	C	52.2	D	24.8	No	--	--
	PM		24.1	C	38.9	D	14.8	No	--	--
16. Monroe Street at Shadow Palm Avenue/Requa Avenue	AM	LOS D	18.4	B	28.6	C	10.2	No	--	--
	PM		17.2	B	33.2	C	16.0	No	--	--
17. Monroe Street at Highway 111	AM	LOS D	29.7	C	33.2	C	3.5	No	--	--
	PM		29.1	C	34.7	C	5.6	No	--	--

Notes:

- LOS = Level of Service, please refer to Tables 3-1 and 3-2 for the LOS definitions
- s/v = seconds per vehicle

**Table 4.16-19 Existing with Ambient Growth with MBS Project With Cumulative Projects Impacts
Traffic Conditions Fair Share Contribution**

		(1)	(2)	(3)	(4)
Key Intersection		Project Option A Only Volume	Existing Volume	Existing With A.G. (Year 2033) With Project Option A With Cumulative Volume	Project Option A Fair Share Responsibility
5.	Madison Street at Avenue 42	--	--	--	--
	PM	694	664	1,537	79.50%
14.	Monroe Street at Fred Waring Drive	921	2,938	4,743	51.02%
	PM	1,210	2,921	5,037	57.18%

Notes:

- Project Fair Share (4) = Column (1) / [Column (3) – Column (2)]
- **Bold Project Fair Share Responsibility** is based on worse case

Scenario 2 Cumulative Discussion

LOS calculations were conducted for the study area intersections to evaluate their operations under project buildout year 2033 with Cumulative Projects. The intersection analysis results are summarized in **Table 4.16-18**. As noted in the third column the traffic associated with the Scenario 2 Project will not result in a deficiency based on LOS standards.

**Table 4.16-20 Scenario 2 Existing Plus Ambient Growth Plus Project (EAP) Year 2033
with Cumulative Traffic Conditions**

Key Intersection	Time Period	Minimum Acceptable LOS	(1) Existing Traffic Conditions		(2) Existing With A.G. (Year 2033) With Project Option B With Cumulative Traffic Conditions		(3) Deficiency		(4) Existing With A.G. (Year 2033) With Project Option B With Cumulative With Improvements	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
1. Jefferson Street at Varner Road	AM	LOS D	26.4	C	29.4	C	3.0	No	--	--
	PM		25.8	C	28.9	C	3.1	No	--	--
2. Jefferson Street at I-10 Westbound Ramps	AM	LOS D	12.5	B	12.7	B	0.2	No	--	--
	PM		8.9	A	9.2	A	0.3	No	--	--
3. Jefferson Street at I-10 Eastbound Ramps	AM	LOS D	14.1	B	19.3	B	5.2	No	--	--
	PM		15.7	B	22.2	C	6.5	No	--	--
4. Jefferson Street at Indio Boulevard	AM	LOS D	19.1	B	24.8	C	5.7	No	--	--
	PM		21.6	C	27.9	C	6.3	No	--	--
5. Madison Street at Avenue 42	AM	LOS D	12.2	B	19.0	C	6.8	No	--	--
	PM		16.9	C	32.6	D	15.7	No	--	--
6. Monroe Street at Avenue 42	AM	LOS D	35.4	D	50.9	D	15.5	No	--	--
	PM		33.0	C	45.5	D	12.5	No	--	--
7. Gore Street/Spectrum Street at Avenue 42	AM	LOS D	22.9	C	23.0	C	0.1	No	--	--
	PM		15.7	B	16.4	B	0.7	No	--	--
8. Jackson Street at Avenue 42	AM	LOS D	28.7	C	29.8	C	1.1	No	--	--
	PM		30.5	C	30.8	C	0.3	No	--	--
9. Monroe Street at Showcase Parkway	AM	LOS D	10.8	B	36.0	D ¹¹	25.2	No	--	--
	PM		12.8	B	42.0	D ¹¹	29.2	No	--	--

Key Intersection	Time Period	Minimum Acceptable LOS	(1) Existing Traffic Conditions		(2) Existing With A.G. (Year 2033) With Project Option B With Cumulative Traffic Conditions		(3) Deficiency		(4) Existing With A.G. (Year 2033) With Project Option B With Cumulative With Improvements	
			Delay (s/v)	LOS	Delay (s/v)	LOS	Increase	Yes/No	Delay (s/v)	LOS
10. Monroe Street at I-10 Westbound Ramps	AM	LOS D	10.8	B	19.5	B ¹²	8.7	No	--	--
	PM		9.1	A	16.5	B ¹¹	7.4	No	--	--
11. Monroe Street at I-10 Eastbound Ramps	AM	LOS D	36.2	D	21.6	C ¹³	-14.6	No	--	--
	PM		24.2	C	23.6	C ¹²	-0.6	No	--	--
12. Monroe Street at Oleander Avenue	AM	LOS D	16.4	B	22.3	C	5.9	No	--	--
	PM		17.6	B	25.8	C	8.2	No	--	--
13. Monroe Street at Industrial Place/Avenue 44	AM	LOS D	23.7	C	36.1	D	12.4	No	--	--
	PM		20.6	C	31.9	C	11.3	No	--	--
14. Monroe Street at Fred Waring Drive	AM	LOS D	22.8	C	44.3	D	21.5	No	--	--
	PM		25.3	C	46.9	D	21.6	No	--	--
15. Monroe Street at Miles Avenue	AM	LOS D	27.4	C	47.7	D	20.3	No	--	--
	PM		24.1	C	37.6	D	13.5	No	--	--
16. Monroe Street at Shadow Palm Avenue/Regua Avenue	AM	LOS D	18.4	B	27.0	C	8.6	No	--	--
	PM		17.2	B	28.7	C	11.5	No	--	--
17. Monroe Street at Highway 111	AM	LOS D	29.7	C	31.1	C	1.4	No	--	--
	PM		29.1	C	31.9	C	2.8	No	--	--

Notes:

- LOS = Level of Service, please refer to Tables 3-1 and 3-2 for the LOS definitions
- s/v = seconds per vehicle

Cumulative Growth Traffic

A trip generation summary of cumulative projects is shown in **Table 4.16-19, Cumulative Development Trip Generation Summary**. Where applicable, the traffic generated by individual cumulative projects was manually added to the Opening Year Cumulative forecasts to ensure that traffic generated by the listed cumulative development projects in Table 4.16-19 are reflected as part of the background traffic.

Table 4.16-21 Cumulative Development Location and Description

No.	Cumulative Project	Location/Address	Description
<u><i>City of Indio</i></u>			
1.	Coachella Valley Development Partners	45299 Oasis Street	70 DU multifamily housing with first floor commercial
2.	College of the Desert Expansion	45524 Oasis Street	5,320 student community college
3.	WoodSprings Suites	SWC of Jackson Street and Showcase Parkway	122 room hotel
4.	Skyline at Oasis & Bliss	SEC of Oasis Street and Bliss Avenue	64 DU apartments and 7,000 SF commercial
5.	Paradiso	82088 Paradiso Drive	177 single family residential
6.	Acadia Indio Behavioral Hospital	SWC of Dr. Carreon Boulevard and Cheyenne Road	80 bed hospital
7.	Indio Medical Office	NWC of Buffalo Trail and Cheyenne Road	49,990 SF medical office
8.	Residence at John Nobles Apartments	Arabia Street & John Nobles Avenue	84 DU multifamily housing
9.	Raising Canes at The Palms at Indio Shopping Center	SEC of Monroe Street at Avenue 42	3,713 SF fast-food restaurant with drive-thru
10.	Handel's Homemade Ice Cream	SWC of Jackson Street and Showcase Parkway	1,400 SF ice cream shop
11.	Ono Hawaiian BBQ	SEC of Jackson Street and Showcase Parkway	2,500 SF fast-food restaurant with drive-thru
12.	Texas Roadhouse	SEC of Jackson Street and Showcase Parkway	9,083 SF high-turnover restaurant
13.	Sunburst RV Storage Industrial Building	NEC of Sunburst Street and Oleander Avenue	30,240 SF industrial and 18 commercial RV storage units
14.	Chandi Square	SWC of Jefferson Street and Varner Road	10 VFP gas station with 5,500 SF convenience store, 4,000 SF express car wash, and 3,000 SF fast-food restaurant with drive-thru
15.	Palmera Project	North and Southeast Quadrants of Requa Avenue and Rubidoux Street	350 DU multifamily housing

Table 4.16-22 Cumulative Projects Traffic Generation Forecast

Cumulative Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1. Coachella Valley Development Partners	241	7	24	31	18	7	25
2. College of the Desert Expansion	6,118	474	111	585	328	257	585
3. WoodSprings Suites	975	31	25	56	37	35	72
4. Skyline at Oasis & Bliss	774	15	26	41	35	26	61
5. Paradiso	1,669	32	92	124	105	61	166
6. Acadia Indio Behavioral Hospital	1,786	103	40	143	45	90	135
7. Indio Medical Office	1,593	109	25	134	36	106	142
8. Residence at John Nobles Apartments	566	8	26	34	27	16	43
9. Raising Canes at The Palms at Indio Shopping Center	1,302	42	41	83	29	26	55
10. Handel's Homemade Ice Cream	136	1	1	2	10	8	18
11. Ono Hawaiian BBQ	877	28	28	56	19	18	37
12. Texas Roadhouse	877	43	35	78	28	19	47
13. Sunburst RV Storage Industrial Building	150	19	3	22	3	17	20
14. Chandi Square	3,547	95	94	189	80	79	159
15. Palmera Project ⁸	2,359	34	106	140	113	66	179
Cumulative Projects Total Trip Generation Potential	22,970	1,041	677	1,718	913	831	1,744

Cumulative MBS Project Generated VMT

As previously discussed, the proposed MBS Project's residential land uses will not exceed the baseline threshold, however the project is required to conduct a Cumulative-Generated VMT analysis.

Residential Cumulative MBS Project Generated VMT

As shown in **Table 4.16-23 Cumulative MBS Project-Generated VMT per Capita**, project average cumulative Project-generated VMT per Capita is 42.32% less than the County of Riverside cumulative VMT per Capita threshold.

Table 4.16-23 Cumulative MBS Project-Generated VMT per Capita

Cumulative County of Riverside VMT/Capita (Threshold)	15.84
Cumulative Project-Generated VMT/Capita	9.14
Compared to the County of Riverside Threshold	42.32% Lower

The proposed project's residential land uses will not exceed the cumulative threshold and will have less than significant VMT impacts for cumulative conditions.

Office (Industrial) Cumulative Project Generated VMT

As shown in **Table 4.16-24 Cumulative MBS Project-Generated VMT per Employee**, project average cumulative Project-generated VMT per Employee is 14.32% less than the County of Riverside cumulative VMT per Employee threshold.

Table 4.16-24 Cumulative MBS Project-Generated VMT per Employee

Cumulative County of Riverside VMT/Employee (Threshold)	17.30
Cumulative Project-Generated VMT/Employee	14.82
Compared to the County of Riverside Threshold	14.32% Lower

The proposed project's office (industrial) land uses will not exceed the cumulative threshold and will have less than significant VMT impacts for cumulative conditions.

Cumulative Scenario 2 Project Generated VMT

As previously discussed, the proposed Scenario 2 Project's residential land uses will not exceed the baseline threshold, however the Scenario 2 Project average baseline Project-generated VMT per Employee needs a 6.11% reduction to meet the County of Riverside Baseline VMT per employee threshold prior to implementation of the Municipal Code. The project is required to conduct a Cumulative-Generated VMT analysis.

Residential Cumulative Scenario 2 Project Generated VMT

As shown in **Table 4.16-25, Cumulative Scenario 2 Project-Generated VMT per Capita**, project average cumulative Project-generated VMT per Capita is 42.32% less than the County of Riverside cumulative VMT per Capita threshold.

Table 4.16-25 Cumulative Scenario 2 Project-Generated VMT per Capita

Cumulative County of Riverside VMT/Capita (Threshold)	15.84
Cumulative Project-Generated VMT/Capita	8.96
Compared to the County of Riverside Threshold	43.43% Lower

The proposed Scenario 2 Project's residential land uses will not exceed the cumulative threshold and will have less than significant VMT impacts for cumulative conditions.

Office (Industrial) Cumulative Project Generated VMT

Scenario 2 Project office (industrial and commercial) land uses will exceed the County's baseline threshold and will have a significant VMT impact for baseline conditions for the office (industrial and commercial land uses. 1204 employees are assumed under Option B.

As shown in **Table 4.16-26, Cumulative Scenario 2 Project-Generated VMT per Capita**, project average cumulative Scenario 2 Project-generated VMT per Capita is 10.92% less than the County of Riverside cumulative VMT per Capita threshold.

Table 4.16-26 Cumulative Scenario 2 Project-Generated VMT per Capita

Cumulative County of Riverside VMT/Capita (Threshold)	17.30
Cumulative Project-Generated VMT/Capita	15.41
Compared to the County of Riverside Threshold	10.92% Lower

The proposed project's Scenario 2 office (industrial and commercial) land uses will not exceed the cumulative threshold and will have less than significant VMT impacts for cumulative conditions.

4.16.6 Mitigation Measures

TRA-1: Any future use subject to IMC Chapter 160 shall implement, as part of its TDM program, (1) commute trip reduction marketing and (2) a ridesharing program, among the other measures that may be required to achieve a 10% reduction in overall employee trips.

T-7 Implement Commute Trip Reduction Marketing.

This measure will include the implementation of a marketing strategy that promotes the site employer's Commute Trip Reduction (CTR) Marketing program. The program includes information sharing and marketing to promote travel choices beyond driving that are available to employees such as taking transit, carpooling, walking and biking. These measures help to reduce VMT and GHG emissions. 100% of the total industrial employment will be eligible for the program. Other uses will be determined by future development.

T-8 Provide Ride Sharing Program

This measure will include the implementation of a ride sharing program as well as the establishment of a permanent transportation management association. This association will have a funding requirement for employment. Ridesharing promotes carpooled vehicle trips in place of single-occupancy vehicle trips. These measures help to reduce VMT and GHG emissions. 100% of the total industrial employment will be eligible for the program. Other uses will be determined by future development.

4.16.7 Level of Significance After Mitigation

As discussed above, potential impacts associated with transportation thresholds would be less than significant.

4.16.8 Resources

1. Traffic Impact Analysis Report, BH Properties The Oasis at Indio Project (Project Option A), Indio (LLG Engineers. May 16, 2024) (Revision of September 15, 2023 Report).
2. Vehicle Miles Traveled (VMT) Analysis for the BH Properties, The Oasis at Indio Project (Project Option A), Indio (LLG Engineers. May 16, 2024).
3. Vehicle Miles Traveled (VMT) Analysis for BH Properties, The Oasis at Indio Project (Project Option B), Indio (LLG Engineers. May 16, 2024).

4.17 Tribal Cultural Resources

4.17.1 Introduction

This section discusses the Tribal Cultural Resources that may be present in the project site and assess potential impacts on these resources from future growth and development associated with the implementation of the proposed project. Descriptions and analysis in this section are based on information contained in the *Historical/Archaeological Resources Survey Report* prepared by CRM Tech, Inc. (December 2022), and the City of Indio *General Plan EIR Chapter 4.5 Cultural Resources and Tribal Cultural Resources*, and the Native American Tribal Consultation undertaken by the City of Indio, as required under Assembly Bill 52 (AB52) and Senate Bill 18 (SB18). This section discusses the cultural resources that may be present in the project site or in the vicinity and assesses impacts on these resources from the development associated with implementation of the project. The cultural resources report is included in the Appendices of this Draft EIR (**Appendix D.1, Cultural Report**). Correspondence regarding Tribal consultation under AB52 and SB18 is included in **Appendix D.2**. Please consult **Chapter 9.0** for a glossary of terms and acronyms used in this Draft EIR.

4.17.2 Existing Conditions

Current Natural Setting

The City of Indio is located in the heart of the Coachella Valley, a northwest-southeast trending desert valley that constitutes the western end of the Colorado Desert. Dictated by this geographic setting, the climate and environment of the region are typical of the southern California desert country, marked by extremes in temperature and aridity. Temperatures in the region reach over 120 degrees Fahrenheit in summer, and dip to freezing in winter. Average annual precipitation is less than five inches, and the average annual evaporation rate exceeds three feet. The project area is situated on the north outskirts of the Indio city center, in an area that was once characterized by scattered agricultural fields and rural residential development but is now amid accelerated suburban growth as part of the Interstate Highway 10 corridor. It is bounded by Avenue 42 to the north, the Thousand Palms Canyon Wash on the west, Interstate Highway 10 Freeway on the south, and Monroe Street on the east.

The land within the project area remains entirely undeveloped, but the ground surface has been disturbed by agricultural activities since the early 1930s. The terrain is level with an offsite earthen berm along the western boundary, between the agricultural fields to the east and the Thousand Palms Canyon Wash to the west. Several concrete pads, a septic tank, and several concrete irrigation standpipes were observed in and around the agricultural fields. The remains of a row of tamarisk trees, which was used as a wind break, are in the southwestern portion of the property. The original flora in the vicinity belongs to the California Floristic Province, represented in this area by the creosote bush scrub plant community.

At the present time, the sparse vegetation on the property is composed mainly of tamarisk trees, salt bush, thistle, palm trees, and various small desert grasses and shrubs. The soil within the project area consists mostly of fine grain sands with layers of compacted silt and clay exposed where topsoil has been blown away.

At elevations ranging 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 reached the present-day 42-foot contour, which runs a mile to the north and the west of the project location. Over the centuries, the inundation and desiccation of Holocene Lake Cahuilla 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.

Ethnohistoric Context

The Coachella Valley is a historical center of Native American settlement, where U.S. surveyors noted large numbers of Indian villages and *rancherías* occupied by the Cahuilla people in the mid-19th century. The origin of the name “Cahuilla” is unclear, but it may have originated from their own word *káwiya*, meaning master or boss. The Takic-speaking Cahuilla are generally divided by anthropologists into three groups, according to their geographic setting: the Pass Cahuilla of the San Geronimo Pass-Palm Springs area, the Mountain Cahuilla of the San Jacinto and Santa Rosa Mountains and the Cahuilla Valley, and the Desert Cahuilla of the eastern Coachella Valley. The basic written sources on Cahuilla culture and history include Kroeber (1925), Strong (1929), and Bean (1978), based on information provided by such Cahuilla members as Juan Siva, Francisco Patencio, Katherine Siva Saubel, and Mariano Saubel. The following ethnohistoric discussion is derived primarily from these sources.

The Cahuilla did not have a single name that referred to an all-inclusive tribal affiliation. Instead, membership was in terms of lineages or clans. Each lineage or clan belonged to one of two main divisions of the people, known as moieties, which were named for the Wildcat, or *Tuktum*, and the Coyote, or *Istam*. Members of clans in one moiety had to marry into clans from the other moiety. Individual clans had villages, or central places, and territories they called their own for purposes of hunting game and gathering raw materials for food, medicine, ritual, or tool use. They interacted with other clans through trade, intermarriage, and ceremonies.

Cahuilla subsistence was defined by the surrounding landscape and primarily based on the hunting and gathering of wild and cultivated foods, exploiting all of the resources available in a highly developed seasonal mobility system. They were adapted to the arid conditions of the desert floor, the lacustral cycles of Holocene Lake Cahuilla, and the environments of the nearby mountains. When the lake was full or nearly full, the Cahuilla would take advantage of the resources presented by the body of fresh water, building elaborate stone fish traps. Once the lake had desiccated, they relied on the available

terrestrial resources. Walk-in wells were dug by hand to utilize groundwater. The cooler temperatures and resources available at higher elevations in the nearby mountains were also taken advantage of.

The Cahuilla diet included seeds, roots, wild fruits and berries, acorns, wild onions, piñon nuts, and mesquite and screw beans. Medicinal plants such as creosote, California sagebrush, yerba buena and elderberry were typically cultivated near villages. Common game animals included deer, antelope, big horn sheep, rabbits, wood rats and, when Holocene Lake Cahuilla was present, fish and waterfowl. The Cahuilla hunted with throwing sticks, clubs, nets, traps, and snares, as well as bows and arrow. Common tools included manos and metates, mortars and pestles, hammerstones, fire drills, awls, arrow-straighteners, and stone knives and scrapers. These tools were made from locally sourced material as well as materials procured through trade or travel. They also used wood, horn, and bone spoons and stirrers; baskets for winnowing, leaching, grinding, transporting, parching, storing, and cooking; and pottery vessels for carrying water, storage, cooking, and serving food and drink.

As the landscape defined their subsistence practices, the tending and cultivation practices of the Cahuilla helped shape the landscape. Biological studies have recently found evidence that the fan palms found in the Coachella Valley and throughout the southeastern California desert (*Washingtonia filifera*) may not be relics of palms from a paleo-tropical environment, but instead a recent addition brought to the area and cultivated by native populations. Cahuilla oral tradition tells of a time before there were palms in the area, and how the people, birds, and animals enjoyed the palm fruit once it had arrived.

The planting of palms by the Cahuilla is well-documented, as is their enhancement of palm stands through the practice of controlled burning. Burning palm stands would increase fruit yield dramatically by eliminating pests such as the palm borer beetle, date scales, and spider mites. Firing palm stands prevented out-of-control wildfires by eliminating dead undergrowth before it accumulated to dangerous levels. The Cahuilla also burned stands of chia to produce higher yields, and deergrass to yield straighter, more abundant stalks for basketry.

Population data prior to European contact is almost impossible to obtain, but estimates range from 3,600 to as high as 10,000 persons covering a territory of over 2,400 square miles. During the 19th century, the Cahuilla population was decimated because of European diseases, most notably smallpox, for which the Native peoples had no immunity. Today, Native Americans of Pass or Desert Cahuilla heritage are mostly affiliated with one or more of the Indian reservations in and near the Coachella Valley, including Torres Martinez, Augustine, Cabazon, Agua Caliente, and Morongo.

Historic Context

In 1823-1825, José Romero, José Maria Estudillo, and Romualdo Pacheco became the first noted European explorers to travel through the Coachella Valley when they led a series of expeditions in search of a route to Yuma. Due to its harsh environment, few non-Indians ventured into the desert valley during the Mexican and early American periods, except those who traveled along the established trails. The most important of these trails was the Cocomaricopa Trail, an ancient Indian trading route that was

“discovered” in 1862 by William David Bradshaw and known after that as the Bradshaw Trail. In much of the Coachella Valley, this historic wagon road traversed a similar course to that of present-day Highway 111. During the 1860s-1870s, the Bradshaw Trail served as the main thoroughfare between coastal southern California and the Colorado River, until the completion of the Southern Pacific Railroad in 1876-1877 brought an end to its heyday.

Non-Indian settlement in the Coachella Valley began in the 1870s with the establishment of railroad stations along the Southern Pacific Railroad and spread further in the 1880s after public land was opened for claims under the Homestead Act, the Desert Land Act, and other federal land laws. Farming became the dominant economic activity in the valley thanks to the development of underground water sources, often in the form of artesian wells. Around the turn of the century, the date palm was introduced into the Coachella Valley, and by the late 1910s dates were the main agricultural crop and the tree an iconic image celebrating the region as the “Arabia of America”. Then, starting in the 1920s, a new industry featuring equestrian camps, resorts, hotels, and eventually country clubs began to spread throughout the Coachella Valley, transforming it into southern California’s premier winter retreat.

The City of Indio has its roots in the Southern Pacific Railroad station of Indian Wells, which was renamed Indio in 1877 to avoid confusion with another station on the same line. The townsite for Indio was officially laid out in 1888 on a portion of Section 23, T5S R7E, which the U.S. government had previously granted to the Southern Pacific Railroad Company. When the County of Riverside was created in 1893, Indio was designated one of the new county’s 12 judicial townships and 40 election precincts. Long known as a railroad town, the Southern Pacific and its operations dominated almost every aspect of life in Indio until the 1960s. In 1930, Indio became the first incorporated city in the Coachella Valley. Today, with a total population of more than 89,000, it is the largest and among the fastest growing cities in the Valley.

4.17.3 Regulatory Setting

Federal

National Register of Historic Places

The National Register of Historic Places (NRHP) was established by the NHPA in 1966 as “an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment” (36 CFR part 60.2). The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association.

A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- **Criterion A:** It is associated with events that have made a significant contribution to the broad patterns of our history.
- **Criterion B:** It is associated with the lives of persons who are significant in our past.
- **Criterion C:** It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of an expert, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- **Criterion D:** It has yielded, or may be likely to yield, information important to prehistory or history. Ordinarily cemeteries, birthplaces, or graves of historic figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; and properties that are primarily commemorative in nature are not considered eligible for the NRHP unless they satisfy certain conditions. In general, a resource must be 50 years of age to be considered for the NRHP unless it satisfies a standard of exceptional importance.

State

California Environmental Quality Act

CEQA requires lead agencies to determine if a project would have a significant effect on the environment, including significant effects on historical or archaeological resources. Under CEQA Section 21084.1, a project that may cause a substantial adverse change to the significance of a historical resource is a project that may have a significant effect on the environment. CEQA guidelines recognize that historical resources include;

- A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the CRHR;
- A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k), or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and
- Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

If a lead agency determines that an archaeological site is a historical resource, then the resource under CEQA must be protected. If a project may cause a substantial adverse change to the resource and avoidance is not feasible, the lead agency must identify potentially feasible measures to lessen the impact to less than significant levels.

If an archaeological site does not meet the historical resource criteria contained in the State CEQA Guidelines, and it is not deemed a unique archaeological resource in accordance with PRC § 21083.2 and CEQA Guidelines § 1506.5, no further action would be required.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the California Register of Historical Resources (CRHR) is “an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change” Public Resources Code (PRC) (Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical surveys, or designated by local landmarks programs, may be nominated for inclusion in the CRHR. According to PRC Section 5024.1 (c), a resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:

- **Criterion 1:** It is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- **Criterion 2:** It is associated with the lives of persons important in our past.
- **Criterion 3:** It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- **Criterion 4:** It has yielded, or may be likely to yield, information important in history or prehistory.

California Health and Safety Code

The California Native American Graves Protection and Repatriation Act of 2001 is intended to provide a seamless and consistent state policy to ensure that all California Indian human remains, and cultural items be treated with dignity and respect. The intent of the legislature shall also do the following:

- Apply the state’s repatriation policy consistently with the provisions of the Native American Graves Protection and Repatriation Act (25 U.S.C. Sec. 3001 et seq.), which was enacted in 1990.
- Facilitate the implementation of the provisions of the federal Native American Graves Protection and Repatriation Act with respect to publicly funded agencies and museums in California.
- Encourage voluntary disclosure and return of remains and cultural items by an agency or museum.

- Provide a mechanism whereby lineal descendants and culturally affiliated California Indian tribes that file repatriation claims for human remains and cultural items under the Native American Graves Protection and Repatriation Act (25 U.S.C. Sec. 3001 et seq.) or under this chapter with California state agencies and museums may request assistance from the commission in ensuring that state agencies and museums are responding to those claims in a timely manner and in facilitating the resolution of disputes regarding those claims.
- Provide a mechanism whereby California tribes that are not federally recognized may file claims with agencies and museums for repatriation of human remains and cultural items.

Senate Bill 18

As of March 1, 2005, California Government Codes 65092; 65351; 65352; 65352.3; 65352.4; 65352.5; and 65560, formerly known as Senate Bill 18 (SB 18), requires that cities and counties contact and consult with Native American tribes prior to amending or adopting any general plan or specific plan, or designating lands as open space. The purpose of SB 18 is to involve Native Americans at the onset of the planning process to allow for considerations concerning the protection of traditional tribal cultural places in the context of broad local land use policy prior to individual site-specific, project level land use decisions. Tribes have 90 days from the date on which they receive notification to request consultation unless a shorter time has been agreed to by the tribe. At least 45 days before a local government adopts or amends a general plan or specific plan, the local government must refer the proposed action to any Native American tribes identified by NAHC, for review and comment.

California Assembly Bill 52 (AB 52)

In addition to Native American Consultation that occurs as part of the Cultural Resource Assessment, AB 52, which went into effect on July 1, 2015, requires a lead agency to consider a project's impacts on Tribal Cultural Resources ("TCR"). TCR as defined in Public Resources Code § 21074 are as follows:

- (a) "Tribal cultural resources" are either of the following:
 - (1) Sites, features, places cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
 - (2) 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 of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

- (b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- (c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Section 1 (a)(9) of AB 52 establishes that “a substantial adverse change to a tribal cultural resource has a significant effect on the environment.” Effects on tribal cultural resources should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures “capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource.” Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to tribal cultural resources, the consultation shall include those topics (PRC Section 21080.3.2[a]). The environmental document and the mitigation monitoring and reporting program (where applicable) shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

Under AB 52, the CEQA Lead Agency is required to begin consultation with a California Native American Tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. Tribal consultation can be initiated once a project application is deemed complete. Once the Lead Agency has contacted necessary tribal governments, tribes have 30 days to respond to comments or request for consultation. “Consultation” is the meaningful and timely process of seeking, discussing, and carefully considering the views of others, in a manner that is cognizant of all parties’ cultural values and, where feasible, seeking agreement. Consultation between government agencies and Native American tribes must be conducted in a way that is mutually respectful of each party’s sovereignty. Consultation must also recognize the tribes’ potential needs for confidentiality with respect to places that have traditional tribal cultural significance. Consultation concludes when either: the parties agree on measures to mitigate or avoid significant impacts to TCRs or a party, in good faith and after reasonable effort, concludes that a mutual agreement cannot be reached.

4.17.4 Project Impact Analysis

Thresholds of Significance

Upon development of the proposed project, Tribal Cultural Resources within or near the project site could potentially be impacted. The thresholds analyzed in this section are derived from Appendix G of the CEQA Guidelines and are used to determine the level of potential effect. The significance determination is based on the recommended criteria set forth in Section 15064.5 of the CEQA

Guidelines. For analysis purposes, development of the proposed project would have a significant effect on tribal cultural resources if it is determined that the project will:

- a. Cause a substantial adverse change in significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - i. Listed eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
 - ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Methodology Native American Participation

On June 16, 2022, CRM Tech submitted a written request to the State of California's Native American Heritage Commission (NAHC) for a records search in the commission's Sacred Lands File. In the meantime, CRM Tech contact the nearby Cabazon Band of Mission Indians and Torres Martinez Desert Cahuilla Indians for information they may have on potential Tribal cultural resources in the project vicinity and to invite tribal participation in the upcoming archaeological fieldwork.

In response to CRM Tech's inquiry, the NAHC reported in a letter dated July 21, 2022, that the Sacred Lands File identified no Native American cultural resources within the project area but recommended that local Native American groups be contacted for further information. The City of Indio will initiate the required government to government consultation under AB SB 18 and AB 52 as discussed below.

City of Indio Tribal Consultation under SB 18 and AB 52

The City of Indio initiated Tribal consultation, as required by SB 18 and AB 52. On April 5, 2023, the NAHC provided a list of tribes for the City to initiate consultation. The list included the following:

- Agua Caliente Band of Cahuilla Indians
- Augustine Band of Cahuilla Mission Indians
- Cabazon Band of Mission Indians
- Cahuilla Band of Indians
- Campo Band of Diegueno Mission Indians
- Ewiiapaayp Band of Kumeyaay Indians
- La Posta Band of Diegueno Mission Indians
- Los Coyotes Band of Cahuilla and Cupeno Indians

- Manzanita Band of Kumeyaay Nation
- Mesa Grande Band of Diegueno Mission Indians
- Morongo Band of Mission Indians
- Quechan Tribe of the Fort Yuma Reservation
- Ramona Band of Cahuilla
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians
- Torres-Martinez Desert Cahuilla Indians
- Twenty-Nine Palms Band of Mission Indians

Project Impacts

a.i.-ii. Would the project cause a substantial adverse change in the significance of a Tribal cultural resource that is 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 a significant tribal cultural resource pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1?

Public Resource Code 21074 identifies “Tribal Cultural Resources” as “sites, features, places, cultural landscapes, sacred places, and objects with culture value to California Native American Tribe” and that are either included or determined to be eligible for inclusion on the national, state, or local register of historic resources or that are determined by the lead agency, in its discretion, to be significant when taking into consideration the significance of the resource to a California Native American Tribe.

The project archaeologist identified a total of seven cultural resources, including three prehistoric sites and four isolates, within the project boundaries.

Isolates 3908-2, 3908-3, 3908-4, and 3908-5 (Isolated Prehistoric Artifacts) are each prehistoric in nature. Isolate 3908-02 consists of a single fire-affected clay fragment, 3908-3 consists of three fire-affected buffware ceramic body sherds, 3908-4 consists of a single black metavolcanic interior flake exhibiting four flake scars, while 3908-5 consists of a single quartz crystal flake. Such isolates, or localities with fewer than three artifacts, do not qualify as archaeological sites due to the lack of contextual integrity. As such, isolates 3908- 2, 3908-3, 3908-4, and 3908-5 do not constitute potential “historical resources” due to being ineligible for National Register, California Register or local designation through survey evaluation.

As discussed above, three prehistoric archaeological sites are known to be present within the project area at this time, Sites 3908-1, 3908-6, and 3908-7. These sites consist primarily of small surface scatters containing prehistoric artifacts, predominantly ceramic sherds but also worked lithic materials, and fire-

affected clay. The potential for subsurface components of the sites appears to be high, as winds and weather events shift sands across the ground surface.

The results of background research indicate that the sites occur in relatively close proximity to the former shoreline of Holocene Lake Cahuilla during its last high stand in the 17th-18th century, a geographic setting of well-recognized prehistoric archaeological sensitivity. In past studies in the Indio area, many of these so-called “shoreline sites” have produced substantial and sometimes highly significant subsurface cultural deposits. Considering the past discoveries nearby, the archaeological data potential of the prehistoric sites within the project area—and thus their eligibility for listing in the California Register of Historical Resources and qualification as “historical resources”—cannot be determined without further investigations, including subsurface excavations where necessary. To complete the identification process for “historical resources” pursuant to CEQA provisions, CRM TECH conducted an archaeological testing program at all three prehistoric archaeological sites within the project area. The fieldwork for the program was carried out on February 13-15, 2024, by CRM Tech field director Daniel Ballester, crew chief Hunter O’Donnell, and project archeologists Michael Richards, Ashley Conner-Ayala, Cristal Conner Ayala, and Nicolena Berry, under the direction of principal investigator Michael Hogan. The testing program was designed and implemented in coordination with the Aqua Caliente Band of Cahuilla Indians, and tribal representatives Daniel Mirelez, Cierra Teel, and Kerri Pollard monitored the excavations. Per the findings, the surveyed sites contained limited prehistoric cultural materials and were found not to contain substantial subsurface components. No evidence of long-term occupation was found at the sites. Altogether, the sites have yielded little data, and essentially no new or important data, to add to existing knowledge of prehistoric lifeways in this region. Without substantial subsurface cultural deposits, the sites lack sufficient archaeological data potential to be considered eligible for listing in the California Register of Historical Resources, and thus do not meet the statutory definition of “historical resources,” as provided by CEQA and associated regulations (PRC §5020.1(j); Title 14 CCR §15064.5(a)(1)-(3)) (see **Appendix D.3**). **Mitigation Measure CUL-1** would be implemented to reduce the significance of project impacts to less than significant. **Mitigation Measure CUL-1** would require a qualified archaeologist and a Native American monitor from the applicable local tribes to monitor the site during all earth-moving operations impacting the relatively undisturbed soils to ensure proper analysis if any cultural remains from the prehistoric period are found.

The City of Indio initiated Tribal consultation, as required by SB 18 and AB 52. On April 5, 2023, the NAHC provided a list of tribes for the City to initiate consultation. The City of Indio notified the Tribes and invited them to consult on the proposed project.

4.17.5 Cumulative Impacts

Cumulative impacts relating to tribal cultural resources are regional in nature, due to the wide range of Native peoples in the Coachella Valley. Build out of the General Plan area, including lands of the proposed project, has the potential to cumulatively impact tribal cultural resources. Development within the

project site will implement **Mitigation Measures CUL-1** to assure that impacts to Tribal resources on the site are preserved and protected. Development of other projects within the City and surrounding area would also be subject to the same standard requirements, mitigation measures (as applicable), and compliance with federal and State law as the proposed project. Although continued development has the potential to cumulatively impact these resources, the continued application of City policies, General Plan policies and programs, federal and State law all will assure that cumulative impacts associated with tribal cultural resources will be less than significant.

4.17.6 Mitigation Measures

CUL-1: All earth-moving operations impacting the relatively undisturbed native soils shall be monitored by a qualified archaeologist and a Native American monitor from the applicable local tribes to ensure proper analysis if any cultural remains from the prehistoric period are found. The archaeologist shall inform all construction personnel prior to construction activities of the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project's initial on-site safety meeting and shall explain the importance and legal basis for the protection of significant archaeological resources. The Native American monitor shall be invited to participate in this training. In the event that archaeological resources (artifacts or features) are exposed during ground-disturbing activities, construction activities in the immediate vicinity of the discovery shall be halted while the resources are evaluated for significance by an archaeologist who meets the Secretary's Standards. This will include tribal consultation and coordination with the Native American monitor in the case of a prehistoric archaeological resource or tribal resource. If the discovery proves to be significant, the long-term disposition of any collected materials should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.

4.17.7 Level of Significance After Mitigation

With implementation of **Mitigation Measures CUL-1** impacts to Tribal Cultural Resources would be reduced to less than significant levels.

4.17.8 Resources

1. Historical/Archaeological Resources Survey Report BH Properties, Specific Plan, CRM Tech, December 2022.
2. City of Indio General Plan 2040 EIR

4.18 Utilities and Service Systems

4.18.1 Introduction

This section addresses the existing utilities and service systems for the proposed Oasis in Indio project (“project”). This section also addresses the potential for the proposed project to impact the water supply, wastewater demand, solid waste, electricity, natural gas, and telecommunication facilities of the project site and surroundings, and identifies and analyzes environmental impacts of the project’s demand on these facilities. This section is based on the information contained in the *Oasis in Indio Specific Plan, Oasis Water Supply Assessment and Water Supply Verification (WSA/WSV)* (**Appendix M**), and *Chapter 4.16, Utilities and Service System*, from the Indio General Plan EIR, as well as public documents published by Indio Water Authority (IWA), the Imperial Irrigation District (IID), and Southern California Gas Company (SoCalGas). Sources used in the preparation of this section are identified in **Chapter 8.0, References**, at the end of this Draft EIR. Please consult **Chapter 9.0** for a glossary of terms and acronyms used in this Draft EIR.

4.18.2 Existing Conditions

Domestic Water Service

Indio Water Authority (IWA) is the public water supplier that provides water services to the City Indio. The Indio Water Authority (IWA) was formed as a Joint Powers Authority in 2000, wholly owned by the City and Indio Redevelopment Agency, to be the legislative and policy entity responsible for delivering water to residents of the City. Since the establishment of IWA, service connections have increased from approximately 12,100 to over 23,000 active meter accounts, with most of the new growth occurring north of Interstate 10. In 2020, IWA supplied approximately 20,000 AF of water to businesses and residents.

Currently, all IWA’s urban potable water uses are supplied using groundwater from the Indio Subbasin, which is continually replenished by CVWD. In addition to groundwater, CVWD has imported water supplies from the State Water Project (SWP) and the Colorado River, and recycled water from water reclamation plants. These imported and recycled water supplies are used to replenish the groundwater basin. While IWA is responsible for the water supply to its residents, the City of Indio pays a replenishment charge to the CVWD for the management of the Coachella Valley Groundwater Basin.

Since 2005, IWA has established active water conservation, water reuse, and groundwater recharge planning efforts to ensure adequate water availability and system capacity to meet the growing needs of the City. These planning efforts include residential and commercial landscape and irrigation upgrade rebates, water audits, water conservation kits, washing machine and toilet rebates, water waster mobile

app and hotline, budget-tiered rate structure, water conservation workshops, water misuse program, and a Memorandum of Understanding between IWA and Valley Sanitation District (VSD) to collaborate in the construction of capital improvement projects that support groundwater recharge efforts.

Stormwater System

The project is in the Whitewater River Watershed, which is an arid desert region encompassing approximately 1,645 square miles. Within this watershed, an area of approximately 367 square miles (22 percent) encompassing most of the existing development in the Coachella Valley region, is regulated under the established *Whitewater River Region Municipal Separate Storm Sewer System Permit* (MS4 Permit). The MS4 Permit coverage includes the entire project site. The Riverside County Flood Control and Water Conservation District (RCFC&WCD), Coachella Valley Water District (CVWD) and the incorporated Coachella Valley cities, including the City of Indio, have joint permittee responsibility for coordinating the regional MS4 Permit compliance programs and other activities aimed at reducing potential pollutants in urban runoff from land development construction, municipal, commercial, and industrial areas to the maximum extent possible. These public entities are in charge of stormwater management within their jurisdiction.

The Whitewater River Region is drained primarily by the Whitewater River that flows to the Coachella Valley Stormwater Channel (CVSC) and outlets to the Salton Sea. It is worth noting that the Salton Sea body of water is not deemed part of the Whitewater River Watershed regulation, as it is separately managed and receives inflow from the Alamo River and New River in a separate watershed in Imperial County. Therefore, the Whitewater River Region includes the Coachella Valley surface drainage up to, but not including the Salton Sea. In relation to the project site, CVSC is located approximately 250 feet to the south, separated by Interstate 10 Freeway. Other local drainage facilities include the Thousand Palms Channel, located west of the project, which is designed to discharge into CVSC. The existing surrounding conditions and flood control channels are not known to be tributary to or otherwise drain into the undeveloped project site. The preliminary engineering approach to the proposed development is to maintain and design the site to be hydrologically self-contained, without incurring a condition of urban runoff release to the surrounding properties.

Regional and local stormwater management facilities are deemed to be part of the MS4 system, of which CVWD and City of Indio are permittees. MS4 facilities include a system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains) designed for collecting and conveying stormwater. Storm drain facilities can be public or private. Examples of public facilities include pipes, gutters, channels, and basins occurring on the public right-of-way and/or maintained by a public agency. Private facilities are distinguished by being maintained separately by a private entity, such as homeowner's association and are therefore not part of the public MS4 infrastructure.

The existing hydrologic factors, such as topography, drainage, soil permeability, and rainfall characteristics relevant to the project site and tributary areas have been accounted for in The Oasis at Indio Preliminary Hydrology Report. This report studies the existing conditions and reviews the most conservative planned uses of the project to determine the necessary stormwater management controls and their capacities to comply with the City's engineering standards and requirements and obtain approval.

The physical ground conditions on the project site consist of leveled terrain, cleared of vegetation coverage, resulting from prior agricultural uses and associated modifications that have since become fallow. The site has also been subject to prior instances of weed abatement and other forms of clearing. A prevailing shallow gradient occurs from northwest to southeast. The clear and flat condition of the project site serves as the basis for on-site hydrology considerations and determination of impacts. See **Section 4.9, Hydrology and Water Quality**, of this Draft EIR for an in-depth discussion of existing flood control conditions, both locally and at the project site.

Wastewater Service System

Valley Sanitary District (VSD) was formed in 1925 and primarily serves the city of Indio. The city of Indio encompasses approximately 96 percent of the VSD service area, while the remaining 4 percent is comprised of portions of the City of La Quinta and City of Coachella, as well as unincorporated land in Riverside County. Two wastewater treatment plants (WWTP) serve the City: one is owned by VSD and one is owned by CVWD. VSD's WWTP treats approximately 96 percent of Indio's wastewater and is located on Van Buren Street and Enterprise Way. CVWD's WWTP treats the remainder. The CVWD WWTP is located at Avenue 38 and Madison Street in Indio, which is a tertiary treatment facility, and the effluent produced is recycled for non-potable uses for CVWD customers. There are currently no wastewater services in the City's SOI; therefore, sanitary facilities are provided by private on-lot septic systems. VSD operates and maintains 246 miles of sanitary sewer line and delivers over 6 million gallons per day (gpd) of wastewater to its 11 million gallons per day (mgd) wastewater treatment plant.

Effluent from VSD is discharged into the Coachella Valley storm water channel, but a small percentage goes to tribal lands for irrigation. The effluent water supply can be of beneficial use on golf courses, public parks and landscaping around public buildings. Recycled water is primarily used for landscape irrigation with excess volumes being utilized for groundwater recharge.

Currently, the project is not served by wastewater systems due to its undeveloped condition.

Solid Waste

Riverside County Department of Waste Resources (RCDWR) is responsible for the landfilling of non-hazardous county waste. In this effort the Department operates five landfills, has a contract agreement for waste disposal with an additional private landfill and administers several transfer station leases. The RCDWR Planning Section ensures that the County's planned and proposed waste management activities

and projects follow applicable federal, state and local land use and environmental laws, regulations, and ordinances.

As part of its long-range planning and management activities, the RCDWR ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal. The 15-year projection of disposal capacity is prepared each year as part of the annual reporting requirements for the Countywide Integrated Waste Management Plan.

Solid waste disposal and recycling services for the City of Indio are provided by Burrtec. This service provider offers its customers a wide range of services for residential and commercial businesses, construction-related activities and special events. Solid waste and recycling collected from the proposed project will be hauled to the Indio/Coachella Transfer Station. This transfer station is permitted to receive 3,500 tons per day (tpd). Residual waste from this transfer station is then sent to a permitted landfill or recycling facility outside of the Coachella Valley. The following **Table 4.18-1, Riverside County Landfills**, outlines the estimated closure dates and capacities of landfills that serve the City and could serve the proposed project.

Table 4.18-1 Riverside County Landfills

Landfill Sites	Estimated Closure Year	Permitted Capacity (tons/day)	Maximum Permitted Capacity (cubic yards)	Remaining Capacity (cubic yards)
Badlands	2059	5,000	82,300,000	7,800,000
Lambs Canyon	2032	5,000	39,681,513	19,242,950
Blythe	2052	400	6,003,343	3,271,203
Desert Center	2107	60	409,112	127,414
El Sobrante	2051	16,054	209,910,000	143,977,170
Oasis	2055	400	1,09,152	433,779
<i>Source: CalRecycle 2023</i>				

Currently, the project does not generate solid waste due to its vacant and undeveloped condition.

Electricity

In Indio, electric power service is provided by Imperial Irrigation District (IID), a local taxing district which provides electric power to the eastern Coachella Valley and Imperial County. IID generates over 60 percent of its power from a number of facilities, including the Coachella Gas Turbine facility in Coachella, and its transmission facilities, including its Green Path system, which transmits geothermal energy produced in Imperial County.

The project site is not currently served by electricity, due to its vacant and undeveloped condition.

Natural Gas

Natural gas is provided to the City of Indio, by the Southern California Gas Company (SoCalGas). SoCalGas is the principal distributor of natural gas in Southern California, serving residential, commercial, and industrial markets. SoCalGas has 21.4 million customers in more than 500 communities encompassing approximately 20,000 square miles throughout Central and Southern California, from the City of Visalia to the US-Mexico border.

Currently, natural gas is not provided to the site.

Telecommunications

As telephone service has become less regulated and technology has improved, a number of communication alternatives have become available to the public, including cellular, internet, fiber optic, and cable-based services. As the City of Indio continues to develop, it is expected that a number of new technologies will become available to assure adequate and effective communication and data transfer for the City's residents and businesses.

The project property is not currently served by telecommunication facilities, but the project is located within the service areas of Frontier and Charter Communications.

4.18.3 Regulatory Setting

Federal

Clean Water Act and Safe Drinking Water Act

The Clean Water Act (CWA) was established in 1972 as the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industries. The EPA has also developed national water quality criteria recommendations for pollutants in surface waters.

It is unlawful under the CWA to discharge any pollutant from a point source, which is a discrete conveyance such as pipes or man-made ditches, into navigable waters unless a permit is obtained. The National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. Compliance monitoring under the NPDES Program encompasses a range of techniques to address the most significant problems and to promote compliance among the regulated community.

The Safe Drinking Water Act (SDWA) was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. SDWA authorizes the EPA to set national health-based standards for drinking water to protect against both naturally occurring and man-made

contaminants that may be found in drinking water. The U.S. EPA, states, and water systems then work together to make sure that these standards are met (EPA 2020).

National Flood Insurance Program

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. As mandated by the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973, FEMA administers the National Flood Insurance Program (NFIP) to provide subsidized federal flood insurance to residents of communities where future floodplain development is regulated. FEMA has developed FIRMS to determine the need for and availability of federal flood insurance. FIRM maps rely on a variety of flood risk information based on historic, meteorological, hydrologic, and hydraulic data, as well as existing development, open space and topographic conditions within an area. FEMA mapping also incorporates the results of engineering studies to delineate Special Flood Hazard Areas (SFHAs), which are considered at higher risk of inundation and flood-related hazards.

Resource Conservation and Recovery Act (RCRA)

This law was enacted in 1976 and is the principal federal law governing the disposal of solid waste and hazardous waste. The U.S. Environmental Protection Agency (U.S. EPA) oversees waste management regulation pursuant to Title 40 of the Code of Federal Regulations. Under RCRA, however, states are authorized to conduct many of the functions of the federal law through their own hazardous waste programs and laws, as long as they are at least as stringent (or more so) than the federal regulations. Thus, CalRecycle manages the State of California's solid waste and hazardous materials programs pursuant to U.S. EPA approval.

State

California Water Code

Requirements for the preparation of a Water Supply Assessment (WSA) are set forth in Senate Bill 610 (SB 610), which was enacted in 2001 and became effective January 1, 2002. SB 610 amended Section 21151.9 of the Public Resources Code. It requires cities and counties and other CEQA lead agencies to request specific information on water supplies from the Public Water System (PWS) that would serve any project that is subject to CEQA and is defined as a "Project" in Water Code Section 10912. This information is to be incorporated into the environmental review documents prepared pursuant to CEQA.

The Water Code requires a WSA be prepared for any project that consists of one or more of the following:

- A proposed residential development of more than 500 dwelling units
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space

- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space
- A proposed hotel or motel, or both, having more than 500 rooms
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area
- A mixed-use project that includes one or more of the projects specified above
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project
- For public water systems with fewer than 5,000 service connections, a project that meets the following criteria: any proposed residential, business, commercial, hotel or motel, or industrial development that would account for an increase of 10 percent or more in the number of the public water system's existing service connections, or a mixed-use project that would demand an amount of water equivalent to, or greater than, the amount of water required by residential development that would represent an increase of 10 percent or more in the number of the public water system's existing service connections.

California Water Boards

The California Water Board consists of the State Water Resources Control Board and the Regional Water Quality Control Board. Together they work to preserve, protect, enhance, and restore water quality. The State Water Board sets statewide water quality standards, issues statewide general permits, conducts statewide surface and groundwater monitoring and assessment, and issues orders for cleaning up contaminated sites. The State and Regional Water Boards also work with federal, state, and local agencies, as well as other environmental agencies to ensure a coordinated approach to protecting human health and the environment.

There are nine regional water quality control boards statewide. The nine Regional Boards are semi-autonomous and are comprised of seven part-time Board members appointed by the Governor and confirmed by the Senate. Regional boundaries are based on watersheds and water quality requirements are based on the unique differences in climate, topography, geology, and hydrology for each watershed. Each Regional Board makes critical water quality decisions for its region, including setting standards, issuing waste discharge requirements, determining compliance with those requirements, and taking appropriate enforcement actions. The project site is located in the Colorado River Basin Region (Region 7).

Urban Water Management Plan

The Urban Water Management Planning Act (UWMPA) was established by Assembly Bill 797 (AB 797) on September 21, 1983, and passage of this law recognized that water is a limited resource, and that efficient water use and conservation would be actively pursued throughout the State. The UWMPA

requires that municipal water suppliers providing either directly or indirectly to more than 3,000 customers or supplying more the 3,000 acre-feet per year (AFY), prepare and adopt an Urban Water Management Plan (UWMP) every five years which defines their current and future water use, source of supply, source reliability, and existing conservation measures. IWA completed their five year update in 2021.

CalRecycle

CalRecycle is the term the State of California uses for its Department of Resources Recycling and Recovery, formerly known as the California Integrated Waste Management Board (CIWMB). This state agency performs a variety of regulatory functions pursuant to California Code of Regulations (CCR) Title 27 and other regulations. Among five-yearngs, CalRecycle set minimum standards for the handling and disposal of solid waste designed to protect public health and safety, as well as the environment (see CCR Section 20050, for example). It is also the lead agency for implementing the State of California municipal solid waste program deemed adequate by the U.S. EPA for compliance with RCRA (Riv. County EIR No. 521).

California Integrated Waste Management Act (IWMA) (Assembly Bill (AB) 939)

This act was passed by the State Legislature in 1989 to reduce dependence on landfills for the disposal of solid waste and to ensure an effective and coordinated system for the safe management of all solid waste generated within California. With its passage, solid waste management practices were redefined to require California cities and counties to divert disposal of solid waste by 50% by the year 2000. It also required local governments to prepare and implement plans to improve waste resource management by integrating management principles that place importance on first reducing solid waste through source reduction, reuse, recycling and composting before disposal at environmentally safe landfills or via transformation (e.g., regulated incineration of solid waste materials). These plans must also be updated every five years (Riv. County EIR No. 521).

Mandatory Diversion and Recycling, AB 341

Approved in 2011, this act amended the California Public Resources Code (Section 42649 et seq.) to address solid waste diversion (i.e., recycling) targets to decrease the amount of wastes going to landfills and thus extend their usable lives. AB 341 requires cities and counties, including Riverside County, to include source reduction, recycling and composting in their integrated waste management plans (IWMP). In addition, under AB 341 counties were required to “divert 50% of all solid waste from landfill disposal or transformation [e.g., incineration] by January 1, 2000, through source reduction, recycling and composting activities.” By 2020, the target rises to “not less than 75% of solid waste.” (Riv. County EIR No. 521).

California’s Energy Efficiency Standards for Residential and Nonresidential Buildings

Located in CCR Title 24, Part 6 and commonly referred to as “Title 24”, these energy efficiency standards were established in 1978 in response to a legislative mandate to reduce California’s energy consumption. The goal of Title 24 energy standards is the reduction of energy use. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. In December 2019, the California Energy Commission (CEC) adopted the 2019 Building and Energy Efficiency Standards effective January 1, 2020. This code requires new homes to include at least 50 percent of kitchen lighting to be LED, compact fluorescent or similar high efficiency fixtures, double pane windows, cool roofs, and other design techniques to reduce heat loss.

Title 24 also includes Part 11, known as California’s Green Building Standards (CALGreen). The CALGreen standard took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial, low-rise residential, and State-owned buildings, as well as schools and hospitals. The 2019 CALGreen standards became effective on January 1, 2020. Part 11 establishes design and development methods that include environmentally responsible site selection, building design, building siting and development to protect, restore and enhance the environmental quality of the site and respect the integrity of adjacent properties.

Regional and Local

Regional Urban Water Management Plan

IWA has participated in the Coachella Valley Regional Urban Water Management Plan (RUWMP) to its reporting requirements for 2020. The California Water Code (CWC) requires urban water suppliers to have a current UWMP, deemed sufficient at addressing the CWC requirements by Department of Water Resources (DWR), on file with DWR in order for the urban water suppliers to be eligible for any water management grant or loan administered by DWR. In addition, the UWMP Act requires a retail water agency to meet its 2020 Compliance Urban Water Use Target and report compliance in the 2020 UWMP.

The IWA RUWMP analyzes the potential sources of water supply and their probable yields; the probable urban water demand, given reasonable assumptions; the comparability of the supply and demand figures; and the water supplies under a range of hydrologic conditions. These are addressed in the UWMP by the identification of feasible and cost-effective opportunities to meet existing and future demands. The IWA RUWMP also analyzed water supply during normal year, single-dry year, and multiple-dry year conditions to ensure supply would appropriately meet regional demand.

Sanitary Sewer Management Plan

The Sanitary Sewer Management Plan (SSMP) describes the management of VSD’s sewer collection system and minimizes the number of sanitary sewer overflows. The SSMP is required by the State Water Resources Control Board Order No. 2006-0003, Statewide General Waste Discharge Requirements for Sanitary Sewer Systems (WDR 2006-0003) enacted May 2, 2006. The SSMP provides guidance for a

properly managed, operated and maintained sanitary sewer system. All portions of CVWD's wastewater collection system are required to be managed, operated and maintained to provide adequate capacity to convey the peak wastewater flows, to minimize the frequency of Sanitary Sewer Overflows (SSOs), mitigate the impacts that are associated with any SSO that may occur, and meet all applicable regulatory notifications and reporting requirements.

Countywide Integrated Waste Management Plan

The Countywide Integrated Waste Management Plan (CIWMP) was prepared in accordance with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939), and is updated every five years. The CIWMP outlines and codifies the goals, policies and programs that the County of Riverside and its cities are implementing to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. The CIWMP's components include the Countywide Summary Plan, the Countywide Siting Element, the Source Reduction and Recycling Element, the Household Hazardous Waste Element and Non-Disposal Facility Element. Each of these Elements address plans for Riverside County and each of its cities. The Riverside Countywide Integrated Waste Management Plan was approved by the California Integrated Waste Management Board in September of 1996 and has subsequently been updated at five-year intervals as required by law (Riv. County EIR No. 521).

City of Indio Municipal Code

In accordance with the California Integrated Waste Management Act of 1989, Assembly Bill 939 (AB 939) requirement that each local jurisdiction in the state divert 50% of discarded materials (base year 1990, state methodology) from landfill by December 31, 2000, and thereafter maintain or exceed that diversion rate, construction within the City of Indio is subject to Title V, Chapter 51, Section 51.47 "Recycling and Diversion of Debris from Construction and Demolition" of the Indio Municipal Code (IMC) which outlines the City's requirements related to solid waste practices. These policies include measures requiring project applicants as a condition to the issuance of any development, building, grading or demolition permit to develop a Project Construction and Demolition Debris Plan and mandating materials reuse and waste diversion best efforts, among other policies; and to ensure compliance throughout the duration of the construction.

4.18.4 Project Impact Analysis

Thresholds of Significance

The following standards and criteria for establishing significance of potential impacts related to utilities and service system were derived from the CEQA Guidelines, Appendix G. Development of the proposed project would have a significant effect to if it is determined that the project would:

- 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?
- b. Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
- c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- e. Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Methodology

The potential for project-specific and cumulative impacts associated with utilities and related service systems, was assessed based upon available data that considers the project, the project site, and related projects. Impacts on water demand, wastewater, solid waste, energy, and telecommunication facilities that would result from the project were identified by determining the future demand associated with project implementation. A quantitative comparison was used to determine the impact of the project on future demands.

For purposes of analyzing potential environmental impacts associated with the project, the EIR analyzes two buildout scenarios:

1. *Maximum Buildout Scenario:* The MBS assumes buildout of the project would result in 3,240 dwelling units and 20,000 square feet of retail commercial uses, and 1,806,290 square feet of industrial development.
2. *Scenario #2:* *This assumes a lesser buildout than the MBS but within the maximum intensities permitted. It would result in 1,237 dwelling units, 71,600 square feet of retail commercial uses, a 128 key hotel/motel, and 1,806,290 square feet of industrial uses.*

The project-specific Water Supply Assessment/Water Supply Verification (WSA/WSV), and Preliminary Hydrology Report were consulted to determine water use, and proposed stormwater facilities. A brief summary of the reports are provided below.

Water Supply Assessment/Water Supply Verification

The WSA/WSV is intended to document the sufficiency of the local water supply to meet the demand of development that could occur under the proposed project. The public water supplier for the project will be IWA, the domestic water supply (potable) for the project will be the Indio Subbasin in the Coachella Valley Groundwater Basin. The WSA/WSV examines the current condition of the Indio Subbasin of the

Coachella Valley Groundwater Basin and finds the water supply from the Indio Subbasin, the State Water Project (SWP), the Colorado River, and other sources adequate to supply the project in accordance with California Water Code Section 10910 et seq. The WSV verifies the ability of the water supplies from the Indio Subbasin, the SWP, the Colorado River, and other sources to serve the project in accordance with the California Government Code Section (GCS) 66473.7.

The WSA/WSV provides an assessment and verification of the availability of sufficient water supplies during normal, single-dry, and multiple-dry years over a 20-year projection to meet the projected demands of the project, in addition to existing and planned future water demands of CVWD, as required by Senate Bill 610 (SB 610), SB 211, and SB 1262. The WSA/WSV also includes identification of existing water supply entitlements, water rights, water service contracts, or agreements relevant to the identified water supply for the project and quantities of water received in prior years pursuant to those entitlements, rights, contracts, and agreements.

Preliminary Hydrology Report

The project-specific Preliminary Hydrology Report was prepared in August 2023, by MSA Consulting, Inc. The purpose of the Preliminary Hydrology Report is to provide basin analyses for the subject property. The proposed stormwater management would introduce privately constructed and maintained on-site retention facilities, surface and underground, sized to accept and infiltrate the stormwater volume resulting from the controlling 100-year storm event for the conditions of each project drainage area, as mandated by the City's Engineering Standards. The report concludes that the proposed retention basins are sufficiently sized to contain the flood volume from the controlling 100-year storm.

Analysis and findings of the project-specific WSA/WSV, Preliminary Hydrology Report are provided in the discussions below.

Project Impact

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

Water

Water Supply

Indio Water Authority (IWA) is the public water supplier that provides water services to the City Indio. The Indio Water Authority (IWA) was formed as a Joint Powers Authority in 2000, wholly owned by the

City and Indio Redevelopment Agency, to be the legislative and policy entity responsible for delivering water to residents of the City. IWA will supply water to the project site.

As discussed in **Section 4.10, *Hydrology and Water Quality***, a project-specific Water Supply Assessment/Water Supply Verification (WSA/WSV) was submitted to IWA in August 2023, and reviewed by IWA in November 2023. IWA acknowledges the WSA/WSV's findings and recommends the document for approval by the City Council. According to the WSA/WSV, the project proposes to develop approximately 183 acres of vacant land. There are two options in consideration for the development of the project: MBS includes 3,240 units of very high density residential, 20,000 square feet (sf) of proposed commercial, 1,806,290 sf of proposed industrial, and 1,897,843.86 sf of outdoor landscaping. Scenario 2 includes 1,237 units of high density residential, approximately 71,600 sf of proposed commercial, 1,806,290 sf of proposed industrial, and 2,003,019.48 sf of outdoor landscaping.

This WSA/WSV determined that the total projected water demand for the MBS is 879.53 AFY, or 5.09 acre-feet per acre. The total projected water demand for Scenario #2 is 533.28 AFY, or 2.92 acre-feet per acre. This WSA/WSV demonstrates that sufficient water supplies exist, or will exist based on current water planning assumptions, to meet the projected demands of the Project, in addition to current and future projected water demands within IWA's service area in normal, single-dry, and multiple-dry years over a 20-year projection.

The following water conservation measures are standard requirements of the City/IWA landscape ordinance requirements and applicable State requirements, and will be implemented at the project site in order to assure the most efficient use of water resources.

1. Selection of water-efficient and low-maintenance plant material is required.
2. In the event recycled water becomes available to the project, the potential use of tertiary treated water will be reviewed to determine feasibility of its use for on-site landscaped areas to reduce the use of groundwater for irrigation.
3. The installation and maintenance of efficient on-site irrigation systems will minimize runoff and evaporation and maximize effective watering of plant roots. Drip irrigation and moisture detectors will be used to the greatest extent practicable to increase irrigation efficiency.
4. Water waste resulting from inefficient landscape irrigation including run-off, low-head drainage, overspray, or other similar conditions where water flows onto adjacent property, non-irrigated areas, walks, roadways, or structures is prohibited. All broken heads and pipes must be repaired within 72 hours of notification. Penalties for violation of these prohibitions are established in Section 54.063(H) of the Indio Municipal Code.
5. The use of low-flush toilets and water-conserving showerheads and faucets shall be required in conformance with Section 17921.3 of the Health and Safety Code, Title 20, California Code of Regulations Section 1601(b), and applicable sections of Title 24 of the State Code.

IWA's long-term water management planning ensures that adequate water supplies are available to meet existing and future water needs within its service area. IWA's total gross water use for 2020 was predicted to be 19,880 AFY with numbers reaching 24,792 AFY by 2025 and 35,997 AFY by 2045 according to the 2020 RUWMP.

Per the WSA, this project's MBS water demand of 879.53 AFY accounts for approximately 3.75 percent of the total planned supply and demand of 24,792 AFY by 2025 and 2.58 percent of the total planned demand of 35,997 AF by 2045.

Scenario #2 water demand of 533.28 AFY accounts for approximately 2.15 percent of the total planned demand of 24,792 AFY by 2025 and 1.45 percent of the total planned demand of 35,997 AF by 2045. Moreover, as discussed in the WSA, IWA has water supplies from multiple sources sufficient to meet future demand of not just the project but future buildout within its service area, including CVWD groundwater replenishment sources such as imported water from the State Water Project and the Colorado River, recycled water, and groundwater from the Indio Subbasin, which is actively managed to ensure maintenance of sufficient water resources.

The project will conform to the requirements of IWA's programs and requirements pertaining to water management and conservation. Therefore, it was concluded in the WSA/WSV that IWA has sufficient facilities to serve the proposed project.

Water Infrastructure

The project proposes to connect to the existing 24-inch water main underlying Avenue 42 and the existing 14-inch water main underlying Monroe Street. A new public 18-inch water line will be installed along Street A and Clinton Street alignment. Private 12-inch lines will connect to the public 18-inch water main and provide water to the private developments. The infrastructure and design components for the project will be consistent with IWA requirements and the RUWMP. The project will be further reviewed by City and IWA staff to ensure compliance with all current and applicable water requirements. Proposed connections and domestic water infrastructure are illustrated in **Exhibit 4.18-1, Conceptual Water Plan**. No new off-site water facilities are required as a result of project development.

Wastewater

Wastewater Capacity

VSD provides the City with sanitary sewer collection and treatment. For all land in the City and Sphere located south of Miles Avenue, including the project site, sewage is treated at the Mid-Valley Water Reclamation Plant (WRP-4), located southeast of the City, which has a capacity to treat 12.5 MGD. The average annual flow to this facility is approximately 5.6 MGD. The proposed project is estimated to generate wastewater at 546,000 GPD or 0.55 MDG, which is 4 percent of the plant's capacity. No new wastewater treatment facilities are required as a result of the proposed development.

Infrastructure

There is an existing 27-inch sewer main at the intersection of Monroe Street and Avenue 42 and an existing 15-inch sewer main underlying Monroe Street that will serve the proposed project. A new 15-inch sewer main will be installed to connect to the off-site sewer main that underlies Monroe Street. Sewer stub outs will be provided for future connections to the site. The sewer lines will provide wastewater service to the project without the need for additional off-site infrastructure. Proposed sewer infrastructure is illustrated in **Exhibit 4.18-2, *Conceptual Sewer Plan***.

Storm Water Drainage

The project-specific Preliminary Hydrology Report (**Appendix J.1**) was prepared by MSA Consulting, Inc. to evaluate the existing hydrologic factors, such as topography, drainage, soils, and rainfall characteristics relevant to the project site and tributary areas. The proposed development is divided into two on-site drainage management areas (“A” and “B”) for hydrology and stormwater management purposes. Drainage Area “A” covers the northern portion of approximately 78.28 acres corresponding primarily to the mixed-uses of PA 1 and PA 2. Drainage Area “B” covers the remainder area of approximately 103.78 acres, corresponding to the industrial and mixed- uses of PA 3 and PA 4. The total hydrologic drainage area of approximately 182.06 acres differs slightly from the project boundary because it excludes the public street dedication along Avenue 42 on the north and Monroe Street on the east.

The proposed stormwater management would introduce privately constructed and maintained on-site retention facilities, surface and underground, sized to accept and infiltrate the stormwater volume resulting from the controlling 100-year storm event for the conditions of each project drainage area, as mandated by the City’s Engineering Standards.

Table 4.18-2 below summarizes the drainage area calculations and corresponding retention volumes accounted for in the Preliminary Hydrology Report. It provides the drainage area identification, corresponding area calculation, expected impervious ground cover resulting from development, the required retention capacity to handle the controlling 100-year storm event runoff volume, and the retention volume capacity provided by the basin design. For each on-site drainage area, the project provides sufficient retention capacity to meet the local requirements for properly retaining the 100-year storm event.

Table 4.18-2 Summary of Drainage Areas and Retention Capacities

Drainage Management Area ID	On-Site Tributary Area (Acres)	Primary Land Use	Required Stormwater Retention Capacity to Manage the Controlling 100-Year Storm Event Runoff Volume	Provided Retention Capacity (Cubic Feet)	Method of Retention
DA-A	78.280 AC.	Mixed Use	635,146	635,664	Surface and Underground
DA-A	103.780 AC.	Industrial/ Mixed Use	1,061,926	1,160,555	Surface Basin
Total Hydrologic Area	182.06 AC.	See Above	1,697,072	1,796,219	See Above

Runoff from any residential land use drainage management area will be conveyed via surface and piped flows to the respective retention basin system. The preliminary grading plan has divided the total retention capacity into smaller basins configured to accept flows from the nearest residential building area and associated hardscape. Each basin will have a maximum side slope of 3:1, a maximum storage depth of 4 feet, and an additional 1 foot of freeboard to comply with Engineering Standard No. 310. Conveyance into the basin will be dissipated through the required rip-rap as a method to prevent basin erosion. Each basin will have landscaping treatment to be maintained during the life of the project. Preliminarily, the combined basin retention capacity for Drainage Area A will be approximately 431,899 cubic feet. The project contemplates using underground retention facilities with a combined capacity of approximately 203,765 cubic feet to serve the residential parking areas. The combined surface and underground retention capacity of 635,664 cubic feet will be sufficient to meet the stormwater volume of 635,146 cubic feet resulting from the controlling 100-year storm event for the tributary area. Although the project will result in an increase in on-site runoff volume production between the undeveloped (pre-project) and developed condition, the entirety of the volume will be adequately managed on-site via the provided capacity.

Runoff from any industrial/commercial land use drainage management areas will similarly be conveyed to the respective retention basin system. The preliminary grading plan has divided the total retention capacity into two basins configured to accept runoff from the building roof drains, hardscape and parking areas. Each basin will have a maximum side slope of 3:1, a maximum storage depth of 4 feet, and an additional 1 foot of freeboard to comply with Engineering Standard No. 310. Conveyance into the basin will be dissipated through the required rip-rap as a method to prevent basin erosion. Each basin will have landscaping treatment to be maintained during the life of the project. Preliminarily, the combined basin retention capacity for Drainage Area B will be approximately 1,160,555 cubic feet, which will be sufficient to meet the stormwater volume of 1,061,926 cubic feet resulting from the controlling 100-year storm event for the tributary area.

It should be noted that hydrologic calculations rely on conservative calculations that tentatively factor a completely impervious post-construction condition to generate the worst-case project runoff conditions and determine the necessary allocation of retention facilities in accordance with the City's retention requirements. The actual developed condition will include pervious landscaping that will result in smaller runoff quantities and increase the surplus in retention capacity for the project. As a result, the provided retention facilities, configurations, and combined capacities will meet the Maximum Development Scenario and the Land Use Scenario 2.

Electric Power

The site is within the Imperial Irrigation District (IID) service area for electric service. A 2.44-acre substation will be required by the Imperial Irrigation District (IID) to provide electricity service to the project property. The substation will be situated in PA 4, north of the I-10 freeway. Electricity infrastructure will be underground, apart from lines greater than 92 kV.

A typical IID substation will include lighting arresters, conductors, insulators, instrument transformers, electrical power transformers, relays, circuit breakers, bus bars, etc. The proposed substation will be designed in compliance with IID's site requirements (IID RGSTD-0001), which requires two 30-foot (width) access roads and fencing (either chain-link or block wall). Landscaping is allowed around substations; however, if proposed, they must include low-maintenance plants, and can include non-vegetative groundcovers (i.e., crushed rock, river rock, or compacted sand and rock). Plants must maintain a 52-inch minimum clearance from the fence, and trees shall be planted 12 feet from the fence. Trees are not allowed to be planted under or near transmission lines, distribution lines, or near poles or structures. Landscape plans must be submitted to IID engineering for approval.

As determined in **Section 4.6, *Energy Resources***, of this Draft EIR, the project is expected to consume approximately of 335,433 (MBS) to 185,350 (Scenario 2) kiloWatt hours (kWh) of electricity during construction of the site, and approximately 104,224.2650 (MBS) and 113,022.403 (Scenario 2) MegaWatt hours (MWh) of electricity annually during operation of the project. IID estimates that electricity consumption within IID's planning area will be approximately 4,641,267 MWh annually by 2031. Based on the project's estimated annual electrical consumption of 104,224 and 113,022 MWh), the project would account for approximately 2.2 and 2.4 percent of IID's total estimated demand in 2031.

IID's 2020 Service Area Plan states that IID must ensure the reliability, safety and security regulations promulgated by the Federal Energy Regulatory Commission (FERC) and enforced by the Western Electricity Coordinating Council (WECC). To maintain reliable energy services to meet future demand, IID outlines planned energy generation facilities, substations, energy transmission lines, distribution facilities, and opportunities for shared energy facilities. The 2020 Service Area Plan also lists the IID's short term (less than 5 years), mid-term (5 to 10 years), and long term (10 to 15 years) improvement plans of their facilities and mitigation of energy facilities to maintain an adequate energy supply to IID customers. IID has joined California Municipal Utilities Association (CMUA) in partnership with Northern

California Power Agency (NCPA) and the Southern California Public Power Authority (SCPPA) to collaborate on the development of individual utility energy efficiency and demand-reduction targets. IID implements an aggressive energy-efficiency portfolio with the goal of reducing both energy consumption and peak demand. Energy-efficiency programs may be classified as either conservation programs, or demand-side management (DSM) programs. Conservation programs attempt to reduce the total amount of energy required by consumers while DSM programs attempt to change the timing of energy use. Additionally, IID implements energy conservation measures in the service area. The project will be required to comply with regional and local conservation measures to ensure project-related energy consumption is not significant.

Therefore, with the project's connection to the IID substation, it is anticipated that IID's existing and planned electricity capacity and electricity supplies would be sufficient to support the project's demand. While the proposed project does not include any existing buildings, the project would include solar installation for all future residential, commercial, industrial buildings. In addition, energy codes established by the state will be implemented by the project site as an effort to reduce energy consumption and increase energy efficiency at the project site.

Natural Gas

Natural gas for the project is served by Southern California Gas Company (SoCalGas). SoCalGas also invests in research and development of new and emerging clean, energy-efficient technologies for residential commercial, industrial, power generation, and transportation markets to reduce energy use. Additionally, SoCalGas set a commitment to achieve net zero emissions in their operations and delivery of energy by 2045. The implementation of SoCalGas's energy efficiency and conservation programs will reduce energy consumption within the service area.

The California Energy and Electric Utilities estimates natural gas consumption within SoCalGas's planning area will be approximately 2,310 million cf per day in 2030. The project would consume an approximate maximum 3.8 percent of the 2030 forecasted consumption in SoCalGas's planning area. SoCalGas forecasts consider projected population growth and development based on local and regional plans. Although the project and future development would result in the use of natural gas resources, which could limit future availability, the use of such resources would be reduced by measures rendering future developments more energy efficient and would be consistent with regional and local growth expectations for SoCalGas's service area.

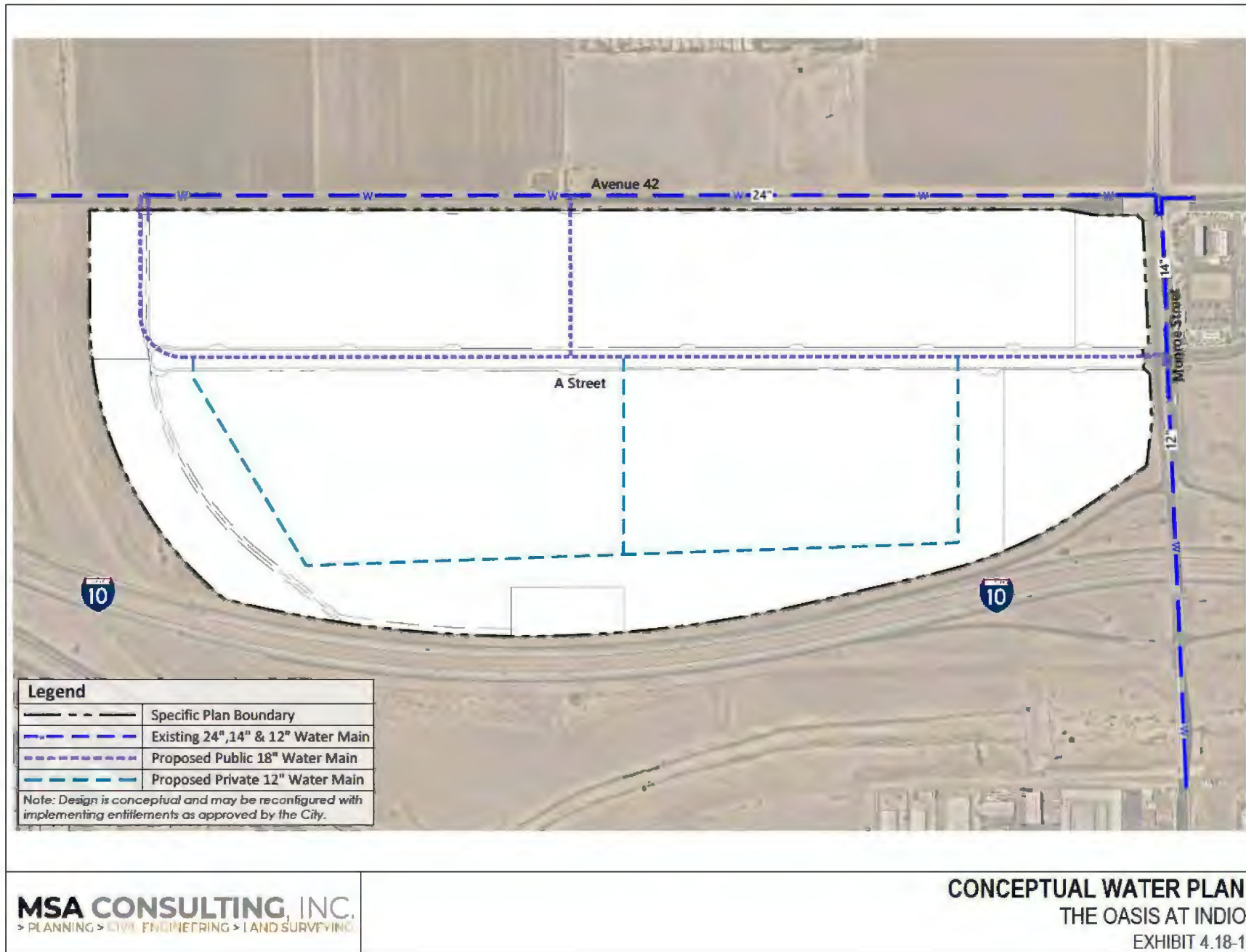
The proposed project will incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, and incorporate energy design features, as required as an effort to reduce energy consumption, and increase energy efficiency at the project site.

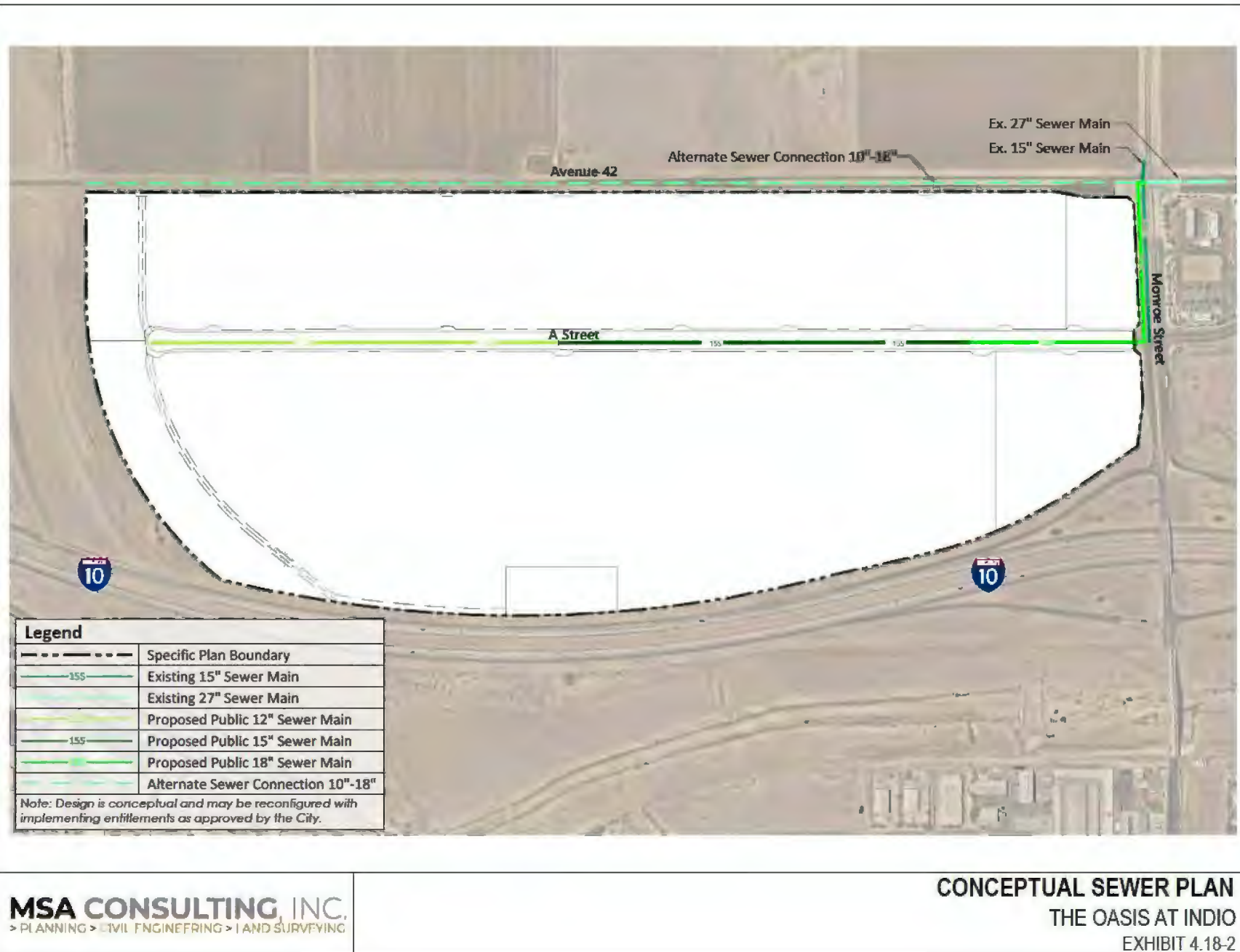
Telecommunications

The project is located within Frontier and Charter Communications' service area for telecommunications. The project will be able to tie into the existing cable, and telecommunications lines located along Avenue 42. The project will not require or result in the relocation or construction of new or expanded telecommunication facilities.

Conclusion

The project will not require or result in the relocation or construction of new or expanded off-site water, wastewater treatment, storm water drainage systems, natural gas, or telecommunication facilities. The IID substation facility will provide electricity to the site. IID indicates that the service provider has sufficient capacity to support the development once the substation has been developed. Communication between the project and the service providers during the project's construction and connection to existing facilities will occur throughout project development. Impacts would be less than significant.





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

Groundwater is the primary source of domestic water supply in the Coachella Valley. IID provides potable water to the City of Indio. IWA's Regional Urban Water Management Plan (RUMWP) (2020) has been developed to assist the agency in reliably meeting current and future water demands in a cost-effective manner. The comprehensive RUWMP guides efforts to eliminate overdraft, prevent groundwater level decline, protect water quality, and prevent land subsidence. The RUWMP serves as a planning tool that documents actions in support of long-term water resources planning and ensures adequate water supplies are available to meet the existing and future urban water demands.

Development of the project would result in an overall increase in water demand from the project site during operation. Water consumed by the project was analyzed in the project specific WSA/WSV (**Appendix M**). The analysis of water resources and water supply is based upon the understanding of projected water supplies as developed by IWA and used for the WSA/WSV prepared and adopted for the project including estimates of available groundwater, Colorado River water, and SWP sources.

The domestic water supply (potable) for the project will be the Indio Subbasin of the Coachella Valley Groundwater Basin. The project's land use plan summary is provided in **Table 4.18-3, Land Use Plan Statistical Summary**.

Table 4.18-3 Land Use Plan Statistical Summary

Land Use District	PA	Acreage (Approximately)	Allowed Uses ¹	
		Net	Multi-Family Residential	Non-Residential Square Footage
Mixed-Use	1	61.9	20-50 DU/AC	0.50 FAR
Mixed-Use	2	4.2		
Mixed-Use	3	9.4		
Industrial	4	92.8	N/A	0.60 FAR
Public ROW Dedication		1.8	N/A	
IID Substation		2.4	N/A	
"A" Street		10.4	N/A	
TOTALS		182.9	-	-

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.

As discussed under the Methodology section, two buildout scenarios were analyzed. MBS includes 3,240 units of very high density residential, 20,000 square feet (sf) of commercial, 1,806,290 sf of industrial, and 1,897,843.86 sf of outdoor landscaping. Scenario #2 includes 1,237 units of high density residential, approximately 71,600 sf of commercial, 1,806,290 sf of industrial, and 2,003,019.48 sf of outdoor landscaping.

Based upon this analysis, the estimated total domestic water demand for indoor and outdoor use is approximately 879.53 acre-feet per year (AFY), or 4.81 acre-feet per acre for Maximum Buildout Scenario (MBS) and 533.28 AFY, or 2.92 acre-feet per acre for Scenario #2. This is indicated in **Table 4.18-4** and **Table 4.18-5** below.

Table 4.18-4 Maximum Buildout Scenario (MBS) Estimated Project Water Service Demand For Residential, Commercial and Other Uses

Land Use	AFY
Residential	634.02
Commercial/Retail	1.07
Commercial Retail	1.07
Industrial	237.27
Street "A"	0.84
Interior Right of Way	4.87
IID Substation	0.38
Total Project Demand	879.53

Table 4.18-5 Scenario #2 Estimated Project Water Service Demand For Residential, Commercial and Other Uses

Land Use	AFY
Residential	267.10
Commercial /Retail	5.82
Commercial-Retail/Hotel	16.99
Industrial	237.27
Street A	0.84
Interior Right of Way	4.87
IID Substation	0.38
Total Project Demand	533.28

The Maximum Buildout Scenario quantity is approximately 2.58 percent of the total planned increases in demand of 35,997 AF by 2045. Scenario #2 accounts for approximately 1.45 percent of the total planned increases in demand of 35,997 AF by 2045.

The domestic water supply (potable) for the project will be groundwater from the Indio subbasin. The Indio Subbasin is composed of four subareas: Palm Springs, Thermal, Thousand Palms, and Oasis subareas. From a management perspective, the subbasin is divided into two management areas

designated the West Whitewater River Subbasin Area of Benefit (AOB) and the East Whitewater River Subbasin AOB. CVWD manages the East Whitewater River Subbasin AOB, while DWA and CVWD jointly operate a groundwater replenishment program in the West Whitewater River Subbasin AOB. Supplies for the City of Indio are primarily from the lower aquifer in the East Whitewater River Subbasin.

Groundwater storage will be used in dry years to make up the difference between the demand and the supply. The Indio Subbasin is estimated to have a storage capacity of approximately 30 million AF and can meet the water demands of the Coachella Valley for normal and extended drought periods, as determined in IWAs RUWMP. IWA projects that water use for the City will increase at a similar rate to that of the projected population increase within the City and its sphere of influence (SOI). CVWD has secured imported water supplies from the State Water Project (SWP) and the Colorado River, and recycled water from water reclamation plants.

IWA is participating in the update of the Indio Subbasin Alternate Plan Update being prepared to meet requirement of the Sustainable Groundwater Management Act (SGMA). The participating agencies coordinated efforts with demand projections being prepared for the Indio Subbasin Alternative Plan and the Mission Creek Subbasin Alternative Plan. The demand projection approach included several steps:

- The projections were based on the regional growth forecast prepared by the Southern California Association of Governments (SCAG) as part of their regional transportation plan. SCAG's most recent transportation plan is referred to as Connect SoCal. SCAG gathered input from cities and counties throughout Southern California about expected growth and development for the next 25 years and incorporated the land use designations in each jurisdiction's General Plan. The SCAG analysis includes estimates of population, households, and employment in each Traffic Analysis Zone (TAZ) in their study area.
- Additional analysis of vacancy rates was performed to estimated baseline and projected housing units for the study area, including housing units used by seasonal residents and other part-time uses.
- Future estimates of employment were used to drive future growth in Commercial, Industrial, and Institutional (CII) demand.
- Five years of customer billing data were used to develop unit demand factors. These factors have units of gallons per housing unit for residential and landscape uses and gallons per employee for CII uses.
- Water losses were estimated using loss audits.
- Demand was adjusted for two type of conservation savings:
 - Indoor passive conservation savings from the natural replacement of indoor devices
 - Outdoor conservation savings from the implementation of the Model Water Efficiency Landscape Ordinance (MWELO) and agency specific requirements for future developments.

With almost 30 million AF of combined storage supplemented by groundwater management planning adopted in the RUWMP, the aquifer has sufficient available water to supply the project and other present and anticipated needs for normal year, as well as one or more multiple dry years, over the next 20 years. In addition to groundwater, IWA has water supplies from imported water from the Colorado River and recycled water to meet future demand of not just the project but future buildout within its service area.

The following table is from the RUWMP. The 2020 RUWMP provides IWA's future water demand projections by water use sector over the next 20 years. The 2020 RUWMP also provides IWA's projected water supplies and demands.

Table 4.18-6 IWA Projected Demands for Potable and Raw Water (AF)

Use Type	2025	2030	2035	2040	2045
Single Family	12,790	13,828	14,822	15,532	16,067
Multi-Family	1,875	1,985	2,135	2,303	2,553
Commercial/Industrial/Institutional	3,113	3,254	3,397	3,468	4,540
Landscape	5,572	6,171	6,590	6,934	7,277
Other	5	6	6	6	7
Losses	1,257	1,348	1,434	1,495	1,533
Total	24,792	26,592	28,384	29,738	30,997

Source: Appendix X BH Properties WSA/WSV

Portable and raw total water demand projections are summarized in **Table 4.18-6**. Total gross water use (including expected future recycled water use) is shown in **Table 4.18-7**.

Table 4.18-7 Total Gross Water Use Demands (AF)

Retail	2020	2025	2030	2035	2040	2045
Potable and Raw Water (AFY)	19,880	24,792	26,592	28,384	20,738	30,997
Recycled Water (AFY)	0	0	5,000	5,000	5,000	5,000
Total	19,880	24,792	31,592	33,384	34,738	35,997

Source: Appendix X BH Properties WSA/WSV

Normal Year

During normal years, IWA will be able to meet current and future urban water demand needs projected in the 2020 RUWMP through groundwater pumping and recycled water as shown in the table below.

Table 4.18-8 Normal Year Supply and Demand Comparison (AF)

Retail	2025	2030	2035	2040	2045
Supply Total (AF)	24,792	31,592	33,384	34,738	35,997
Demand Total (AF)	24,792	31,592	33,384	34,738	35,997
Difference (AF)	0	0	0	0	0

Source: Appendix X BH Properties WSA/WSV

Single Dry Year

Reliability during a single-dry year scenario was assumed to be similar to the average year scenario. Supply will consist of pumped groundwater and recycled water. Any additional supply needed will be pumped from the groundwater basin, which has been confirmed to have a sufficient long-term, sustainable water supply. As noted in the WSA, the Indio Subbasin shows a long-term positive trend in sustainability resulting from implementation of the Indio Subbasin Alternative Plan.

Table 4.18-9 Single Dry Year Supply and Demand Comparison (AF)

Retail	2025	2030	2035	2040	2045
Supply Total (AF)	24,792	31,592	33,384	34,738	35,997
Demand Total (AF)	24,792	31,592	33,384	34,738	35,997
Difference (AF)	0	0	0	0	0

Source: Appendix X BH Properties WSA/WSV

Multiple Dry Year

Reliability during a multiple-dry year scenario was assumed to be similar to the average year scenario. Any additional supply needed will be pumped from the groundwater basin.

Table 4.18-10 Multiple Dry Years Supply and Demand Comparison (AF)

	Retail	2025	2030	2035	2040	2045
First Year	Supply Total (AF)	24,792	31,592	33,384	34,738	35,997
	Demand Total (AF)	24,792	31,592	33,384	34,738	35,997
	Difference (AF)	0	0	0	0	0
Second Year	Supply Total (AF)	24,792	31,592	33,384	34,738	35,997
	Demand Total (AF)	24,792	31,592	33,384	34,738	35,997
	Difference (AF)	0	0	0	0	0
Third Year	Supply Total (AF)	24,792	31,592	33,384	34,738	35,997
	Demand Total (AF)	24,792	31,592	33,384	34,738	35,997
	Difference (AF)	0	0	0	0	0
Fourth Year	Supply Total (AF)	24,792	31,592	33,384	34,738	35,997
	Demand Total (AF)	24,792	31,592	33,384	34,738	35,997
	Difference (AF)	0	0	0	0	0
Fifth Year	Supply Total (AF)	24,792	31,592	33,384	34,738	35,997
	Demand Total (AF)	24,792	31,592	33,384	34,738	35,997
	Difference (AF)	0	0	0	0	0

NOTES: The RUWMP participating agencies collaborate on groundwater management plans for long-term sustainability. During a normal year, single-dry year, or five-dry year period, the agencies could produce additional groundwater if demands exceeded the estimates shown here.

Source: Appendix M BH Properties WSA/WSV

State Water Code (SWC) 31630-31639 provides CVWD with the authority to levy and collect water replenishment assessments to implement groundwater replenishment programs (GRPs) within its jurisdictional boundary. Groundwater replenishment is necessary to mitigate overdraft of the

groundwater basin and associated undesirable results. The jurisdictional areas that benefit from the GRPs, and where CVWD levies replenishment assessments on groundwater production, are termed Areas of Benefit (AOBs). There are three AOBs within CVWD's boundary: the Mission Creek Subbasin AOB, the West Whitewater River Subbasin AOB, and the East Whitewater River Subbasin AOB. The GRP for the West Whitewater River Subbasin AOB was formed in 1976, the GRP for the Mission Creek Subbasin AOB was formed in 2003, and the GRP for the East Whitewater River Subbasin AOB was formed in 2004. The Project is located within the East Whitewater River Subbasin AOB.

Per the 2020 RUWMP, IWA included water demand from new development that it assumed would occur within its service area. The projected demand for the project will therefore account for only a small fraction of the projected demands as shown in **Table 4.18-11** and **4.18-12**.

Table 4.18-11 MBS Impact of Project Demand on Groundwater Supply

Oasis at Indio	Year (2045)
Total IWA Supply	35,997 AF
Total Project Demand	879.53 AF
Total Project Demand	4.81 AF/Acre
Percent of CVWD Supply	2.44

Source: Total supply extrapolated from 2020 RUWMP, Table 7-21. Project demand extrapolated from WSA, based on a 20-year projection as required by Senate Bill 610.

Note: 2025-2045 is the projected demand within the 20-year WSA time frame.

Table 4.18-12 Scenario 2 Impact of Project Demand on Groundwater Supply

Oasis at Indio	Year (2045)
Total IWA Supply	35,997 AF
Total Project Demand	522.38 AF
Total Project Demand	2.92 AF/Acre
Percent of CVWD Supply	1.45

Source: Total supply extrapolated from 2020 RUWMP, Table 7-21. Project demand extrapolated from WSA, based on a 20-year projection as required by Senate Bill 610.

Note: 2025-2045 is the projected demand within the 20-year WSA time frame.

Based on the information, analysis, and findings documented in the WSA for the project and provided above in this discussion, IWA has sufficient water supplies to meet the demands of the project, as well as for future demands of the project plus all forecasted demands in the next 20 years.

CVWD's groundwater replenishment programs establish a comprehensive and managed effort to eliminate overdraft. These programs allow CVWD to maintain the groundwater subbasin as its primary water supply and to recharge the groundwater subbasin as its other supplies are available.

Additionally, IWA established a Maximum Applied Water Allowance (MAWA) for outdoor water use (landscape). The projected outdoor irrigation water demand for MBS is 135.43 AFY and Scenario #2 is 142.93 962 AFY. This is compliant with IWA's MAWA and the City's corresponding landscape ordinance.

The City has adopted a water-efficient landscape ordinance (Indio MC Section 156,035). This ordinance requires landscape design that incorporates climate appropriate plant material and efficient irrigation for all new and rehabilitated landscaping projects. The project's outdoor water demand calculations assume implementation of these requirements in project landscaping plans. Compliance with these ordinances will ensure that the proposed project reduces water demand to meet target demands. The overall development will be expected to implement water conservation measures to reduce impacts to the public water supply per the RUWMP. Therefore, impacts to water supplies will be less than significant.

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

VSD has developed a Sewer System Management Plan (SSMP) pursuant to the State Water Resources Control Board Order No. 2006-0003, Statewide General Waste Discharge Requirements (WDR) for Sanitary Sewer Systems. The SSMP covers the management, planning, design, and operation and maintenance of the District's sanitary sewer system. VSD maintains and operates approximately 254 miles of sanitary sewer line and in 2017 delivered approximately 5.6 million gallons per day (MGD) of wastewater to its water reclamation facility (WRF), located at Van Buren Street and Enterprise Way. The WRF is rated for a capacity of 12.5 MGD, but economic and environmental conditions have led to a decrease in average flow since 2013. There are four lift stations within VSD's collection system that are currently operational.

The project is proposing a new 15-inch sewer main that would collect flow from the development and convey it to an existing 27-inch sewer main at the intersection of Monroe Street. Flows would then be delivered to IWAs water Reclamation Plant which has a capacity of 12.5 MGD. The proposed project is estimated to generate wastewater at 546,000 GPD or 0.55 MDG, which is 4 percent of the plant's capacity. The proposed project will not cause existing volumes or planned capacity to be exceeded.

The project's final engineering plans will undergo additional review by VSD to assure compliance with all current and applicable requirements. As demonstrated above, the project is not expected to exceed VSD's wastewater capacity demand and impacts are less than significant.

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

The project site is included in the Indio General Plan and General Plan EIR analysis of growth. The project is proposing the construction of up to 3,240 residential dwelling units (MBS). For analysis purposes, the maximum proposed dwelling units is analyzed. 3,240 new dwelling units would generate approximately

9,720 residents (3.0 persons per household), and approximately 1,244 employees associated with the industrial and commercial uses. The estimated solid waste for this project is shown below in **Table 4.18-13**.

Table 4.18-13 Solid Waste Generation

Land Use	Units	Rate	Solid Waste (pounds per day)	Solid Waste (tons per year)
Residential	9,720	6.0 lb/resident/day	58,320	10,644
Commercial/Industrial	1,244	11.4 lb/employee/day	14,181	2,588
Total			72,501.6	13,232

Source: CalRecycle. California's 2016 Per Capita Disposal Rate Estimate. Available at: <https://calrecycle.ca.gov/lccentral/goalmeasure/disposalrate/2016-2/>. City of Indio General Plan Update EIR, Section 4.16 Utilities and Service System

The project would generate an average of approximately 36.25 tons per day. This estimate does not account for any required solid waste reductions. Waste from the project site will be sent to the Coachella Valley Transfer station which can receive a maximum of 1,100 tons per day. The project's 36.25 tons of solid waste is 3.29 percent of this transfers station's daily capacity. The solid waste would then be transferred to one of the County's permitted landfills. The Oasis Landfill and Desert Center Landfill are the nearest landfills. The Oasis Landfill has a permitted capacity of 400 tons per day and 3,271,203 cubic yards of remaining capacity with a closure date of 2055. The Desert Center Landfill has a permitted capacity of 60 tons per day and a remaining capacity of 127,424 cubic yards, its closure date is 2087. The solid waste generated by the project is approximately 9 percent of the 400 tons per day at the Oasis landfill and 6 percent of the 60 tons per day at the Desert Center landfill. Therefore, the project would be served by a landfill with sufficient capacity.

The City's General Plan EIR also states that Regional landfills would remain open to and past the GPU horizon year of 2040 and have capacity to meet the future needs of the City of Indio. The City will continue to coordinate with Riverside County regarding solid waste disposal capacity.

In addition, all future development would be required to comply with mandatory commercial and residential recycling requirements of Assembly Bill 341. The project will comply with all applicable solid waste statutes, policies, and guidelines; and the project will be served by a landfill with sufficient capacity to serve the project. Therefore, impacts relative to solid waste are less than significant.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The project will comply with all applicable solid waste statutes, policies and guidelines. All development is required to comply with the mandatory commercial and residential recycling requirements of

Assembly Bill 341. The California Green Building Standards Code (Cal Green) applies to all cities in California, and mandates that all new building construction develop a waste management plan that includes diversion of at least 65% of construction and demolition material from landfills, through recycling and/or reuse. There are no impacts relative to applicable solid waste regulations because the project is required to, and will, comply with all such regulations.

4.18.5 Cumulative Impacts

New and existing local development within the City and the surrounding project area have the potential to result in cumulative impacts when combined with build-out of the City of Indio General Plan. As discussed below, the project would not result in a significant cumulative impact to the utilities and service systems.

Water Supply

As discussed in the above analysis, the proposed project's water demand of 879.53 AFY would not exceed the water supplies available to serve the project and would in fact reduce water use when compared to the existing Andalusia Specific Plan West. IWA's 2020 RUWMP and the WSA completed for the project have determined that IWA has sufficient supplies to meet this demand, in addition to its other existing and projected demands, during normal, single dry, and multiple dry years. The proposed project's contribution to water supply impacts would also be less than significant.

Buildout of the Indio General Plan could result in cumulatively significant impacts to water supplies and infrastructure if not reviewed by the City and IWA. Like the proposed project, future development would be required to implement short-term and long-term water conservation efforts to ensure the continued availability of this resource.

Water-efficient landscaping design and management, compliance with the City's Water efficient landscape ordinance, prohibitions on washing driveways and walkways with water, excessive runoff of landscape irrigation water, and other wasteful water practices will be applied to all future projects. With the adherence to local and regional water use and conservation guidelines established by the City of Indio and IWA, as well as state regulations establishing water reduction goals, the project and future development would not result in cumulatively significant impacts.

Wastewater

The project would result in an increase to wastewater flows. Project flows would be delivered to IWA's Wastewater Reclamation Plant No.4 which has an capacity of 12.6 MGD. The annual average flow to this facility is approximately 6 MGD. The proposed project is estimated to generate wastewater at 546,000 GPD or 0.55 MDG, which is 4 percent of the plant's maximum capacity.

Buildout of the General Plan will result in increased demand on existing wastewater collection and treatment facilities. Per the Indio GP EIR, Per the GPU, total population is forecasted to be 119,951 in 2040. Based on VSD's Water Reclamation Facility Master Plan, an average of 73 gallons of wastewater per capita, this would equate to a total demand of 8,756,423 gallons of wastewater treatment services per day in the year 2040 (VSD 2015b). Per the VSD Master Plan, the WRF is projected to provide service for 10 mgd by 2027, 13.3 mgd by 2045, and full build out of the wastewater facilities would allow for the processing of up to 20 mgd (VSD 2015b). Since maximum GPU growth would demand approximately 8.7 mgd, and the WRF would provide capacity for up to 10 mgd by 2027, and 13.3 mgd by 2045, the WRF would serve the growth forecasted by the GPU with adequate wastewater services, given that necessary funding is provided for required upgrades and maintenance.

Development in the General Plan area will occur gradually over time. VSD will have an opportunity to plan for increased development, including construction of new sewer collection facilities and increased treatment capacity. VSD will continue to review future development within its service area. With the VSD's review of future developments, impacts to wastewater infrastructure will not be cumulatively considerable, and given that development of the subject property was already assumed in the City General Plan, the wastewater that will be generated by the proposed project will not contribute to any significant cumulative impacts.

Solid Waste

Buildout of the General Plan will result in the construction and operation of various land uses including residential, commercial, and industrial uses, which would result in the increase of solid waste generated in the area.

As previously stated, waste from the project site will be sent to the Coachella Valley Transfer station which can receive a maximum of 1,100 tons per day. The project's 36.25 tons of solid waste is 3.29 percent of this transfers station's daily capacity. The solid waste would then be transferred to one of the County's permitted landfills. The Oasis Landfill and Desert Center Landfill are the nearest landfills. The Oasis Landfill has a permitted capacity of 400 tons per day and 3,271,203 cubic yards of remaining capacity with a closure date of 2055. The Desert Center Landfill has a permitted capacity of 60 tons per day and a remaining capacity of 127,424 cubic yards, its closure date is 2087. The solid waste generated by the project is approximately 9 percent of the 400 tons per day at the Oasis landfill and 6 percent of the 60 tons per day at the Desert Center landfill. Therefore, the project would be served by a landfill with sufficient capacity.

The City's GPU growth projections estimate an additional 32,068 residents in the City and 9,520 additional employees in the year 2040. Using the population/employment growth forecasts for 2040 and the generation rates of 6 pounds of waste per day per resident (2,190 pounds/year) and a rate of 11.4 pounds per employee per day (2,850 pounds/year). The GP population and employment growth would generate an estimated 48,680 tons of solid waste per year. This number assumes no diversion rates have

been applied, that growth would be gradual, and would not occur all in one year, remaining the same for 22 years (time period of the GPU). Using the maximum of 48,680 tons per year for 22 years, the total population growth forecast under the GPU would, taken together, generate 1,070,960 tons of solid waste through 2040. The estimated conversion of a cubic yard to ton for a landfill is approximately 0.85 tons per cubic yard. The estimated remaining capacity of Riverside County landfills is 181,783,284 cubic yards or 49,081,487 tons. Based on this capacity, the Riverside County landfills could accommodate the additional worst case/maximum of 48,680 tons per year or total of approximately one million tons of solid waste generated by growth under the GPU.

The landfills serving the City and the project site have an available remaining capacity for the project and planned future growth in Indio and the surrounding areas. There is potential for landfill extension at the Lamb Canyon Landfill and Badlands Landfill. Buildout of the City, including the proposed project, represents a small percentage of the overall remaining capacity of the landfills and would not shorten the life of the landfills. Therefore, cumulative impacts to solid waste would be less than significant.

Additionally, implementation of state and municipal requirements to reuse and recycle construction and operation waste would lessen the amount of solid waste generated by the project and future developments. When considered in conjunction with other development projects, solid waste generated as a result of buildout of the City, including the proposed project, would not result in any significant cumulative impacts.

Electricity

Buildout of the project, related projects, and additional forecasted growth in IID's service area would cumulatively increase the demand for electricity supplies and infrastructure capacity. IID's planning area consumed approximately 3,733.4 GWh of electricity in 2022. IID estimates that electricity consumption within IID's planning area will be approximately 4,641,267 MWh annually by 2031. As discussed previously, the project is anticipated to consume between approximately 104.22 and 113.01 GWh of electricity, which is 2.2 and 2.4 percent of IID's estimated energy consumption in 2031.

The proposed project, and other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, and incorporate energy design features, as required. Increased efficiency, both in construction materials and fixture design, will apply not only to the proposed project, but to all cumulative projects developed within the service areas of local energy providers and fuel suppliers.

Moreover, the project will construct a 2.4-acre onsite power substation, including any required transmission line extensions and feeders that will provide power to the project and excess power to the community grid to enhance electric system resilience in the area. Surrounding developments will be allowed to connect to the proposed substation. However, the new substation will not facilitate additional development beyond that otherwise allowed under the General Plan. Buildout of the General Plan area is expected to occur over time. Therefore, IID's expansion plans will be adjusted to accommodate future

growth in the service area. Although build out of the City and growth within IID's service area will increase demand for electrical services and infrastructure, State regulations for energy use and energy efficiency, the implementation of renewable resources as technologies develop, and IID's analysis of existing facilities and new facilities to provide reliable service and IID's rate structure, will assure that cumulative impacts are not considerable.

Natural Gas

Buildout of the City of Indio, the project, related projects, and additional forecasted growth in SoCalGas's service area would cumulatively increase the demand for natural gas supplies and infrastructure capacity. SoCalGas has adequate policies, programs, and projects in place to provide energy to their users, including the proposed project, for the foreseeable future. According to the 2020 California Gas Report, SoCalGas projects total gas demand to decline at an annual rate of 1 percent from 2020 to 2035. The decline in demand is due to modest economic growth, and California Public Utility Commission (CUPC)-mandated energy efficiency standards and programs and SB 350 goals, as well as tighter standards created by revised Title 24 codes and standards, renewable energy goals, a decline in core commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI).

SoCalGas also invests in research and development of new and emerging clean, energy-efficient technologies for residential commercial, industrial, power generation, and transportation markets to reduce energy use. Additionally, SoCalGas set a commitment to achieve net zero emissions in their operations and delivery of energy by 2045. The implementation of SoCalGas's energy efficiency and conservation programs will reduce energy consumption within the service area.

The California Energy and Electric Utilities estimates natural gas consumption within SoCalGas's planning area will be approximately 2,310 million cf per day in 2030. The project would consume an approximate maximum 3.8 percent of the 2030 forecasted consumption in SoCalGas's planning area. The proposed project and future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, and incorporate energy design features, as required.

SoCalGas forecasts consider projected population growth and development based on local and regional plans. Although the project and future development would result in the use of natural gas resources, which could limit future availability, the use of such resources would be reduced by regulations requiring more energy efficient developments, and consistent with regional and local growth expectations for SoCalGas's service area. With the existing and emerging State and regional regulations, the proposed project and future projects would not result in a cumulatively considerable impact to natural gas infrastructure.

Telecommunication

Buildout of the City of Indio would result in increased demand for telecommunication services. The project is located within Frontier's and Charter Communications' service areas for telecommunications. Although buildout of the City would increase demand of telecommunication services, future developments are required to participate in the design review process of telecommunication plans associated with the future development. Therefore, demand would not be cumulatively considerable and would not cause or contribute to a significant cumulative impact.

4.18.6 Mitigation Measures

No Mitigation Measures are required.

4.18.7 Level of Significance After Mitigation

Impacts associated with Utilities and Service Systems will be reduced to less than significant levels, with project compliance with all design standards of the City of Indio, IID, and SoCalGas.

4.18.8 Resources

1. CalRecycle Estimated Solid Waste Generation Rates, CalRecycle, accessed August 2023
2. CalRecycle SWIS Facility / Site Activity Details, accessed August 2023
3. Indio Water Authority Regional Urban Water Management Plan, accessed August 2023
4. City of Indio 2040 General Plan Update EIR, Chapter 4.16, Utilities and Service System
5. Valley Sanitary District Sewer System Management Plan (2023)
6. Valley Sanitary Collection System Master Plan Update Review 2018

Chapter 5.0 Other CEQA Sections

5.1 Purpose

This chapter of the Draft EIR addresses the additional content requirements of the State CEQA Guidelines that are not included in other chapters. CEQA Guidelines require a section of the document to discuss significant unavoidable impacts, significant irreversible impacts (per Section 21100 (b)(2)), and growth-inducing impacts (per Section 15126.2). These topics are discussed in this chapter.

5.2 Significant and Unavoidable Impacts

Per Section 15126.2 (c) of the CEQA Guidelines, the EIR shall describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications, and the reasons why the project is being proposed, notwithstanding their effect, should be described. Accordingly, this section provides a summary of significant environmental impacts of the proposed project that cannot be mitigated to a less than significant level.

Project Analysis

As determined in Chapter 4, **Sections 4.1** through **4.18**, the project would create impacts that are significant and unavoidable to air quality and greenhouse gas emissions. The other environmental topics resulted in impacts that could be mitigated to less than significant levels through adoption of the specific mitigation measures specified in those sections. Significant and unavoidable impacts related to air quality and greenhouse gases are discussed below.

Air Quality

A project-specific Air Quality and Health Risk Assessment (AQHRA) was prepared by MIG in December 2023 in order to analyze short-term construction and long-term operational impacts of the project to air quality. The project's construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod) and other SCAQMD-recommended methods. **Section 4.3, Air Quality**, of this Draft EIR summarizes and analyzes the findings within the AQIA. The AQIA and **Section 4.3** determined that the project would have the potential to generate daily construction and operational emissions that could exceed the SCAQMD's recommended regional emissions thresholds for volatile organic compounds (VOCs) and oxides of nitrogen (NOx) during both construction and operation, and carbon monoxide (CO), respirable particulate matter (PM10), and fine particulate matter (PM2.5). Therefore, this is a significant impact. To reduce the proposed project's regional construction emissions levels, the project shall incorporate **Mitigation Measure AIR-1**, to reduce construction VOC emissions, and **AIR-2**, to reduce construction NOx and DPM emissions, during

construction of the project. To reduce the project's regional operations emissions levels, the project shall incorporate **Mitigation Measures AIR-3**, to reduce landscaping equipment emissions, **AIR-4**, to reduce residential vehicle trip emissions, **AIR-5**, to reduce commercial and industrial light-duty vehicle trip emissions, **AIR-6**, to reduce commercial and industrial truck trip emissions, and **AIR-7**, to reduce commercial and industrial yard equipment emissions. These measures would reduce emissions, but not to levels that are below the SCAQMD's regional emissions thresholds. The project, therefore, would result in significant and unavoidable increases in criteria air pollutants, including nonattainment ozone precursor and PM₁₀ pollutants, that could lead to increases in the frequency or severity of an air quality standards violation. Thus, the project could conflict with the 2022 Air Quality Management Plan, which is considered a significant and unavoidable impact.

Neither the project applicant nor the Lead Agency (City) can substantively or materially affect reductions in project mobile-source emissions beyond the regulatory requirements and mitigation measures defined in the technical reports and **Section 4.3** of this Draft EIR. Thus, these emissions are considered significant and unavoidable. See **Section 4.3, Air Quality**, for analysis of these impacts.

Greenhouse Gas Emissions

A project-specific Energy and Greenhouse Gas Analysis Report ("Energy and GHG Report") was prepared by MIG, Inc. in November 2023 to analyze short-term construction and long-term operational impacts of the proposed project development to greenhouse gases. The Energy and GHG Report found that the proposed project's potential unmitigated GHG emissions efficiency for the MBS and Scenario 2 would not exceed the Climate Action Plan's (CAP) 2030 and 2040 GHG levels on a per capita basis but would exceed the CAP's 2030 and 2040 GHG levels on a service population basis. This is considered a potentially significant impact. Therefore, to reduce the project's potential operational GHG emissions levels, the project shall incorporate **Mitigation Measure GHG-1**, to reduce appliance energy consumption and GHG emissions, **GHG-2**, to maximize solar roof access area, **GHG-3**, to reduce building energy consumption and GHG emissions, and **AIR-8**, to reduce commercial and industrial yard equipment emissions. Additional mitigation measures include **AIR-2** to **AIR-7**, however, potential GHG emissions reductions associated with these measures may be much higher but cannot be fully quantified at this time. A high number of buildings achieving a substantial increase in EV infrastructure and EV use could substantially reduce building energy and mobile sources emissions; however, actual GHG emissions reductions would depend on the type and number of buildings, EV infrastructure, EV use, and other factors that are not known at this time. For the reasons described above, the potential additional GHG emissions reductions resulting from **AIR-2** to **AIR-7** have not been quantified.

Although it is possible that the implementation of **Mitigation Measures GHG-1** to **GHG-3** and **AIR-2** to **AIR-7**, in concert with State actions that support carbon free electricity generation, would result in substantial reductions or even the complete elimination of GHG emissions from the project's building energy and mobile sources by 2045, the actual reductions that would occur with the implementation

of these measures and the ability of future actions to achieve State goals cannot be known at this time and, therefore, is uncertain. Thus, although substantial GHG emissions reductions may occur, the timing and certainty of such reductions cannot be guaranteed. For this reason, the project's GHG emissions could have the potential to result in direct or indirect cumulative considerable contribution to the adverse effects of global climate change, even with the incorporation of feasible mitigation measures. This impact would be significant and unavoidable.

See **Section 4.8, *Greenhouse Gas Emissions***, for analysis of these impacts.

5.3 Significant Irreversible Environmental Changes

Per CEQA Guideline Section 15126.2 (d), uses of nonrenewable resources during construction and operation of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as a highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with a project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Project Analysis

The irreversible and irretrievable commitment of resources is the permanent loss of resources for future or alternative purposes. Irreversible and irretrievable resources are those that cannot be recovered or recycled or those that are consumed or reduced to unrecoverable forms. The proposed project would result in moderate irreversible and irretrievable commitments of energy and material resources (during construction and operation) of the following:

- Construction materials
- Energy in the form of electricity, natural gas, and petroleum
- Land area committed to the project and the effect on biological resources; and
- Water supply for project operation

Development of the proposed project will result in the use of construction materials and resources. The California Green Building Standards Code (CALGreen) applies to all cities in California, and mandates that all new building construction develop a waste management plan that includes diversion of at least 65% of construction and demolition material from landfills, through recycling and/or reuse. The project will be required to comply with applicable solid waste regulations to ensure that the project does not result in the inefficient use of materials during construction of the project (see **Section 4.18, *Utilities and Service Systems***).

The use of these nonrenewable resources is expected to account for a minimal portion of the region's resources and would not affect the availability of these resources for other needs within the region.

Construction activities would not result in inefficient use of energy or natural resources. As determined in **Section 4.6, Energy Resources**, during construction of the project, electricity would be consumed to supply and convey water for dust control and may be used to power lighting, and electronic equipment. Additionally, when not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. Electricity consumption during construction of the site is anticipated to be minimal. However, the project proposes to develop a substation to provide power to the project. Natural gas consumption is not anticipated to be required during construction of the project, therefore, would not result in inefficient use of energy resources. Petroleum fuel consumed by construction equipment would be the primary energy resource expended over the course of construction, while vehicle miles traveled (VMT) associated with the transportation of construction materials and construction worker commutes would also result in petroleum consumption. However, to assist in reducing construction-related gasoline consumption at the project site, **Mitigation Measure AQ-2**, provided in **Section 4.3**, requiring the project connect to existing electrical service to power stationary and portable equipment; all construction equipment with a rated power-output of 50 horsepower or greater shall meet Tier IV Final emissions standards for NOx and PM10; and limit idling of diesel-powered construction equipment, vendor delivery trucks, and hauling trucks to no more than two minutes unless manufacturer's specifications specifically require main engine idling is necessary to maintain equipment in good working order. The use of Tier IV engines or higher during project construction would assist in reducing construction-related petroleum consumption at the project site, and project construction would not consume petroleum in a wasteful or inefficient manner.

Additionally, long-term operations would not result in inefficient consumption of energy and natural resources. Operation of the project site would result in the consumption of electricity, natural gas, and petroleum use during the life of the project. The project proposes the development of an IID substation to supply electricity to the site. Although new electricity infrastructure is proposed to supply electricity, the project would implement energy conservation measures and project design features compliant with State regulations such as Title 24 and CALGreen requirements related to energy efficiency (see Section 4.6, Energy Resources). Implementing rooftop solar and energy-efficient design features will both generate electricity onsite, and reduce electricity consumption, respectively. The project will utilize water efficient plumbing fixtures, drought tolerant plants, and water efficient irrigation systems. The project will also install Energy Star appliances and tankless water heater systems. In order to reduce project-related VMTs and petroleum consumption, the project will be designed to include shorter distances between each use, pedestrian connections throughout the property, a multi-modal transportation system to appeal to motorists, cyclists, pedestrians, and drivers of electric vehicles. These project features reduce project-related energy consumption, avoiding the inefficient consumption of energy during project operation.

The construction of the proposed project will change the physical environment of the project site, which is currently vacant and undeveloped. The site is surrounded by development to the north, east,

and south, and vacant land to the north and west. Although the proposed project will result in the permanent loss of approximately 183 acres of vacant land, the project will be required to pay fees to assure the off-site conservation of habitat lands for sensitive species covered by the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). Therefore, the loss of biological resources will be less than significant with the payment of fees to avoid impacts on special status species. Additionally, the project is required to conduct a pre-construction survey for special-status plants, burrowing owl, and nesting bird surveys to determine the potential of these species to occur at the site. If discovered at the project site during the surveys, the mitigation measures include performance standards to ensure construction of the project does not significant impact biological resources (see **Section 4.4, Biological Resources**).

Construction and operation of the proposed project will generate demand for water resources. According to the project-specific Water Supply Assessment (WSA), the total project water demand is projected to be 879.53 acre-feet per year (AFY) for the Maximum Buildout Scenario (MBS), and 533.28 AFY for Scenario 2. As a standard requirement by the City of Indio and the Indio Water Authority (IWA), the project will implement water conservation methods to assure the most efficient use of water resources and to meet and maintain the goals of the 2010 Coachella Valley Water Management Plan Update throughout the life of the project. The water conservation methods include using native plant materials and drought tolerant plants, and recycled water (if it becomes available to the project). The project will also install and maintain efficient on-site irrigation systems to minimize runoff and evaporation and maximize effective watering of plant roots via drip irrigation; and install low-flush toilets and water conserving showerheads. The project will conform to the requirements of the City's and IWA's programs and requirements pertaining to water management and conservation. This is discussed in **Section 4.10, Hydrology and Water Quality**, and **Section 4.18, Utilities and Service Systems**.

Therefore, impacts would be less than significant with mitigation. See **Section 4.6, Energy Resources**, **Section 4.4, Biological Resources**, **Section 4.10, Hydrology and Water Quality**, and **Section 4.18, Utilities and Service Systems**, of this Draft EIR for further discussion.

5.4 Growth-Inducing Impacts

Per Section 15126.2 (e), the EIR shall discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth. Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. The EIR shall also discuss project characteristics that may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Project Analysis

The proposed project includes a General Plan Amendment, Change of Zone, and new Specific Plan, as well as a Tentative Parcel Map, a Development Agreement, Tentative Tract Map, and Development Plans leading to the development of a mix of uses including multifamily residential, commercial/retail, and industrial uses on 183 acres. For purposes of analyzing potential environmental impacts associated with the project, the EIR analyzes two buildout scenarios:

1. *Maximum Buildout Scenario*: The MBS assumes buildout of the project consistent with the maximums identified in **Table 3-2**, which would result in 3,240 dwelling units, 20,000 square feet of retail commercial uses, and 1,806,290 square feet of industrial development.
2. *Scenario 2*: Scenario 2 assumes lesser buildout than the MBS but within the maximum intensities permitted. It would result in 1,237 dwelling units, 71,600 square feet of retail commercial uses, a 128 key hotel/motel, and 1,806,290 square feet of industrial uses.

As described in this EIR, the proposed project, in the MBS Scenario, could add approximately 9,720 new residents to the City based on the City's average household size of 3.00 people (DOF 2023). The operation of the commercial/retail and industrial components of the project would result in approximately 1,244 employees (as indicated in the project-specific VMT Evaluation). The project would directly induce growth in employment opportunities required for the operation of the commercial/retail and industrial portions of the site. However, the project will not result in a large employment base, and jobs created at the project will be absorbed by new and existing residents of the City and surrounding jurisdictions.

The Indio General Plan EIR forecasts a population of 119,951 people by year 2040, while the Southern California Association of Governments (SCAG) forecasts that by 2045 the City of Indio will have approximately 129,300 people. The California Department of Finance (DOF) population and housing estimates that the City of Indio had a total population of 90,837 people in 2023. The project's addition of 9,720 residents would result in 100,557 residents of Indio, which is less than the City's projected 2040 population. The project would increase the City's population by 10.7 percent, if new residents of the project do not currently live in Indio. Although the project would contribute to growth within the City of Indio, significant growth to population, housing and employment is already anticipated in the City's General Plan, and the project is consistent with that planned future growth projected for buildout of the City, including based upon the existing entitlement approvals for the project site.

It is likely that jobs generated by the project could be filled by Indio residents. The City of Indio General Plan EIR forecasts that the City will have 25,085 jobs by 2040. According to the Southern California Association of Government's (SCAG) Local Profile Report for La Quinta, the City of had a total of 27,382 jobs in 2017. According to the Indio GP EIR, the City is projected to generate approximately 25,085 jobs in 2040. However, the updated Housing Element stated that in 2019, the City of Indio offered 38,212 jobs, surpassing the City's 2040 job projection.

As previously stated, the project would generate approximately 1,244 employees, resulting in 39,456 job opportunities in the City. Per the Coachella Valley Economic Partnership's (CVEP) 2022 Economic Report, in 2022, unemployment rates throughout the Coachella Valley varied between 3.5 percent (Palm Springs) to almost 9 percent (Coachella). The City of Indio had an unemployment rate of almost 5 percent in 2022. Thus, it is anticipated that project employees will come from the City of Indio and surrounding cities, and would be within commuting distance. Therefore, the project-generated jobs would not result in additional needs for any housing, or a substantial increase in population. According to the 2020–2045 RTP/SCS, the employment forecast for Indio in 2045 is approximately 38,300 jobs. The project's estimated 1,244 employees would help the City achieve the employment projections within the City. Therefore, the project would not cause an exceedance of SCAG's employment projections or induce substantial indirect population or housing growth related to project-generated employment opportunities.

The project property is in a developed area, with existing roadways to the north and east. Access to the residential portions of the project will occur from both Avenue 42 and Monroe Street (for PA 2 and 3). One full access driveway located along Monroe Street will connect to the project's internal roadway and will provide industrial and commercial access. The project's connection to these roads would not result in indirect growth impacts since these roads currently exist and serve the surrounding communities.

The improvements to the surrounding roadways could result in indirect growth, since it would provide adequate access to this area. However, the improvements to the roadways are anticipated in the City General Plan buildout, therefore, the resulting growth is not unplanned. For a full list of project improvements, see **Appendix L.1** (TIA).

Existing utilities (i.e., sewer, water, natural gas, telecommunication) also exist in proximity to the project. Water service for the Specific Plan area is provided by the Indio Water Authority (IWA). The project will connect to an existing water main along Avenue 42 and Monroe Street. The project proposes to connect to the existing water mains via a public 18-inch water line: one point of connection at Monroe Street and Showcase Parkway intersection (extending west along proposed A Street) and two on Avenue 42 (extending south from the Clinton Street alignment and the proposed emergency access road east of the channel). Private 12-inch water lines will connect to the 19-inch water mains to provide water to the developments. See **Exhibit 3-10, Conceptual Water Plan**, in **Chapter 3.0, Project Description**.

Sewer service for the project area is provided by the Valley Sanitation District (VSD). The project will connect to an existing 15-inch sewer main at the intersection of Monroe Street and Street A. The project proposes a public 15-inch and 12-inch sewer mains along Street A. Private 8-inch sewer lines will connect to the A Street sewer mains to provide sewer infrastructure to the developments. See **Exhibit 3-11, Conceptual Sewer Plan**, in **Chapter 3.0, Project Description**. Natural gas service is provided by Southern California Gas Company. Existing gas lines are located underground, along

Monroe Street. The project will connect to the existing infrastructure to provide natural gas to the project site. Telecommunications is provided by Frontier Communications and Spectrum. Moreover, the project will connect to the existing underground telephone lines, and fiber optic lines are located along Avenue 42. Therefore, the project's connection to these existing utilities would not result in indirect growth impacts. See **Section 4.18, *Utilities and Service Systems***, for further discussion of existing utilities and infrastructure, and the project's connection to these services.

The project will require the development of an on-site 2.44-acre electric power substation to support project utility demand. The substation is proposed in the southern-most portion of the site, south of the proposed industrial buildings, adjacent to the southern property boundary in PA4. The development of the substation will serve the proposed project and augment existing needs in the area, therefore, the project substation is not anticipated to indirectly induce growth.

Overall, the proposed project will not result in unplanned direct and indirect growth.

Chapter 6.0 Effects Found to Have No Impact

As discussed in Chapter 1.0, *Executive Summary*, the City of Indio (City) is the lead agency for the planning and environmental review of the proposed The Oasis at Indio project (“project”). The City has prepared this Draft Environmental Impact Report (Draft EIR) in compliance with the California Environmental Quality Act (CEQA) Guidelines, including Section 15128 of the CEQA Guidelines which requires a brief description of any possible significant effects that were determined to have no impacts and were not analyzed in detail within the environmental analysis. Therefore, in compliance with CEQA Guidelines, this chapter is included in this Draft EIR. Chapter 4 contains a complete analysis of all impacts which the NOP determined could influence the environment.

The latest CEQA Guideline thresholds, established in the 2023 CEQA Guidelines Appendix G Checklist, were used in the analysis of this Draft EIR. The following discussion presents the analysis of the effects related to thresholds included in agriculture and forestry, biological resources, geology and soils, hazards and hazardous materials, land use and planning, mineral resources, population and housing, and wildfire determined to have no potential to impact the environment, per the 2023 CEQA Guidelines.

6.1 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:

Threshold b: Conflict with existing zoning for agricultural use, or a Williamson Act contract?

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.

Threshold c: Conflict with existing zoning for, or cause rezoning of forest land, timberland, or timberland zoned Timberland Production?

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.

Threshold d: Result in the loss of forest land or conversion of forest land to non forest use?

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.

6.2 Biological Resources

Threshold 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?

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. No impacts would occur.

Threshold 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?

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. No impacts are anticipated.

Threshold e: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

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. The proposed project shall comply with the CVMSHCP through the payment of mitigation fees required by new developments. No impacts would occur.

Threshold 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?

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. No impacts will occur.

6.3 Geology and Soils

Threshold iv: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

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 flat, with undeveloped hillsides along the northern boundary (Indio Hills) located approximately 1.75 miles northeast of the project, the City is at minimal risk for landslides. Seismically induced rockfalls and landslides are not anticipated to impact the proposed project as the project site is located on flat land, similar to most of Indio. Additionally, the project site is not located adjacent to a mountain or hillside area. No impacts would occur.

Threshold 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?

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.

6.4 Hazards and Hazardous Materials

Threshold c: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

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. Thus, the project would not emit hazardous emissions or manage hazardous or acutely hazardous materials, substances, or wastes within a one-quarter mile radius of a school. No impacts will occur, and no further study is required.

Threshold g: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildfire?

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. Impacts of wildfires is not anticipated at the project site.

6.5 Land Use and Planning

Threshold a: Physically divide an established community?

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, except for utility connections and frontage improvements along existing roadways. Therefore, project implementation is not anticipated to divide an established community. No impacts will occur.

6.6 Mineral Resources

Threshold 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?

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.

Threshold 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?

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 because of project implementation.

6.7 Population and Housing

Threshold b: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

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.

6.8 Wildfire

Threshold a: Substantially impair an adopted emergency response plan or emergency evacuation plan?

Threshold 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?

Threshold c: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Threshold d: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff post-fire slope instability, or drainage changes?

The approximately 183-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, because of runoff, post-fire slope instability, or drainage changes because of a wildfire. No impacts would occur.

Chapter 7.0 Alternatives

7.1 Introduction

This chapter provides a comparative analysis of the environmental effects of alternatives to the proposed The Oasis at Indio project (“project”). This analysis has been prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines. Per CEQA, it is required that an environmental impact report (EIR) describe a range of reasonable alternatives to the project, or to the location of the project, that would feasibly attain most of the objectives of the project while avoiding or substantially lessening any of the significant environmental impacts of the project. An EIR must include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. This section identifies and describes alternatives to the proposed project, evaluates the environmental impacts that would result from each of these alternatives, and compares these with the proposed project, as required by CEQA.

Key provisions of the State CEQA Guidelines (Section 15126.6) relating to this alternative’s analysis are summarized below:

- The discussion of alternatives shall focus on alternatives to the project or its location which would feasibly attain most of the project objectives and can avoid or substantially lessening any significant effects of the project.
- The No Project Alternative shall be evaluated along with its impact. The No Project analysis shall discuss the existing conditions.
- Additionally, the alternatives analysis shall discuss what would be reasonably expected to occur in the foreseeable future if the project is not approved, based on current plans and consistent with available infrastructure. This is analyzed in the Alternatives Considered and Rejected subheading.
- The range of alternatives required in an EIR is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project.
- Only alternative locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for the inclusion in the EIR. However, if the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR.
- Among the factors that may be considered when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant

impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.

- An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.

7.2 Project Objectives

Pursuant to the State CEQA Guidelines, Section 15124(b), the description of the project includes the following statement of objectives for the project, including the purpose of the project and its benefits, which can be used by the decision makers to help identify and evaluate a reasonable range of alternatives, as well as make findings and a statement of overriding considerations, if necessary. To ensure the functional integrity, economic viability, environmental sensitivity, and positive aesthetic contribution of the project, the following project objectives were established:

- 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.

7.3 Alternatives Considered & Rejected

State CEQA Guidelines Section 15126.6(c) requires an EIR to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process, and to briefly explain the reasons underlying the agency's determination. Additionally, alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, or do not avoid any significant environmental effects. This section identifies the alternative considered but rejected as infeasible.

Alternative Site

CEQA Guidelines require examination of an alternative location for the project if such locations would result in the avoidance of or lessening of significant impacts.

The location of the property, with surrounding vacant land and commercial and residential uses in proximity to the I-10 freeway (I-10), a major commerce corridor, provides a unique location for the proposed use. In addition, the property owner does not own or control any other suitable properties in the area and was unable to identify an alternative location that is available for purchase and that would substantially reduce any of the significant impacts of the proposed project; therefore, the relocation of the proposed project is not considered as a viable alternative.

7.4 Alternatives Evaluated in Detail

The following alternatives were selected for evaluation in this Draft EIR:

1. Alternative 1 – No Project

The project site, under this Alternative, would remain in its current and existing condition as a vacant and undeveloped lot. No development would occur at the site. The existing visual character and visual resources would remain the same, and none of the impacts of the project would occur.

2. Alternative 2 – No Project / General Plan Buildout

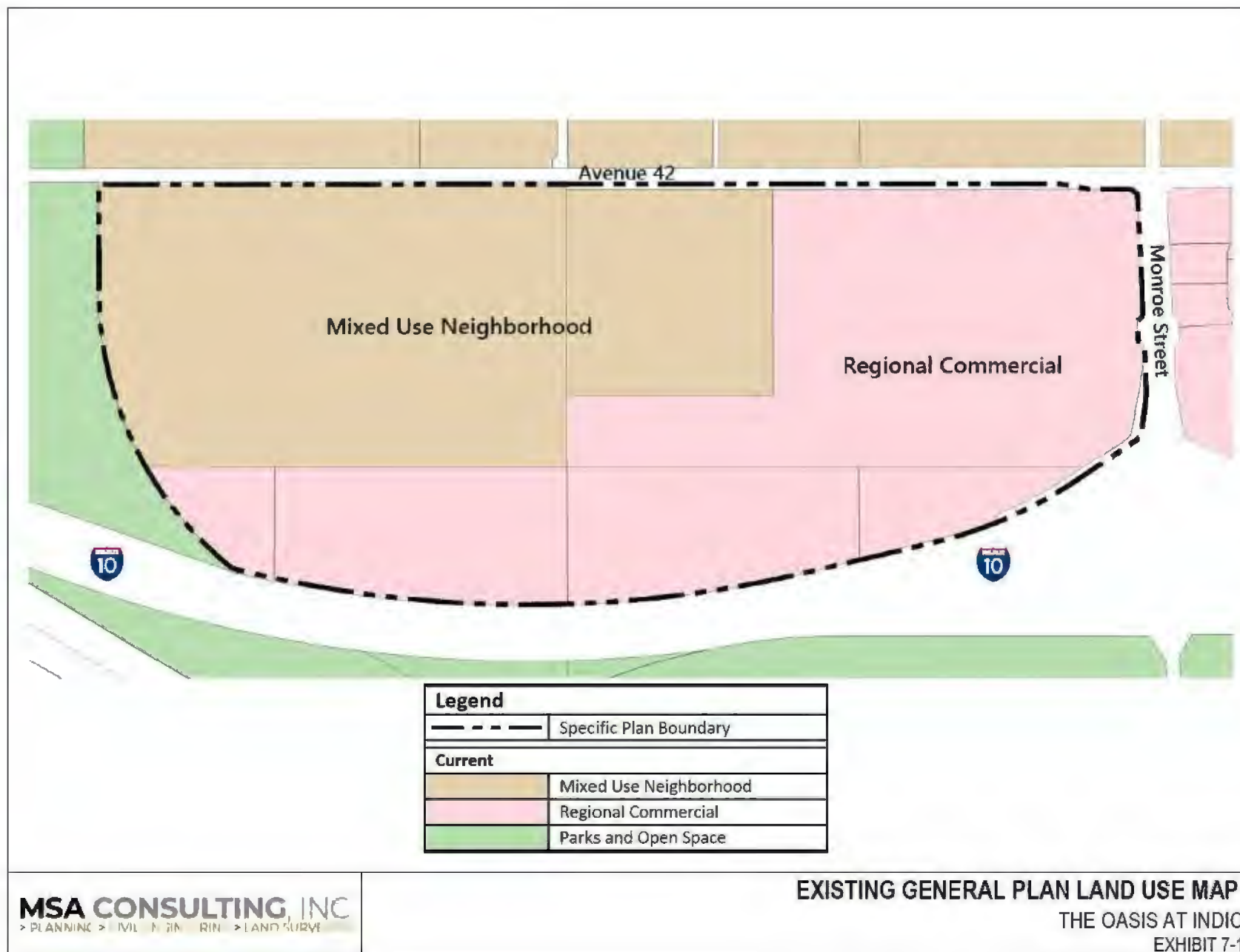
Under this Alternative, the property would be developed under the existing onsite General Plan designations. The existing General Plan designations on the project site include Mixed Use Neighborhood (MUN), and Regional Commercial (RC). See exhibit below. MUN designations provide moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and commercial uses along major streets. RC land use designations provides large-format retail development along with associated restaurant and commercial service activity. The table below summarizes the density and intensity of Alternative 2. Alternative 2 would result in similar residential units to MBS, which allows up to 3,240 du. Alternative 2 would allow more commercial square footage than both the MBS and Scenario 2 options. Industrial uses are not permitted within MUN zones; however, it is allowed within RC zones with a conditional use permit. The No Project /

General Plan Buildout Alternative would not require a general plan amendment. A zone change would be a required discretionary approval for the GP Buildout Alternative.

Table 7-1 Alternative 2 Land Use Summary

General Plan	Density/FAR	Acreage	Units & SF*
Regional Commercial	0.35 - 1.0	101.94	1,554,177 – 4,440,506 sf
Mixed Use Neighborhood	Max 40 du/ac; 0.50	81	3,240 du; 1,764,180 sf
Totals	--	182.94	3,240 du; 3,318,357 – 6,204,686 sf

* Units and sf indicate max development.



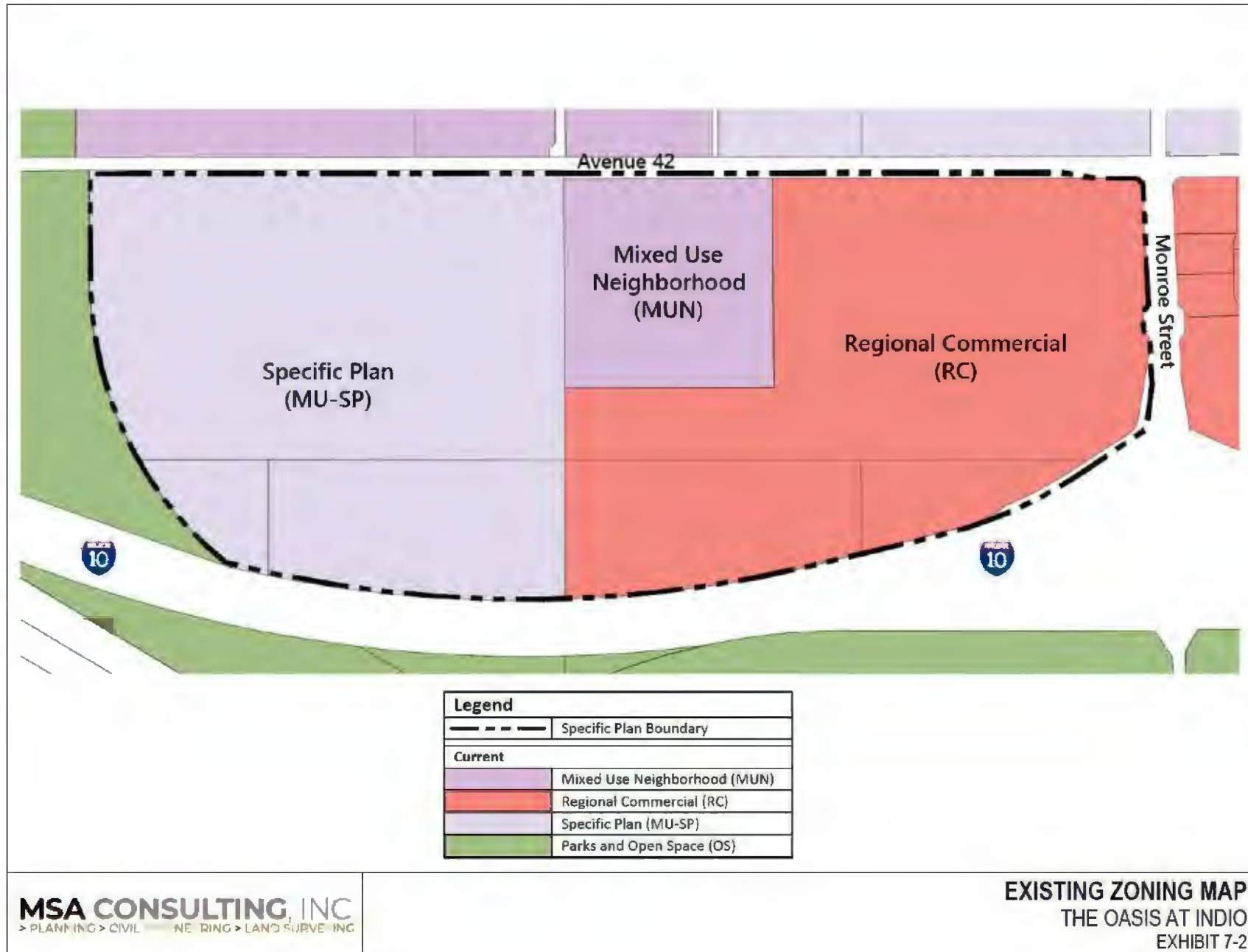
3. Alternative 3 – No Project / Zoning Buildout

Under this Alternative, the property would be developed under the existing onsite zoning designations. The existing zoning designations on the project site includes Specific Plan (MU-SP), Mixed Use Neighborhood (MUN), and Regional Commercial (RC). The Specific Plan (MU-SP) designation occupies the western portion of the site, and is associated with the Gateway Specific Plan, which was approved by the City in 1995. The MUN zoning designation occupies a portion of the center of the site, while the RC designation occupies the southeast portion of the site. The existing zones for the project would allow a mixed-use development with residential and commercial components. A FAR of 1.0 is allowed with RC zones. A non-residential maximum FAR of 0.50 is allowed with MUN zones, while the residential density allows 20 to 40 dwelling units (du) per acre. The table below summarizes the density and intensity of Alternative 3. Alternative 3 would result in less residential units than MBS, which allows up to 3,240 du. The Existing Zoning Alternative would not require a change of zone or general plan amendment.

Table 7-2 Alternative 3 Land Use Summary

Zoning	Density/FAR	Acreage	Units & SF*
Regional Commercial	1.0	78.22 ac	3,407,263.2 sf
Mixed Use Neighborhood	20-40 du/ac; 0.50	20.46 ac	409-818 du; 445,618.8 sf
Gateway SP (MU 7)	20 du/ac; 0.25	84.26 ac	520 du; 522,720 sf
Totals	--	182.94	929-1,338 du; 4,375,602 sf

* Units and sf indicate max development.



4. Alternative 4 – No Commercial (MBS)

Under this Alternative, the project would develop 3,240 multifamily residential units and 1,806,290 square feet of industrial. Alternative 4 would remove the 20,000 square feet of commercial use.

Evaluation of Alternatives

A comparison of the impacts of the project and the alternatives selected for further evaluation is provided in this section for each of the environmental topics addressed in the Draft EIR.

Pursuant to the CEQA Guidelines, the discussion of the environmental effects of the alternatives in an EIR may be less detailed than provided for in the project but should be sufficiently detailed to allow meaningful evaluation, analysis, and comparison with the project.

The comparative analysis was conducted qualitatively and, for some resources areas, quantitatively using the existing technical analysis prepared for the project, including the Air Quality Impact Analysis (AQIA), Greenhouse Gas Analysis (GHGA), Traffic Impact Analysis (TIA), and VMT Evaluation. Air quality, greenhouse gas, and traffic/VMT, utility and service impacts were quantitatively analyzed utilizing estimated percentages increases or decreases in impacts when compared to the proposed project. Increases or decreases with respect to greenhouse gases, energy, and air quality were based primarily on traffic trips generated which roughly correspond with the number of operational users of the Alternatives. The findings within the Biological Resources Report, Cultural Report, and Water Supply Assessment were also used as a baseline for the comparative analysis when determining the impacts to development footprint in the project area.

7.4.1 Alternative 1 – No Project

According to CEQA Guidelines Section 15126.6 (e) the analysis of alternatives must include the “No Project” Alternative. Under the No Project Alternative (“Alternative 1”), the project would remain in its current condition as a vacant and undeveloped lot. The existing visual character and visual resources would remain the same, and none of the significant impacts of the project would occur. A comparative analysis of impacts for Alternative 1 is provided below:

Aesthetics

Under the No Project Alternative, the visual character of the project site, which is currently vacant land, would remain the same. The views of the surrounding distant mountains to the north, south, east, and west would remain unobstructed when viewed from the surrounding public roadways and private properties, since development would not occur onsite. Alternative 1 would not substantially impact the existing scenic vista. Additionally, Alternative 1 would not conflict with applicable zoning and other regulations governing scenic quality because no development would occur onsite. Finally,

Alternative 1 would not increase lighting in the area since no development would occur under this Alternative.

Compared to the project, Alternative 1 would result in lower impacts to aesthetic resources, such as scenic vistas, scenic quality, and light and glare, since Alternative 1 would not result in development of the project site. Neither Alternative 1 nor the proposed project would result in significant impacts.

Agricultural and Forestry Resources

Under the No Project Alternative, the project site, which is currently vacant land, would remain the same. According to the California Department of Conservation, a majority of the project site is Farmland of Local Importance. Alternative 1 would not impact the existing site. However, according to the City's General Plan Update (GPU) Environmental Impact Report (EIR), the City is not designating any lands for agricultural use. Development facilitated by the General Plan Update could ultimately eliminate all commercial agricultural activity and preclude fallow agricultural land from future production. Additionally, the City's 2020 zoning map does not preserve the project site for agricultural land. Therefore, it is to be expected that the site will be converted into non-agricultural uses in the future.

Compared to the project, Alternative 1 would result in no impacts to agricultural resources, however, based on the City's GPU EIR and General Plan, non-agricultural development on the site will occur. Therefore, less than significant impacts are expected for the proposed project and for Alternative 1.

Air Quality

Alternative 1 would involve no disturbance, construction or operation on the property that could result in any measurable form of air pollutant emissions from development. Accordingly, Alternative 1 would not conflict with or obstruct implementation of the applicable air quality plan, such as the AQMP 2022, but would continue to be factored as potentially developable land use, under its land use designation, as part of the growth assumption for regional air quality planning.

The vacant site would continue to be exposed to seasonal high winds and the related wind erosion of surface soils capable of resulting in the emission of particulate matter (PM₁₀ and PM_{2.5}) under adverse wind conditions. Dust and sand generated from the site during wind events would continue, like other local sources of particulate matter emissions throughout the Coachella Valley. Occurrences of unauthorized human-driven activities on the undeveloped project site, such as off-road access and circulation, would be subject to City and SCAQMD nuisance regulations and enforcement, if they were to occur.

Alternative 1 would result in no construction or operational pollutant emissions and therefore would not contribute to a cumulatively considerable net increase of any criteria pollutant. Other than unregulated wind erosion and associated particulate matter emissions, Alternative 1 would not

expose sensitive receptors to substantial pollutant concentrations or odors due to lack of development.

Alternative 1 would result in lower impacts than the proposed project, Alternative 2, Alternative 3, Alternative 4 and the proposed project pertaining to air quality threshold criteria, including air quality plan conformance and the quantified emission levels compared against the SCAQMD Air Quality Significance Thresholds (construction and operations), construction LST, operational LSTs, and health risks. Less than significant impacts would be expected.

Biological Resources

A majority of the project site is unvegetated with sparse emergent tamarisk, saltbush, and smaller herbs, grasses, and shrubs. Most of the vegetation on the site consists of non-native plants that exist in areas of disturbance. Due to past agricultural and industrial activities as well as on-going weed maintenance on the site, the entire project site has been disturbed.

Under Alternative 1, the project would remain in its current condition as undeveloped land. Alternative 1 would avoid construction of the project site and would not result in any impacts to biological resources.

Alternative 1 would result in lower impacts than the proposed project; however, neither Alternative 1 nor the proposed project would result in any significant impacts.

Cultural Resources

Under Alternative 1, no construction or ground disturbing activities would occur which would avoid any potential buried archaeological resources and human remains. Therefore, the No Project Alternative would not result in impacts to cultural resources.

The proposed project would reduce impacts to cultural resources to less than significant with the implementation of **Mitigation Measure CUL-1** and **Mitigation Measure CUL-2**. **Mitigation Measure CUL-1** requires that all earth-moving operations impacting the relatively undisturbed native soils shall be monitored by a qualified archaeologist and a Native American monitor from the applicable local tribes to ensure proper analysis if any cultural remains from the prehistoric period are found. **Mitigation Measure CUL-2** requires that if human remains are identified during construction, all construction activities near the remains must cease immediately, and the area must be secured. The Riverside County Coroner's Office must be contacted immediately, in accordance with the California Health and Safety Code (HSC) Section 7050.5(b). If the determination is made by the coroner that the remains are those of a Native American, HSC 7050.5(c) requires that the coroner contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. The NAHC will then select a Most Likely Descendant and will coordinate with that individual regarding the treatment and final disposition (repatriation) of the human remains, according to the provisions of PRC 5097.98 and any other legal/regulatory requirements.

The required implementation of these mitigation measures would ensure that impacts from the proposed project would be less than significant relative to cultural resources.

Compared to the proposed project, Alternative 1 would result in lower impacts than the proposed project; however, neither the Alternative 1 nor the proposed project would result in a significant impact.

Energy Resources

The consumption of energy would not occur at the project property under Alternative 1 since this Alternative does not propose development. The project site would remain vacant and undeveloped and would result in no impacts to energy resources. Compared to the proposed project, which was determined to have less than significant impacts, the No Project Alternative would result in reduced impacts to energy resources. The proposed project and Alternative 1 would not result in significant impacts to energy resources.

Geology and Soils

The project site is currently undeveloped and would remain in the same condition under Alternative 1. No impacts related to loss of topsoil, sedimentation, erosion, and landform alterations associated with construction would occur with the No Project Alternative.

Alternative 1 would result in lower impacts than the proposed project; however, neither Alternative 1 nor the proposed project would result in any significant impacts.

Greenhouse Gas Emissions

Based on no development and disturbance, Alternative 1 would result in no impacts involving greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment and no impacts involving a conflict with an applicable plan, policy, or regulation adopted to reduce greenhouse gas emissions. By comparison, the proposed project's GHG emissions could have the potential to result in direct or indirect cumulative considerable contribution to the adverse effects of global climate change, even with the incorporation of feasible mitigation measures. GHG impacts under Alternative 1 would be lower than the proposed project, Alternative 2, Alternative 3, and Alternative 4.

Hazards and Hazardous Materials

Alternative 1 would not introduce, use, store, or dispose of any potentially new hazardous materials because no development would occur.

There would be no uses onsite that would potentially create a hazardous risk to the public or environment or any activities that would inhibit any established hazard evacuation plan.

The proposed project would implement safety procedures when using, handling, or storing hazardous materials to ensure less than significant impacts. Compared to the proposed project, impacts to hazards and hazardous materials would be reduced in Alternative 1, but neither would cause a significant impact.

Hydrology and Water Quality

Under Alternative 1, the project site is predominantly leveled and cleared terrain which would maintain its current vacant condition without incurring any physical changes or impacts to hydrology and water quality from development. In response to storm events, the existing site soils with moderate infiltration rates and runoff potential may incur localized instances of erosion and siltation along the shallow gradients toward the low elevation points, where natural infiltration would occur.

Alternative 1 would not be subject to land development or disturbance that could violate any water quality standards or waste discharge requirements, conflict with a water quality control plan, or otherwise substantially degrade surface or ground water quality. Alternative 1 would not lead to water demand, interfere with groundwater recharge, or decrease groundwater resources. Erosion, siltation, surface runoff production, flooding, redirection of flood flows, and other drainage-related impacts would be null due to no development-related disturbance. Therefore, hydrology and water quality impacts under Alternative 1 would be lower than the proposed project, Alternative 2, Alternative 3, and Alternative 4.

Land Use and Planning

The subject property is currently designated for Mixed Use Neighborhood and Regional Commercial, as established by the City of Indio. The subject property is currently zoned for Mixed Use Neighborhood (MUN), Regional Commercial (RC), and Specific Plan Mixed Use (MU-SP). Under Alternative 1, the project would remain in its current vacant and undeveloped condition. There would be no changes to the site or conflicts with any local, State, or federal land use plan, policy, or regulation. The No Project Alternative would not impact the existing land use or zoning designations established for the site. Additionally, this Alternative would not divide an established community. No impacts would occur.

The proposed project includes various entitlements; however, as determined in **Section 4.11, *Land Use and Planning***, development pursuant to these entitlements would not result in any conflicts with or significant impacts to any land use plan, policy, or regulation. Therefore, neither Alternative 1 nor the proposed project would have a significant impact, or unavoidable impacts on land use and their impacts with respect to land use are comparable.

Noise

The project site is currently vacant and undeveloped. In its existing condition, the property does not contribute to the existing ambient noise environment in the surrounding area. The existing noise

environment includes vehicles driving along Avenue 42 (immediately north), Monroe Street (immediately east), and Interstate 10 (immediately south). Therefore, this Alternative would not degrade the noise environment or result in an increase in ground borne vibration to significant levels.

Construction and operational noise under the proposed project are not anticipated to result in significant impacts, with the implementation of mitigation measures. However, compared to the proposed project, the No Project Alternative would not produce noise or vibration impacts.

Population and Housing

Under Alternative 1, no development would occur on the property, and additional residential development would have to be located elsewhere in the City or not all. By comparison, the proposed project would result in 3,240 new dwelling units (MBS) or 1,320 (Scenario 2), and the creation of new employment associated with 20,000 square feet of commercial (MBS) or 71,6000 square feet of commercial (Scenario 2), and 1,877,890 square feet of industrial (both). The proposed project, however, would not result in an increase in projected population, housing, and employment growth in the City of Indio, or the need for unanticipated supporting infrastructure under the Indio General Plan. For the above reasons, Alternative 1 and the proposed project would result in comparable impacts to population and housing.

Public Services

Under Alternative 1, the project site would not introduce residents, employees, or uses that would place additional burden on the City of Indio's public services. There would not be an increased demand in police, fire, and emergency services, or schools, public facilities, and parks. Alternative 1 would result in no impact to public services.

Alternative 1 would result in no impact to public services, whereas, if the proposed project were picked, the project would be reviewed and analyzed by the City and the fire department to ensure the project's growth is properly planned. This would ensure that public services in the City are accounted for during the expected and planned growth of the City. Therefore, neither scenario would result in significant impacts.

Recreation

Under Alternative 1, the project site would not increase the City's population, or develop uses that would place additional burden on the City's recreation services. There would not be an increased demand on recreation facilities, and no impact would occur on recreation services.

The current condition of the project site consists of minimal vegetation due to prior agricultural and commercial use years ago. The land has been vacant for over a decade and does not support recreational activities of any kind in its current state.

Although Alternative 1 would not result in impacts to recreational services in the City, less than significant impacts would occur from the proposed project.

Transportation

The property is currently vacant. Alternative 1 would not result in any increase in traffic since Alternative 1 does not propose development on the property.

Compared to the proposed project, Alternative 1 would result in lower impacts relative to trip generation since the property would remain vacant. Alternative 1 would not contribute to Vehicle Miles Traveled (VMT) in the area. The proposed project has less than significant impacts with mitigation incorporated relative to transportation including impacts related to VMT. Alternative 1 would not result in any significant impacts.

Tribal Cultural Resources

Under Alternative 1, no construction or ground disturbing activities would occur and therefore, no impacts to Tribal cultural resources would occur. The level of impact under this Alternative 1 would be lower than the proposed project.

Utilities and Service Systems

The project site is vacant and undeveloped land. The site would remain in the same condition under Alternative 1 and would result in no impacts to water service and supply, wastewater collection and treatment, solid waste, energy, and natural gas and telecommunications. Since the Alternative does not propose development of the project site, this Alternative would result in lower impacts to utilities compared to the proposed project. However, neither scenario would have a significant impact on these systems.

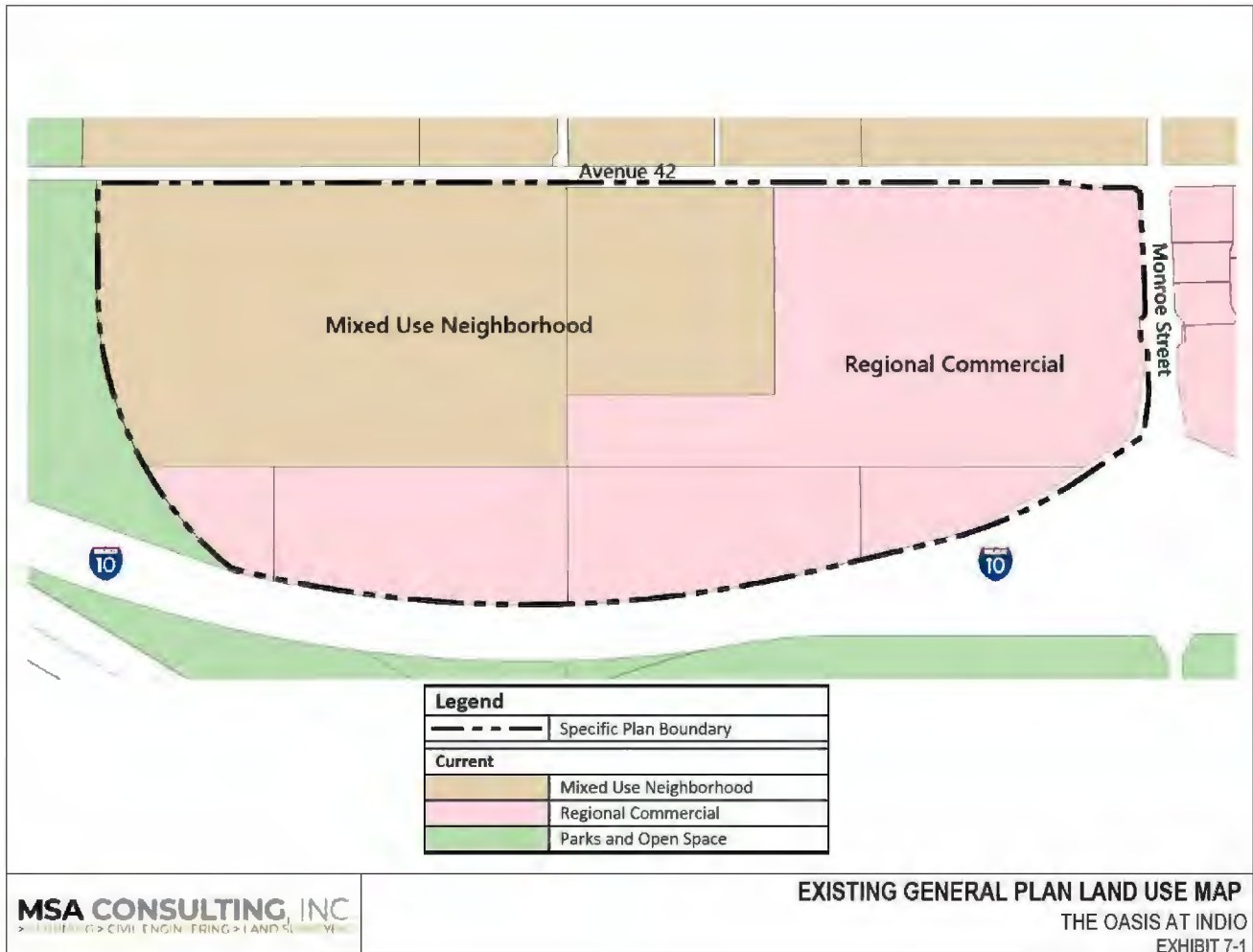
7.4.2 Alternative 2 – No Project / General Plan Buildout

Under this Alternative, the property would be developed under the existing General Plan designations onsite. The existing General Plan designations on the project site include Mixed Use Neighborhood (MUN), and Regional Commercial (RC). **Table 7-1** is included again, below, for reference.

Table 7-1 Alternative 2 Land Use Summary

General Plan	Density/FAR	Acreage	Units & SF*
Regional Commercial	0.35 - 1.0	101.94	1,554,177 – 4,440,506 sf
Mixed Use Neighborhood	Max 40 du/ac; 0.50	81	3,240 du; 1,764,180 sf
Totals	--	182.94	3,240 du; 3,318,357 – 6,204,686 sf

* Units and sf indicate max development.



Aesthetics

Under Alternative 2, the existing visual character of the project, which is currently vacant land, would be impacted by the development of 183 acres. However, aesthetic impacts on surrounding land from the development of Alternative 2 would be roughly equivalent to those associated with the proposed project.

Like the proposed project, the No Project/General Plan Buildout Alternative would obstruct existing views to the north, west, east, and south of the project. When viewed from the public rights-of-way adjacent to the project site (Interstate 10 to the south, Avenue 42 to the north, and Monroe Street to the east), the distant mountains to the north, northeast, east, west, and south are viewable due to the undeveloped character of the project site. Development on the site would result in building and other improvements that would impede views from the surrounding public rights-of-way. It should be noted, however, that surrounding roadway views are generally considered limited as motorists are focused on driving and roadway safety. Buildings developed within Alternative 2 would be consistent with the building standards established in the General Plan for Mixed-Use Neighborhood and Regional Commercial land use designations. According to the General Plan, buildings within Regional

Commercial land use designations can be up to three stories and buildings in Mixed Use Neighborhood land use designations can be up to four stories. Building setbacks and visual breaks between buildings would reduce building mass and scale and allow motorists and pedestrians to view the distant landforms. Impacts would be less than significant.

Alternative 2 would be required to follow the uses and building form and character allowed and established in Chapter 3, Land Use and Urban Design, in the General Plan. According to the General Plan, Mixed Use Neighborhood designations buildings are set back from the sidewalk to provide moderately sized front yards with porches and terraces except in mixed-use areas. In mixed-use areas buildings are set near or at the back of the sidewalk to support outdoor dining and easy view of shopfronts. Buildings may include a variety of housing types up to four-stories, with mixed-use building up to four-stories focused on key intersections, along main corridors, and/or adjacent to public open spaces. Regional Commercial buildings are entirely near or at the sidewalk to shape the streetscapes. Parking lots may be located on some frontages, if they are screened with low walls and/or plantings. Building frontages are continuous shopfronts unless broken by courtyards, paseos, or screened parking lots. Service functions, such as loading, and trash pickup should occur at the rear. Buildings can be up to three stories. Design features of the No Project/General Plan Buildout Alternative, including architecture, landscaping, and development standards are all required to adhere to the design guidelines established for the Mixed-Use Neighborhood and Regional Commercial land uses in the General Plan. Therefore, Alternative 2 would not result in significant impacts to the scenic quality of the area.

The General Plan Buildout Alternative would result in similar impacts to light and glare, compared to the proposed project. Both Alternative 2 and the proposed project would result in the development and operation of the 183-acre site. Light fixtures to illuminate the parking area would still be required, like the proposed project. Lighting for landscaping will still be required throughout the project. Overall, Alternative 2 would result in similar illumination onsite for security reasons, and to provide lighting for employees, residents, and guests walking to their vehicles, signage lighting, building entrance lighting, and landscape lighting. Therefore, Alternative 2 and the proposed project would result in similar lighting impacts. However, as described in **Section 4.1**, light generated from the project's lighting would not significantly impact the surrounding properties. Both Alternative 2 and the proposed project are required to comply with Indio Unified Development Code Section 3.02.11, governing outdoor lighting.

The General Plan Buildout Alternative would result in similar impacts to aesthetics compared to the proposed project. However, as determined in **Section 4.1, Aesthetics**, impacts to aesthetic resources are less than significant for the proposed project and do not require the implementation of mitigation measures. Impacts associated with views of scenic vistas, scenic quality, and light and glare would be less than significant under both Alternative 2 and the proposed project.

Agricultural and Forestry Resources

Like the proposed project, Alternative 2 would develop the entire project site. Alternative 2 would result in the loss of Farmland of Local Importance. According to the City's GPU EIR, the City is not designating any lands for agricultural use. Development facilitated by the General Plan Update (GPU) could ultimately eliminate all commercial agricultural activity and preclude fallow agricultural land from future production. Additionally, the City's 2020 zoning map does not preserve the project site for agricultural land. Therefore, it is to be expected that the site will be converted into non-agricultural uses in the future.

Based on the City's GPU EIR and General Plan, non-agricultural development on the site will occur. Therefore, less than significant impacts are expected from both Alternative 2 and the proposed development.

Air Quality

Alternative 2 and the proposed project would occupy an equivalent area of disturbance and development, consisting of approximately 183 acres. Implementation of Alternative 2 under the existing General Plan buildout condition would include a similar number of residential units to the proposed project and a greater allocation of commercial uses but would eliminate industrial uses. Construction extent (acreage) and duration are important factors in determining short-term criteria air pollutant emissions in relation to the SCAMQD Air Quality Significance Thresholds. Therefore, in terms of scale and general duration, Alternative 2 would be expected to involve comparable levels of construction emissions from site preparation, grading, building construction, paving, and architectural coating applications. Depending on the scheduling of construction phases, specifically paving and architectural coating applications, the proposed project could result in emission levels capable of exceeding the SCAQMD regional construction emissions threshold for VOC and potentially NOX. Therefore, Alternative 2 regional construction emissions impacts could be significant and unavoidable, equivalent to the proposed project. The temporary construction activity of heavy-duty diesel trucks accessing the site under Alternative 2 would result in short-term toxic air contaminants (TAC) emissions related to diesel particulate matter (DPM). The relatively comparable construction scale associated with Alternative 2 would entail emission levels of TACs at a similar capacity to incur an incremental cancer and non-cancer risk attributable to construction-source DPM emissions. The proposed project was found to result in less than significant construction localized emissions in relation to the SCAQMD LST standards that have been developed for been developed for NOx, CO, PM10 and PM2.5. Alternative 2 would be expected to result in equivalent findings pertaining to localized emissions. The construction activities of Alternative 2 would not generate unusual, atypical, or excessive odors that could affect a substantial number of people, resulting in less than significant impacts on this aspect.

On operational emissions, Alternative 2 would involve more daily trips than the proposed project, attributed in part to the greater allocation of commercial space in lieu of industrial uses. Given that mobile emission sources attributed to vehicle trips are a considerable factor of operational criteria air emissions, impacts from Alternative 2 would be greater than the proposed project and potentially exceed the SCAQMD's regional emissions thresholds for VOCs, CO, NOX, PM10, and PM2.5, like the proposed project. Alternative 2 would be expected to result in lower levels of TAC and DPM emissions compared to the proposed project due to the reduction of operational heavy-duty diesel truck traffic to commercial delivery operations. The proposed project was found to result in less than significant operational localized emissions in relation to the SCAQMD LST standards that have been developed for NOx, CO, PM10 and PM2.5. Alternative 2 would be expected to result in equivalent findings pertaining to localized emissions. The operation of Alternative 2 would not generate unusual, atypical, or excessive odors that could affect a substantial number of people, resulting in less than significant impacts on this aspect.

The proposed project was found to result in potentially significant impacts on air quality threshold criteria, including air quality plan conformance and the quantitative emission levels compared against the SCAQMD Air Quality Significance Thresholds (construction and operations). Therefore, Alternative 2 and the proposed project would involve similar potentially significant impacts to air quality.

Biological Resources

Under Alternative 2, impacts to biological resources would be the same compared to the proposed project, due to the entire project site being developed.

As established in **Section 4.3, Biological Resources**, the development of the proposed project may result in impacts to special-status plant species, migrating nesting birds, and burrowing owls (*Athene cunicularia*); therefore, mitigation measures are required.

Mitigation Measure BIO-1 requires a preconstruction survey for special-status plants if the project is not developed within two years after CEQA document approval. This is to ensure that special-status plants not observed during the biological surveys do not begin to exist onsite. **Mitigation Measure BIO-2** requires preconstruction surveys for nesting birds if construction activities cannot occur between September 1 through January 31. Surveys shall be conducted no more than five days prior to ground disturbance. This is to confirm that no nests shall be disturbed during project construction. **Mitigation Measure BIO-3** requires a preconstruction survey for burrowing owls to be conducted before any ground disturbing activities. Surveys shall be conducted in accordance with an accepted protocol (as determined in coordination with Wildlife Agencies). Surveys for burrowing owls would ensure that burrowing owls are not impacted by project construction. These mitigation measures would reduce biological impacts from the project's construction to less than significant.

Since Alternative 2 would develop the same area on the project site, impacts on biological resources would be the same. Both projects would be required to implement **Mitigation Measure BIO-1**

through **Mitigation Measure BIO-3** to reduce potential impacts to less than significant levels. Neither Alternative 2 nor the proposed project result in any significant impacts to biological resources.

Cultural Resources

Alternative 2 would fully develop the entire project site as would the proposed project. This Alternative would have identical impacts to previously unknown cultural resources or human remains which could be uncovered during grading, construction, and any other ground disturbance activities. Therefore, impacts would be comparable to the proposed project, and this Alternative would be required to implement **Mitigation Measure CUL-1** and **Mitigation Measure CUL-2**.

Mitigation Measure CUL-1 requires that all earth-moving operations impacting the relatively undisturbed native soils shall be monitored by a qualified archaeologist and a Native American monitor from the applicable local tribes to ensure proper analysis if any cultural remains from the prehistoric period are found. **Mitigation Measure CUL-2** requires that if human remains are identified during construction, all construction activities near the remains must cease immediately, and the area must be secured. The Riverside County Coroner's Office must be contacted immediately, in accordance with the California Health and Safety Code (HSC) Section 7050.5(b). If the determination is made by the coroner that the remains are those of a Native American, HSC 7050.5(c) requires that the coroner contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. The NAHC will then select a Most Likely Descendant and will coordinate with that individual regarding the treatment and final disposition (repatriation) of the human remains, according to the provisions of PRC 5097.98 and any other legal/regulatory requirements.

Both Alternative 2 and the proposed project would be required to implement these mitigation measures. Therefore, Alternative 2 would not avoid or substantially lessen any significant impacts to cultural resources that would not also occur with the proposed project.

Energy Resources

Development and operation of the No Project / General Plan Buildout Alternative would result in an increase of energy consumption compared to the site's existing conditions.

Construction

Short-term energy consumption related to construction activities would occur during development of Alternative 2. Construction-related energy use would include the consumption of electricity for tools and power required for construction trailers. Petroleum fuels, such as gasoline and diesel, would also be required during construction for the operation of machinery, large equipment, and employee vehicle and truck/vendor trips.

Compared to the project, Alternative 2 proposes to develop up to 3,240 multifamily residential units and up to 6,204,686 square feet of regional commercial. Construction extent (acreage) and duration

are important factors in determining potential short-term energy consumption. Therefore, in terms of scale and general duration, Alternative 2 would be expected to consume more energy during building construction, paving, and architectural coating applications compared to the proposed project since Alternative 2 would develop more square feet of commercial retail. As demonstrated in **Section 4.6, Energy Resources**, the use of electricity and petroleum during construction of the proposed project would not be inefficient, wasteful, or unnecessary. Additionally, construction-related energy consumption at the site would cease at the conclusion of construction. Neither Alternative 2 nor the proposed project would result in significant impacts to energy resources during construction of the site.

Operation

The operation of the 183-acre site would result in an increase in energy demand for electricity, natural gas, and petroleum compared to existing conditions. As determined in **Section 4.6**, the 3,240 multifamily residential buildings would consume 22,183,601 kWh of electricity, and 54,983,522 kBtu of natural gas annually. Because Alternative 2 would develop up to 3,240 residential units, it is likely that electricity and natural gas consumption during the operation of the residential portion proposed in Alternative 2 would be like the proposed project (MBS). However, Alternative 2 has the opportunity to develop more commercial uses on the project site compared to the proposed project. Alternative 2, as previously stated, would develop up to 6,204,686 square feet of regional commercial uses. This is approximately 4,378,396 square feet more of commercial retail use compared to the project's proposed commercial retail and industrial use, which combined total to 1,826,290 square feet. Therefore, electricity and natural gas consumption associated with the non-residential uses would be more than the proposed project. Like the proposed project, Alternative 2 would be required to comply with Title 24 (Building Energy Efficiency Standards) for energy efficiency. Title 24 standards includes heat pumps as a primary prescriptive requirement for multi-family building space and water heating systems, adds new PV and battery storage requirements for multi-family buildings with four habitable stories or more, and introduces mandatory electric-ready requirements for new gas furnaces, cooktops, and clothes dryers to support the future transition of equipment powered by renewably sourced electricity. Similar to the proposed project, Alternative 2 would incorporate mitigation measures to reduce potential GHG and air quality emissions associated with building energy consumption, including **Mitigation Measure GHG-1**, which requires the installation of Energy Star certified appliances, **Mitigation Measure GHG-2**, which requires future projects to design their roof areas to maximize solar access, and **Mitigation Measure GHG-3**, which requires future projects to be at least 5% more efficient than applicable requirements. Therefore, the project and Alternative 2 would not result in the unnecessary, inefficient, or wasteful use or consumption of energy resources.

This Alternative is anticipated to have a higher daily VMT because it generates a significant amount of additional daily trips. Alternative 2 is expected to generate more trips compared to the proposed

project due to the increased square footage of the commercial uses. Therefore, Alternative 2 would result in more petroleum fuel consumed compared to the project, due to the increased trips and VMTs. However, the onsite commercial uses will provide restaurant and shopping opportunities to the onsite residents, like the proposed project. Although Alternative 2 would result in more petroleum consumed, the use of petroleum fuel during operation of Alternative 2 would not be excessive, wasteful or unnecessary because operation of the project is expected to use decreasing amounts of petroleum over time due to enhanced fuel economies realized pursuant to federal and State regulatory actions. The construction and operation of both the No Project/General Plan Buildout Alternative and the proposed project would result in an increase of energy demand in the area. However, Alternative 2 would result in increased consumption of electricity, natural gas, and petroleum resources during operation. In addition, Alternative 2 would be required to develop a substation that can handle the electrical capacity of the Alternative. The substation will be designed in compliance with IID's design guidelines. However, Alternative 2, like the proposed project, would have less than significant impacts on energy resources.

Neither the proposed project nor Alternative 2 would result in significant impacts regarding energy resources.

Geology and Soils

The project site is currently undeveloped. Under Alternative 2, the entire project site would be developed. Under this Alternative, the property would be developed under the existing General Plan designations onsite. The existing General Plan designations on the project site include Mixed Use Neighborhood (MUN), and Regional Commercial (RC).

As determined in **Section 4.6, *Geology and Soils***, the site is not located in or near an Alquist-Priolo Earthquake fault zone. To mitigate impacts from seismic events, structures proposed in Alternative 2 would be required to be developed to the most current state and local standards regarding building construction. The project site is not located near a slope, and landslides would not occur at the site. Therefore, the structure would not be impacted by rockslides or landslides. No septic systems are proposed, and this Alternative would extend the same sanitary sewer pipe to the site in the same location as the proposed project. The potential for impacts related to loss of topsoil, sedimentation, erosion, and landform alterations associated with Alternative 2 would be the same compared to the proposed project; therefore Alternative 2 would be required to implement the same standard requirements, including the most current seismic design coefficients and ground motion parameters and all applicable provisions of the 2022 CBC.

Similar to the proposed project, development of Alternative 2 would be required to implement the mitigation measures established in the project-specific Geotechnical Investigation (Found in **Appendix G** of the DEIR). As discussed in the DEIR, **Mitigation Measure GEO-1** through **Mitigation Measure GEO-8** would be required to ensure that the project complies with all requirements set forth

in the Geotechnical Investigation. These requirements include requirements for site clearing, preparation of building areas, compaction, maintenance of project grounds, reevaluation of soil expansion in accordance with UBC Standard 18-2, and monitoring for potential paleontological resources.

These mitigation measures would apply equally to Alternative 2's impacts and reduce them to less than significant levels. Alternative 2 would result in similar impacts to geology and soils compared to the proposed project.

Greenhouse Gas Emissions

Alternative 2 would be expected to disturb the entire property extent and would entail a similar construction duration, translating to similar GHG emissions from the trips and operation of construction equipment. Operation of Alternative 2 would involve in approximately 408,685 more daily vehicle trips than the proposed project. Given that mobile emission sources attributed to vehicle trips are a considerable factor of operational GHG emissions, impacts to GHG emissions from Alternative 2 would be greater than the project and potentially significant and unavoidable if feasible mitigation isn't available to induce a reduction in direct or indirect emissions.

Implementation of Alternative 2 would entail construction and operation in accordance with the latest energy efficiency standards and lower mobile-source emissions from reduced trips, which would facilitate consistency with the applicable plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases, including the 2022 Scoping Plan and County of Riverside CAP because it would incorporate insulation, windows, air filtration, heating/cooling systems, lighting, appliances, water efficiency, and other features applicable to residential and commercial uses. On the matter of GHG emissions, Alternative 2 impacts would be greater than the proposed project and potentially significant. By comparison, the proposed project was found to result in significant and unavoidable impacts from quantitative GHG emissions and pertaining to plan conformance. The greater magnitude of GHG emission levels from Alternative 2 than the proposed project would also result in potentially significant and unavoidable impacts on plan conformance.

Hazards and Hazardous Materials

Construction

Similar to the proposed project, construction of Alternative 2 is expected to involve the temporary management and use of oils, fuels and other potentially flammable substances in a manner similar to the proposed project. Hazardous materials would be delivered, stored, and handled consistent with manufacturer instructions and local, State and federal requirements. The nature and quantities of these products would be limited to what is necessary to carry out construction of Alternative 2 and are not anticipated to create significant impacts due to the limited quantities used in construction and the timeline of construction, which would occur in one phase. Additionally, the contractor will be

required to identify a controlled staging area within the project limits for storing materials and equipment, as required by a Storm Water Pollution Prevention Plan (SWPPP) in compliance with the requirements of the Construction General Permit (CGP) Colorado River Basin Regional Water Quality Control Board (RWQCB), like the proposed project. Similar to the proposed project, the No Project / General Plan Buildout Alternative would implement safety procedures when using, handling, or storing hazardous materials during construction and impacts would be less than significant.

Operation

As previously stated, Alternative 2 proposes up to 3,240 multifamily residential units and up to 6,204,686 square feet of commercial uses within the 183-acre site. Operation of these residential and commercial uses could involve the use of materials common to residential or commercial developments that are labeled hazardous (e.g., solvents and commercial cleaners, petroleum products, and pesticides, fertilizers, and other landscape maintenance materials).

Under Chapter 6.95, Article 2, of the California Health and Safety Code (HSC), operators of stationary sources of hazardous materials (if they are deemed an accident risk) are required to prepare risk management plans (RMPs), detailing strategies to reduce the risk of accidental hazardous material release and submit them to the California Emergency Management Agency. If a commercial use in Alternative 2 were to store hazardous materials in large quantities (i.e., 55 gallons of a liquid substance, 500 pounds of a solid substance, and/or 200 cubic feet of compressed gas), the applicant would be required to submit a Hazardous Materials Business Plan (HMBP) to the Riverside County Department of Environmental Health (DEH) and Fire Department. Adherence to federal, State, and regional regulatory standards listed above will ensure impacts related to the storage and the risk of accidental releases of hazardous materials associated with the project or Alternative 2 are less than significant.

Any tenant proposed in Alternative 2, and all their employees would be required to comply with Occupational Safety and Health Administration (OSHA) regulations and standards. Additionally, hazardous materials, if onsite, would be handled in compliance with manufacturer's standards to ensure proper use and handling. The No Project/General Plan Buildout Alternative would implement safety procedures when using, handling, storing hazardous materials and impacts would be less than significant.

Additionally, the materials required for the maintenance of landscaped areas (i.e., fertilizers, etc.), could be stored onsite and would be regulated by State and local law, including Fire Department regulations requiring proper storage and inspection. Less than significant impacts are anticipated during project operation. Overall, the adherence to federal, State, and regional regulatory standards will ensure impacts related to the use of hazardous materials associated with the project or Alternative 2, and the risk of accidental releases of hazardous materials would be less than significant.

As stated in **Section 4.8, Hazards and Hazardous Materials**, the development of the project site would include excavation near former homesites, which could reveal septic systems or wellsite infrastructure. This infrastructure should be properly abandoned and disposed of by removal of all materials or crushing in place for buried pipeline that will be located under proposed parking lots or structures. If asbestos concrete is identified, its treatment and/or removal should follow all state and federal regulations. This is required in **Mitigation Measure HAZ-1**. Similar to the proposed project, Alternative 2 would be required to comply with **Mitigation Measure HAZ-1**. The removal of any abandoned and remnant structures would ensure that impacts to the environment from hazardous materials would be less than significant.

Access points would be reviewed by the Fire Department, to ensure adequate access for emergency vehicles. This requirement would be included as a condition of approval for Alternative 2 and assures that on-site emergency access impacts would be less than significant. Implementation of Alternative 2 is not expected to interfere with critical facilities, emergency transportation and circulation, or emergency preparedness coordination.

Overall, the No Project/General Plan Buildout Alternative would result in similar impacts to hazards and hazardous materials, as compared to the proposed project, and both would be less than significant.

Hydrology and Water Quality

Alternative 2 and the proposed project would involve an equivalent area of disturbance consisting of approximately 183 acres. During construction and life of the project, similar to the proposed project, Alternative 2 would be required to fulfill various compliance plan obligations under the Clean Water Act (CWA) framework, National Pollutant Discharge Elimination System (NPDES) program, state, and local regulations to prevent violations and impacts to surface water quality standards and waste discharge requirements pertinent to surface or ground water quality, as described below.

Implementation of a Stormwater Pollution Prevention Plan (SWPPP) would be required for the entire site (area of disturbance) during construction to comply with the most current NPDES *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities*.

During the life of the project, water quality standards and waste discharge requirements would be met and demonstrated through a project-specific Water Quality Management Plan (WQMP) to comply with the most current standards of the *Whitewater River Region Water Quality Management Plan for Urban Runoff* and the *Whitewater River Watershed MS4 Permit*, both of which are programs under the NPDES and CWA framework. The attainment of on-site stormwater retention of the controlling 100-year storm event for Alternative 2 would be demonstrated in the project-specific WQMP and the related grading and hydrology plan approvals processed through the City of Indio.

On the aspect of water demand in relation to groundwater supplies, implementation of Alternative 2 under the existing General Plan buildout condition would entail a similar number of residential units

to the proposed project and a greater building area of commercial use. Alternative 2 would not involve industrial uses, as they are not permitted by the land use designation. Based on the comparable number of residential units and tradeoff of commercial over industrial uses, Alternative 2 would be held to the requirements of a specific WSA/WSV approval. Given that the WSA for the proposed project demonstrated sufficient supply, Alternative 2 would also be expected to obtain the same finding of supply and verification, although it is anticipated that overall water demand would be greater for Alternative 2. Alternative 2 would be subject to the most current indoor water efficiency requirements as well as the locally adopted water-efficient landscape ordinance respective to the land uses and facilities.

Pertaining to groundwater quality, Alternative 2 would be required to implement the standard requirements for non-structural and structural pollution source control measures that work toward the protection of groundwater quality as part of the respective WQMP. These measures would be privately maintained during the life of the project.

Since Alternative 2 is required to retain urban runoff on-site, it would not result in a discharge condition affecting public storm drainage infrastructure.

By comparison, the proposed project was found to result in less than significant impacts on all thresholds and criteria for hydrology, without the need for mitigation. Other than the standard plans, no mitigation was necessary to achieve less than significant impacts. Therefore, Alternative 2 would be expected to have equivalent less than significant impacts as the proposed project.

Land Use and Planning

Neither Alternative 2 nor the proposed project would divide an established community, due to its location surrounded by developed roads. Alternative 2 would be consistent with the General Plan land use designations established by the City. The proposed project requests a General Plan Amendment to allow for the Specific Plan land use designation. However, as determined in **Section 4.10, *Land Use and Planning***, the proposed project would not result in significant impacts to land use because the project features would be consistent with the General Plan goals and policies. Alternative 2 would not be inconsistent with City goals and policies or existing land use designation. Accordingly, Alternative 2 is assumed to result in less land use impacts than the proposed project.

Noise

The No Project / General Plan Buildout Alternative would result in the development and operation of the 183-acre site.

Construction

Development of Alternative 2 would involve the construction of up to 3,240 multifamily residential units, up to 1,764,180 square feet of mixed use, and up to 4,440,506 square feet of regional

commercial uses. Alternative 2 would develop the entire 183-acre site, similar to the proposed project. Thus, construction noise associated with Alternative 2 would be similar to the proposed project.

As determined in **Section 4.11**, the project's potential MBS construction noise levels could exceed the FTA's daytime (7 AM to 10 PM) noise criterion of 80 dBA Leq at future on-site receptors (at R02 (80.7 dBA Leq), R04 (80.7 dBA Leq), R05 (92.8 dBA Leq), and R07 (92.8 dBA Leq) (see **Table 4.11-18** and **Exhibit 4.11-4** of this Draft EIR)). This occurs primarily during individual, worst-case site preparation and paving operations that were assumed to occur at the boundary of the construction model area, sometimes within 25 feet of an adjacent receptor (e.g., R05 and R07). To reduce this impact, **Mitigation Measures NOI-1A** through **NOI-1E** shall be incorporated during construction. The mitigation measures require the project to notify the receptors in the vicinity of the project of project-related construction activities; restrict construction work hours to hours established by the City of Indio Municipal Code; reduce construction traffic by establishing access points that avoid sensitive receptors and equipment noise by staging equipment away from sensitive receptors, and using noise suppression devices; install temporary noise barriers during all site preparation, grading, and structural foundation work activities that have a line-of-sight to and occur within 150 feet of an occupied dwelling unit; and provide owner/occupant disclosures that state that properties in the project area may be subject to elevated construction noise levels from development in the project area. Additionally, **Mitigation Measure NOI-3A** requires a permanent 8-foot-tall concrete unit noise barrier between PA 3 and PA 4 if residential construction on PA 3 precedes industrial development on PA 4. Therefore, implementation of the mitigation measures listed above would reduce the project's construction noise impacts to less than significant levels. Alternative 2 would result in similar construction activities (i.e., site preparation, paving, building construction, architectural coating) as the proposed project and, because it would include both residential and commercial construction, there is the potential for phasing to introduce future on-site receptors that could be impacted by subsequent phasing. Therefore, development of Alternative 2 would result in similar noise levels during construction activities as the proposed project. Thus, Alternative 2 would also be required to implement **Mitigation Measures NOI-1A** through **-1E** and **NOI-3A**. Therefore, construction noise impacts would be reduced to less than significant levels.

Construction vibration impacts generally occur when large construction equipment such as bulldozers or specific vibration-sensitive areas, during evening or nighttime hours, or when construction activities last extended periods of time. For the proposed project, these types of equipment would primarily operate during site preparation, grading, and paving work. The closest off-site sensitive receptor to the project is approximately 650 feet. At this distance, the expected equipment to be used during construction would not generate groundborne vibration levels that would be perceptible or have the potential to result in damage to existing structures. Thus, less than significant impacts are anticipated at off-site receptor locations.

The specific use of a vibratory roller during paving and other activities, however, could result in ground-borne vibration levels that exceed Caltrans' strongly perceptible annoyance criterion (0.10 in/sec) if such operations were to occur 50 feet of a building façade. Although this is unlikely to occur, the generation of strongly perceptible ground-borne vibration levels would be considered significant. To reduce the project's temporary construction vibration levels, the project shall prohibit the use of such equipment within 50 feet of an occupied residential dwelling unit or, if such prohibition is not feasible, the project shall prepare a project-specific vibration plan that ensures equipment and work activities would not result in vibrations that exceed Caltrans' strongly perceptible human annoyance criterion of 0.1 in/sec PPV. This is required by **Mitigation Measure NOI-2** and would reduce the project's potential on-site construction vibration levels to less than significant levels.

Alternative 2 proposes similar construction activities as the proposed project; thus, neither the proposed project nor Alternative 2 would result in significant impacts to noise or vibration during construction.

Operation

Operational noise associated with Alternative 2 traffic would be similar compared to the proposed project, due to the proposed mixed-use and regional commercial uses proposed for Alternative 2. The project's residential development would be subject to City Municipal Code requirements that control and abate unnecessary, excessive, or annoying noise, including prohibitions on noise that causes annoyance to a reasonable person that is plainly audible at a distance of 50 feet (Municipal Code Section 95C.03); limitations on noise from horns and signaling devices, televisions and radios, animals, and leaf blowers (Municipal Code Section 95C.04), and minor property maintenance (Municipal Code Section 95C.09). Similar to the proposed project, Alternative 2 would be required to comply with the City's Municipal Code regarding noise.

Similar to the proposed project, Alternative 2 will develop commercial uses onsite. Noise related to commercial activities includes backup generators, car wash equipment, or drive-thru restaurant speaker boxes, etc. As stated in **Section 4.11**, the commercial and mixed-use development proposed for the project would result in potentially significant noise levels observed from proposed onsite residential uses. In order to reduce noise levels, the project includes use restrictions, standards, and design guidelines that would reduce potential commercial noise levels by prohibiting incompatible developments, restricting hours of operations to 7 AM to 10 PM, designing the site to place loading docks and waste storage away from sensitive land uses, screening noise-generating equipment, and requiring the installation of a 6- to 8-foot solid masonry wall between residential and non-residential uses (6- to 8-foot wall between residential and mixed-uses per Section 3.5.1.1 of the Specific Plan, and, potentially, a 8-foot wall between residential in PA 3 and nonresidential in PA 4, as required by **Mitigation Measure NOI-3A**). The commercial use would also be required to implement **Mitigation Measure NOI-3B** which requires that the future mixed uses submit a project specific operational noise

analysis to the City for review and approval. The implementation of **Mitigation Measures NOI-3A** and **-3B** will reduce commercial and mixed-use noise levels to less than significant levels. Alternative 2 would also be required to implement the mitigation measures listed above to reduce commercial-related noise impacts to less than significant levels.

As stated in **Section 4.11**, the potential for industrial noise sources to generate noise levels in PA 3 that are above the City's acceptable noise limit (65 CNEL) would be considered a potentially significant impact. To reduce this impact, the project shall implement **Mitigation Measure NOI-3A** and **NOI-3B**. **NOI-3A**, as mentioned above, requires the installation of a noise barrier between PA 3 and PA 4, while **NOI-3B** requires that the future mixed use residential/commercial, commercial, and industrial development submit a project specific operational noise analysis to the City for review and approval. Alternative 2 would also be required to implement these mitigation measures to reduce industrial noise observed from multifamily uses. With the implementation of **Mitigation Measure NOI-3A** and **NOI-3B**, on-site noise will be reduced to less than significant levels. Neither Alternative 2 nor the proposed project would result in significant impacts related to operational noise.

The implementation of the mitigation measures will ensure that both the project and Alternative 2 are consistent with the applicable General Plan noise policies (as outlined in Table 4.11-20 in this Draft EIR). Alternative 2 would result in similar traffic compared to the proposed project, due to the regional commercial and mixed-use development proposed. The traffic would result in similar traffic-related noise compared to the proposed project. Therefore, Alternative 2 would result in less than significant impacts, like the proposed project.

Finally, the project and Alternative 2 do not include vibration-generating operational activities. The new land uses (i.e., residential, mixed-use, commercial, and industrial) could involve machinery and equipment such as pumps, compressors, generators, and other fixed equipment that produce vibrations; however, this equipment is unlikely to generate vibration levels that would be discernible without the aid of instruments. The project and Alternative 2 do not propose or support any large vibration-inducing equipment or land use activities and would not result in excessive ground-borne vibration levels. This impact would be less than significant.

Overall, Alternative 2 would result in similar noise and similar vibration impacts, as compared to the proposed project. However, both would be less than significant.

Population and Housing

The subject property is currently vacant and is located in an area purposed for mixed use neighborhood and regional commercial uses. As discussed throughout this DEIR, the proposed project would provide 1,244 jobs and could increase the City's population by 9,720 residents during operation of the MBS. **Section 4.13, Population and Housing**, determined that the project would not result in significant impacts to unplanned population, housing, or employment growth because the City of Indio and SCAG anticipate this growth in their growth forecasts, which is primarily based on the

General Plan. Alternative 2 proposed that the project would be developed under the existing General Plan designations onsite. The existing General Plan designations on the project site include Mixed Use Neighborhood (MUN) and Regional Commercial (RC). MUN designations provide moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and commercial uses along major streets. RC land use designations provides large-format retail development along with associated restaurant and commercial service activity. Alternative 2 would result in a max development of 3,240 dwelling units and 3,318,357 to 6,204,686 square feet of commercial buildings. Due to Alternative 2 proposing the same amount of dwelling units compared to the proposed project, the City's population would see the same amount of residential growth from both options. As stated above, the City of Indio and SCAG anticipate this growth in their growth forecasts, which is primarily based on the General Plan.

It can be assumed that Alternative 2 would require more employees compared to the proposed project due to the square footage from increased commercial uses for Alternative 2. However, as stated in **Section 4.13**, future employees would likely be existing residents of Indio or other cities within the Coachella Valley. Additionally, according to the SCAG 6th Cycle Final RHNA Allocation Plan, the nine cities in the Coachella Valley are required to provide 31,125 housing units by 2029. This housing unit increase around the Coachella Valley will improve housing availability for current and future residents that could move to the Coachella Valley for employment. Therefore, impacts to population, employment, and housing would be less than significant with both the proposed project and Alternative 2.

Both Alternative 2 and the proposed project would require the site's connection to sewer infrastructure. The project will connect to an existing 15-inch sewer main at the intersection of Monroe Street and Street A. The project proposes a public 15-inch and 12-inch sewer mains along Street A. Private 8-inch sewer lines will connect to the A Street sewer mains to provide sewer infrastructure to the developments. Natural gas service is provided by Southern California Gas Company. Existing gas lines are located underground, along Monroe Street. The project will connect to the existing infrastructure to provide natural gas to the project site. Telecommunications is provided by Frontier Communications and Spectrum. Moreover, the project will connect to the existing underground telephone lines, and fiber optic lines are located along Avenue 42. Therefore, the project's connection to these existing utilities would not result in indirect growth impacts. See **Section 4.18, *Utilities and Service Systems***, for further discussion of existing utilities and infrastructure, and the project's connection to these services.

The project will require the development of an off-site 2.4-acre electric power substation to support project utility demand. The substation is proposed in the southern-most portion of the site, south of the proposed industrial buildings, adjacent to the southern property boundary in PA4. The development of the substation will serve the proposed project and augment existing needs in the area; therefore, the project substation is not anticipated to indirectly induce growth.

The site's connection to the infrastructure would result in less than significant impacts related to facilitating growth.

Alternative 2 would result in more employment and the residential dwelling units compared to the proposed project. However, both Alternative 2 and the proposed project would result in less than significant impacts.

Public Services

Under this Alternative, the property would be developed under the existing General Plan designations onsite. The existing General Plan designations on the project site include Mixed Use Neighborhood (MUN), and Regional Commercial (RC). MUN designations provide moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and commercial uses along major streets. RC land use designations provides large-format retail development along with associated restaurant and commercial service activity. Alternative 2 would result in up to 3,240 dwelling units. Industrial uses are not permitted within MUN zones; however, it is allowed within RC zones with a conditional use permit. The No Project / General Plan Buildout Alternative would not require a general plan amendment. A zone change would be a required discretionary approval for the GP Buildout Alternative.

Similar to the proposed project, Alternative 2 would increase demand on public services in the City. There would be an increased demand on police services, fire, and emergency services as a result of the development of Alternative 2. Growth is planned and expected and analyzed in the GPU EIR, and to address this growth, projects are required to implement all applicable fire safety requirements which include installation of sprinkler systems, and new motorized gates shall be provided with means to be automatically opened remotely by emergency vehicles in accordance with Riverside County Fire Department standards and Policies, as may be amended from time to time. Moreover, projects are required to comply with development impact fees (DIF) in place at the time of construction. These fees are designed to mitigate the impact of new development on the City's services as it occurs and are based on General Plan build out estimates. DIFs relevant to public services that are required by the City include a Park and Recreation Fee, Public Buildings Fee, Police Facilities, and Fire Facilities. Additionally, in order for the City to accommodate the project's population growth, it is a State-mandated requirement for projects that include residential development to pay developer fees to Desert Sands Unified School District (DSUSD) to help DSUSD expand its facilities to accommodate growth in schools in the school district.

Furthermore, as discussed in the DEIR **Section 4.12, *Public Services***, CV Link is currently under construction directly south of the project which the City will include in their count for park space. The City's GPU EIR also discusses the development of private and public trails and open spaces in multiple specific plans that would increase open space for residents and reduce impact on park and recreation public services.

In the GPU EIR, the City acknowledges that it does not have enough parkland for the current population size. The City has multiple strategies to combat the deficiency, which include the DIFs and proposed trails and open spaces planned for the City. Alternative 2 and the proposed project would be reviewed and analyzed by the City and the fire department to ensure the project's growth is properly planned for, and developers of the project would be required to pay the most recent DIFs required. This would ensure that public services in the City are accounted for during the expected and planned growth of the City. Therefore, neither scenario would result in significant impacts.

Recreation

Similar to the proposed project, Alternative 2 would introduce permanent residents that would place additional demand on the City of Indio's recreational services. However, like the proposed project, Alternative 2 would be required by the City to pay the Park and Recreation fee which is used for improvements and facilities to park lands. The City's use of these fees shall be independent of and shall complement the development of new and/or rehabilitation of existing neighborhood or community park or recreational facilities through Quimby Fees collected per Code of Indio §§ 156.130 *et seq.*

The buildout of the project and Alternative 2 would put pressure on existing parkland; however, with the on-site amenities, the payment of Park and Recreation Fees, along with the buildout of the CV Link, and other efforts the City is making to increase parks, forecasted growth from the project would not require the construction or expansion of recreational facilities.

Less than significant impacts would occur from Alternative 2 and the proposed project.

Transportation

The General Plan Alternative (Alternative 2) would result in an increase in traffic impacts compared to the existing conditions.

Construction

Short-term construction vehicle trip impacts would result from the development of Alternative 2. However, these impacts would be generally limited to permitted construction activity hours. Additionally, construction traffic would cease once construction of the facilities was complete. Roadway improvements and off-site construction would require the preparation and approval of a Traffic Control Plan as a standard condition, to assure safe access during construction.

Operation

Primary and secondary access to the site would be expected to occur along Avenue 42 and Monroe Street. These roadways will provide public and emergency access in-to and out of the property.

Alternative 2 operations would result in an increase of transportation/traffic in the project area. This alternative includes the same number of residential units as the proposed project MBS. However, the proposed square footage of commercial uses is much larger than the proposed project. All trips are represented and estimated to be increased significantly beyond the trip generation of the proposed project. **Table 7-3** illustrates the calculations utilized, and **Table 7-4** compares the trips generated by the proposed project and Alternative 2.

Table 7-3 Trip Generation Rates

Trip Generation Rates									
Land Use	ITE LU Code	Quantity ²	AM Peak Hour ¹			PM Peak Hour ¹			Daily
			In	Out	Total	In	Out	Total	
Multi-Family Housing (Low-rise)	220	DU	24%	76%	0.40	63%	37%	0.51	6.74
Shopping Center	821	SF	62%	38%	1.73	49%	51%	5.19	67.50

Notes:

1. Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).
2. TE = Trip End; DU = Dwelling Unit; RM = Room; TSF = Thousand Square Feet.

Table 7-4 Alternative 2 Trip Generation Comparison

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Alternative 2 Trip Generation Comparison							
Alternative 2							
Multi-Family Housing - 3240 du	313	1,177	1,490	1,221	658	1,879	21,352
Shopping Center - 6,205 TSF	6,656	4,079	10,735	15,780	16,424	32,204	418,838
Subtotal	6,969	5,256	12,225	17,001	17,082	34,038	440,190
Proposed Project (MBS)	1,130	1,189	2,319	1,578	1,446	3,024	31,505
Alternative 2 Delta (Alt 2 - MBS)	5,839	4,067	10,086	15,423	15,636	31,059	408,685

The operation of Alternative 2 would increase on- and off-site vehicle trips because the increased size of the commercial development under this Alternative will generate additional employee, customer and delivery trips entering and leaving the project site.

The proposed project will result in less than significant impacts with the implementation of **Mitigation Measure TRA-1**, which requires commute trip reduction marketing and a ridesharing program, among other measures that may be required to achieve a 10 percent reduction in overall trips. This Alternative is anticipated to have a higher daily VMT because it generates a significant amount of additional daily trips. Alternative 2 is expected to generate more trips compared to the proposed project due to the increased square footage of the commercial uses. Although the mixed-use component of the project will work to reduce VMT, Alternative 2 impacts are anticipated to be significant and require additional mitigation.

Alternative 2 would be expected to contribute to the improvement of the local roadway system, similar to the proposed project. Overall, Alternative 2 would generate more daily trips on area roadways, resulting in increased impacts associated with the area roadway system and potentially significant VMT impacts, compared to the proposed project.

Tribal Cultural Resources

Alternative 2 would disturb the entire property and result in similar impacts to Tribal cultural resources as the proposed project. The proposed project was determined to be less than significant with implementation of mitigation measure **CUL-1**, which requires cultural and tribal monitoring during ground disturbing activities. Alternative 2 would be required to implement the same mitigation measure to reduce impacts to less than significant levels. However, neither Alternative 2 nor the proposed project have significant impacts on Tribal cultural resources.

Utilities and Service Systems

Water

Alternative 2 would also be compatible with the existing zoning and accounted for by the City's General Plan. Alternative 2 would develop 3,240 multifamily residential units, up to 6,204,686 square feet of mixed use and regional commercial uses. the number of residential units are the same as the proposed MBS, however, the increase in the mixed-use regional commercial square footage may have a larger increase on water demand and require more improvements than that of the proposed project. The additional commercial square footage may also increase the number of employees using potable water. Compared to the proposed project, Alternative 2 would have more water demand. A Water Supply Assessment would be required to ensure water demands can be met. Compliance with the existing policies would ensure that impacts related to water supply and wastewater generation would result in less than significant impacts associated with water demand and wastewater generation. However, both projects are expected to result in less than significant impacts, and neither scenario would result in significant impacts.

Wastewater

Wastewater service would be provided to the property by IWA. Wastewater generated by the project may be increased when compared to the proposed project, due to the additional square footage of commercial uses. IWAs water Reclamation Plant which has a capacity of 12.5 MGD. The additional commercial square footage is not expected to cause existing volumes or planned capacity to be exceeded. Like the proposed project, final engineering plans would under additional review by VSD to assure compliance with all current and applicable requirements. Alternative 2 would still be required to connect to the existing infrastructure to serve the site. While Alternative 2 may have a higher wastewater demand, both projects would result in less than significant impacts, and neither scenario would result in significant impacts.

Dry Utilities (Electricity, Natural Gas, and Telecommunications)

Alternative 2 would increase the square footage of mixed use and commercial use and would still develop the entire site, which would require the same extension of the existing infrastructure located

adjacent to the site. However, Alternative 2 could develop more commercial uses with up to 6,204,686 square feet of regional commercial uses. This is approximately 4,378,396 square feet more of commercial retail use compared to the project's proposed commercial retail and industrial use of 1,877,890 square feet. Alternative 2 would have more electricity and natural gas consumption associated with the non-residential uses and may require a larger substation than that of the proposed project. This Alternative would still be required to submit plans through the City and utility providers. IID would still require a substation to provide power to the site, and the project would still need to connect to the existing Frontier and Charter infrastructure for telecommunications services. Impacts under Alternative 2 for electricity, natural gas, and telecommunications impacts may be greater than the proposed project.

Solid Waste

Burrtec (the local waste provider) would provide the property with solid waste services. Construction waste produced by Alternative 2 would be regulated in the same manner as the proposed project, would not be significant and would cease after the proposed facilities were developed.

Solid waste generated by Alternative 2 would be more than the proposed project with the additional 4,378,396 square feet of commercial uses and additional employees associated with those uses. However, as discussed in **Section 4.18 Utilities and Service System**, the nearby landfills have adequate capacity to serve the Alternative and the proposed project, and the project would be served by a landfill with sufficient capacity. Compared to Alternative 2, the proposed project would generate less amounts of solid waste, but impacts would be less than significant in either case.

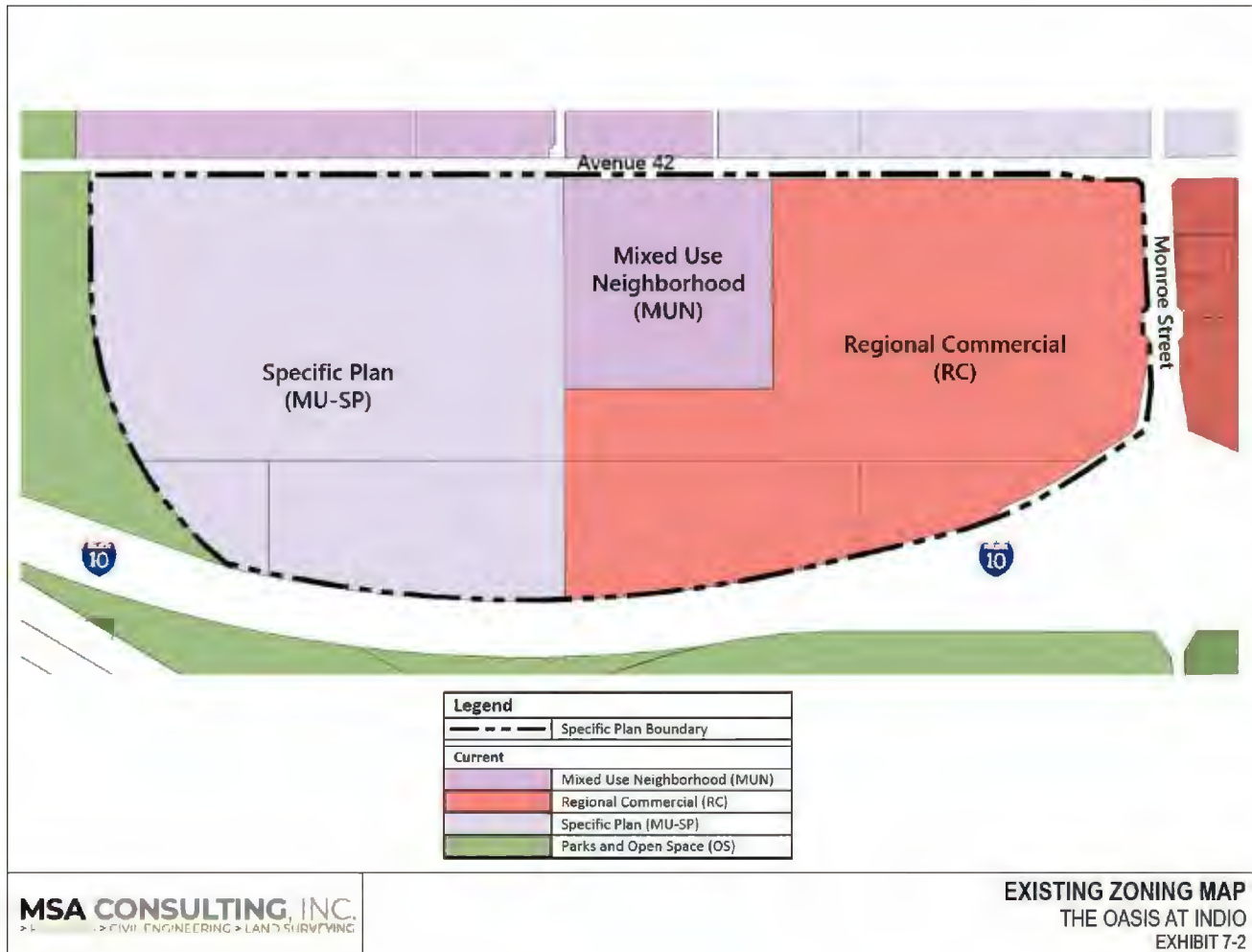
7.4.3 Alternative 3 – No Project / Zoning Buildout

Under this Alternative, the property would be developed under the existing zoning designations onsite. The existing zoning designations on the project site includes Specific Plan (MU-SP), Mixed Use Neighborhood (MUN), and Regional Commercial (RC). An analysis of impacts for Alternative 3 is provided below:

Table 7-2 Alternative 3 Zoning Summary

Zoning	Density/FAR	Acreage	Units & SF*
Regional Commercial	1.0	78.22 ac	3,407,263.2 sf
Mixed Use Neighborhood	20-40 du/ac; 0.50	20.46 ac	409-818 du; 445,618.8 sf
Gateway SP (MU 7)	20 du/ac; 0.25	84.26 ac	520 du; 522,720 sf
Totals	--	182.94	929-1,338 du; 4,375,602 sf

* Units and sf indicate max development.



Aesthetics

Under Alternative 3, the existing visual character of the project, which is currently vacant land, would be impacted by the development of 183 acres. However, aesthetic impacts on surrounding land from the development of Alternative 3 would be roughly equivalent to those associated with the proposed project.

Like the proposed project, the No Project/Zoning Buildout Alternative would obstruct existing views to the north, west, east, and south of the project. When viewed from the public rights-of-way adjacent to the project site (Interstate 10 to the south, Avenue 42 to the north, and Monroe Street to the east), the distant mountains to the north, northeast, east, west, and south are viewable due to the undeveloped character of the project site. Development on the site would result in building and other improvements that would impeded views from the surrounding public rights-of-way. It should be noted, however, that surrounding roadway views are generally considered limited as motorists are focused on driving and roadway safety. Buildings developed within Alternative 3 would be consistent with the building standards established in the Indio Unified Development Code (UDC) for Mixed-Use Neighborhood (MUN Chapter 2.03) and Regional Commercial (RC Chapter 2.04) zoning designations.

According to the Indio Unified Development Code, buildings within MUN zones can be up to 4 stories (55 feet, 60 feet with architectural features) and buildings within RC zones can be up to 3 stories (55 feet, 65 feet with architectural features). Building setbacks and visual breaks between buildings would reduce building mass and scale and allow motorists and pedestrians to view the distant landforms. Impacts would be less than significant.

Moreover, Alternative 3 would result in similar impacts to scenic quality compared to the proposed project, insofar as complying with architecture, landscaping, and development standards (i.e., building height requirements, lot size requirements) design as outlined in the Indio Unified Development Code Chapter 2.03 for MUN zones and Chapter 2.04 for RC zones. As determined in **Section 4.1, Aesthetics**, the project would have less than significant impacts to scenic quality, because the architecture, landscaping, and development standards are all required to adhere to The Oasis at Indio Specific Plan, which will be reviewed by the City, and if approved, would be the governing document for the project site.

The Zoning Buildout Alternative would result in similar impacts to light and glare, compared to the proposed project. Both Alternative 3 and the proposed project would result in the development and operation of the 183-acre site. Light fixtures to illuminate the parking area would still be required, like the proposed project. Lighting for landscaping will still be required throughout the project. Overall, Alternative 3 would result in similar illumination onsite for security reasons, and to provide lighting for employees, residents, and guests walking to their vehicles, signage lighting, building entrance lighting, and landscape lighting. Therefore, Alternative 3 and the proposed project would result in similar lighting impacts. However, as described in **Section 4.1**, light generated from the project's lighting would not significantly impact the surrounding properties. Both Alternative 3 and the proposed project are required to comply with Indio Unified Development Code Section 3.02.11, governing outdoor lighting.

The No Project/Zoning Buildout Alternative would result in similar impacts to aesthetics compared to the proposed project. However, as determined in **Section 4.1, Aesthetics**, impacts to aesthetic resources are less than significant for the proposed project and do not require the implementation of mitigation measures. Impacts associated with views of scenic vistas, scenic quality, and light and glare would be less than significant under both Alternative 3 and the proposed project.

Agricultural and Forestry Resources

Alternative 3 would occupy the same site acreage, resulting in the development of Farmland of Local Importance. As discussed above under Agricultural and Forestry Resources for the previous Alternatives, the Indio General Plan Land Use Map and Zoning Map do not designate areas within the City for agricultural uses. The General Plan EIR identifies how implementation of the City's GPU would result in the potential conversion of the fallow and active farmlands to urban uses. Therefore, it can

be expected that the project site would be developed to non-agricultural uses in the future. Considering this, the proposed project and Alternative 3 would not create significant impacts.

Air Quality

Alternative 3 and the proposed project would occupy an equivalent area of disturbance and development, consisting of approximately 183 acres. Implementation of Alternative 3 under the existing zoning buildout condition would allow a mixed-use development with residential and commercial uses, resulting in a lower number of residential units and a greater allocation of commercial uses. Construction extent (acreage) and duration are important factors in determining short-term criteria air pollutant emissions in relation to the SCAMQD Air Quality Significance Thresholds. Therefore, in terms of scale and general duration, Alternative 3 would be expected to involve comparable levels of construction emissions from site preparation, grading, building construction, paving, and architectural coating applications. Depending on the scheduling of construction phases, specifically paving and architectural coating applications, the proposed project could result in emission levels capable of exceeding the SCAQMD regional construction emissions threshold for VOC and potentially NOX. Therefore, Alternative 3 regional construction emissions impacts could be significant and unavoidable, equivalent to the proposed project. The temporary construction activity and operation heavy-duty diesel trucks accessing the site under Alternative 3 would result in short-term toxic air contaminants (TAC) emissions related to diesel particulate matter (DPM). The emission levels of TACs associated with Alternative 3 would be expected to occur at a relatively greater capacity to incur an incremental cancer and non-cancer risk attributable to construction-source DPM emissions based on construction intensity and duration. Under Alternative 3, operational emission of TAC and DPM pollutants would be lower than the proposed project due to the absence of industrial truck traffic. Operational heavy-duty diesel truck traffic would be limited to commercial delivery operations.

Despite the lower number of residential units, Alternative 3 would involve more daily trips than the proposed project, attributed in part to the greater allocation of commercial space. Given that mobile emission sources attributed to vehicle trips are a considerable factor of operational criteria air emissions, impacts from Alternative 3 would be greater than the proposed project and potentially exceed the SCAQMD's regional emissions thresholds for VOCs, CO, NOX, PM10, and PM2.5, like the proposed project.

By comparison, the proposed project would result in less than significant construction and operational localized emissions, in relation to the SCAQMD LST standards. Alternative 3 would be expected to result in equivalent findings pertaining to localized emissions. Moreover, the construction and operation of Alternative 3 would not generate unusual, atypical, or excessive odors that could affect a substantial number of people, resulting in less than significant impacts on this aspect.

The proposed project was found to result in potentially significant impacts on air quality threshold criteria, including air quality plan conformance and the quantitative emission levels compared against the SCAQMD Air Quality Significance Thresholds (construction and operations), but less than significant impacts on localized construction and operational emissions. Alternative 3 would be expected to result in proportionately greater impacts to air quality, but categorically, impacts from Alternative 3 and the proposed project would both be potentially significant.

Biological Resources

A majority of the project site is unvegetated with sparse emergent tamarisk, saltbush, and smaller herbs, grasses, and shrubs. Most of the vegetation on the site consists of non-native plants that exist in areas of disturbance. Due to past agricultural and industrial activities as well as on-going weed maintenance on the site, the entire project site has been disturbed. Under Alternative 3, impacts to biological resources would be the same compared to the proposed project because the entire project site would be disturbed.

As established in **Section 4.3, Biological Resources**, the development of the project site may result in impacts to special-status plant species, migrating nesting birds, and burrowing owls (*Athene cunicularia*). **Mitigation Measure BIO-1** requires a preconstruction survey for special-status plants if the project is not developed within two years after CEQA document approval. This is to ensure that special-status plants not observed during the biological surveys do not begin to exist onsite. **Mitigation Measure BIO-2** requires preconstruction surveys for nesting birds if construction activities cannot occur between September 1 through January 31. Surveys shall be conducted no more than five days prior to ground disturbance. This is to confirm that no nests shall be disturbed during project construction. **Mitigation Measure BIO-3** requires a preconstruction survey for burrowing owls to be conducted before any ground disturbing activities. Surveys shall be conducted in accordance with an accepted protocol (as determined in coordination with Wildlife Agencies). Surveys for burrowing owls would ensure that burrowing owls are not impacted by project construction. These mitigation measures would reduce biological impacts from the project's construction to less than significant.

Since Alternative 3 would develop the same area on the project site, impacts on biological resources would not change. Both projects would be required to implement **Mitigation Measure BIO-1** through **Mitigation Measure BIO-3** to reduce potential impacts to less than significant levels. Neither Alternative 3 nor the proposed project result in any significant impacts to biological resources.

Cultural Resources

Similar to the proposed project, Alternative 3 would develop the entire project site, which could result in significant impacts to cultural resources if not addressed. Therefore, like the proposed project, Alternative 3 would be required to implement **Mitigation Measure CUL-1** and **Mitigation Measure CUL-2** in order to ensure impacts are less than significant.

Mitigation Measure CUL-1 requires that all earth-moving operations impacting the relatively undisturbed native soils shall be monitored by a qualified archaeologist and a Native American monitor from the applicable local tribes to ensure proper analysis if any cultural remains from the prehistoric period are found. **Mitigation Measure CUL-2** requires that if human remains are identified during construction, all construction activities near the remains must cease immediately, and the area must be secured. The Riverside County Coroner's Office must be contacted immediately, in accordance with the California Health and Safety Code (HSC) Section 7050.5(b). If the determination is made by the coroner that the remains are those of a Native American, HSC 7050.5(c) requires that the coroner contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. The NAHC will then select a Most Likely Descendant and will coordinate with that individual regarding the treatment and final disposition (repatriation) of the human remains, according to the provisions of PRC 5097.98 and any other legal/regulatory requirements.

Both Alternative 3 and the proposed project would follow the mitigation measures discussed above and would have less than significant impacts on cultural resources.

Energy Resources

Development and operation of Alternative 3 would result in increased energy consumption compared to the proposed project.

Construction

Short-term energy consumption related to construction activities would occur during development of Alternative 3. Construction-related energy use would include the consumption of electricity for tools and power required for construction trailers. Petroleum fuels, such as gasoline and diesel, would also be required during construction for the operation of machinery, large equipment, and employee vehicle and truck/vendor trips.

Compared to the project, Alternative 3 proposes to develop up to 1,338 multifamily residential units and up to 4,375,602 square feet of commercial uses. Construction extent (acreage) and duration are important factors in determining potential short-term energy consumption. Therefore, in terms of scale and general duration, Alternative 3 would be expected to consume more energy during building construction, paving, and architectural coating applications compared to the proposed project since Alternative 3 would develop more square feet of commercial retail. As demonstrated in **Section 4.6, Energy Resources**, the use of electricity and petroleum during construction of the proposed project would not be inefficient, wasteful or unnecessary. Additionally, construction-related energy consumption at the site would cease at the conclusion of construction. Neither Alternative 3 nor the proposed project would result in significant impacts to energy resources during construction of the site.

Operation

The operation of the 183-acre site would result in an increase in energy demand for electricity, natural gas, and petroleum compared to existing conditions. As determined in **Section 4.6**, the 3,240 multifamily residential buildings in the MBS option would consume 22,183,601 kWh of electricity, and 54,983,522 kBtu of natural gas annually. Because Alternative 3 would develop up to 1,338 residential units, electricity, and natural gas consumption during operation of the residential component in Alternative 3 would be reduced compared to the project's residential component (3,240 units). However, Alternative 3 would develop more commercial uses on the site compared to the project, which propose up to 1,826,290 square feet or 1,877,890 square feet of commercial and industrial uses, respectively. Alternative 3 would develop up to 4,375,602 square feet of commercial uses. Therefore, electricity and natural gas consumption associated with the non-residential uses would be significantly more than the project.

Similar to the proposed project, Alternative 2 would be required to comply with Title 24 (Building Energy Efficiency Standards) for energy efficiency. Title 24 standards includes heat pumps as a primary prescriptive requirement for multi-family building space and water heating systems, adds new PV and battery storage requirements for multi-family buildings with four habitable stories or more, and introduces mandatory electric-ready requirements for new gas furnaces, cooktops, and clothes dryers to support the future transition of equipment powered by renewably sourced electricity. Similar to the proposed project, Alternative 3 would incorporate mitigation measures to reduce potential GHG and air quality emissions associated with building energy consumption, including **Mitigation Measure GHG-1**, which requires the installation of Energy Star certified appliances, **Mitigation Measure GHG-2**, which requires future projects to design their roof areas to maximize solar access, and **Mitigation Measure GHG-3**, which requires future projects to be at least 5% more efficient than applicable requirements. Therefore, the project and Alternative 3 would not result in the unnecessary, inefficient, or wasteful use or consumption of energy resources.

The operation of Alternative 3 would increase on- and off-site vehicle trips from residential and commercial uses. The project includes an increased total floor area for proposed commercial uses and thus will generate approximately 272,893 more daily vehicle trips than the proposed project. Therefore, Alternative 3 would consume more petroleum fuel than the proposed project. The use of petroleum fuel during operation of Alternative 3 would not be excessive, wasteful or unnecessary because operation of the project is expected to use decreasing amounts of petroleum over time due to enhanced fuel economies realized pursuant to federal and State regulatory actions. The construction and operation of both the No Project/Zoning Buildout Alternative and the proposed project would result in an increase of energy demand in the area. However, Alternative 3 would result in greater consumption of electricity and natural gas resources during operation, and increased petroleum compared to the project. In addition, Alternative 3 would be required to develop a substation that can handle the electrical capacity of the Alternative. The substation will be designed

in compliance with IID's design guidelines. However, Alternative 3 would, like the proposed project, have less than significant impacts on energy resources.

Neither the proposed project nor Alternative 3 would result in significant impacts regarding energy resources.

Geology and Soils

The project site is currently undeveloped. Under Alternative 3, the entire project site would be developed. Under this Alternative, the property would be developed under the existing zoning designations onsite. The existing zones for the project would allow a mixed-use development with residential and commercial components.

Similar to the proposed project, development of Alternative 3 would be required to implement the mitigation measures established in the project-specific Geotechnical Investigation (Found in **Appendix G** of the DEIR). As discussed in the DEIR, **Measure GEO-1** through **Mitigation Measure GEO-8** would be required to ensure that the project complies with all requirements set forth in the Geotechnical Investigation. These requirements include requirements for site clearing, preparation of building areas, compaction, maintenance of project grounds, reevaluation of soil expansion in accordance with UBC Standard 18-2, and monitoring for potential paleontological resources.

Alternative 3 would result in similar impacts to geology and soils compared to the proposed project. Implementation of the mitigation measures, the most current CBC and seismic design coefficients and ground motion parameters would be required by both the project and Alternative 3, reducing impacts to less than significant levels.

Greenhouse Gas Emissions

Alternative 3 would be expected to disturb the entire property extent and would entail a similar construction duration, translating to similar GHG emissions from the trips and operation of construction equipment. Operation of Alternative 3 would involve approximately 272,893 more daily vehicle trips than the proposed project. Given that mobile emission sources attributed to vehicle trips are a considerable factor of operational GHG emissions, impacts to GHG emissions from Alternative 3 would be greater than the project and potentially significant and unavoidable if feasible mitigation isn't available to induce a reduction in direct or indirect emissions.

Implementation of Alternative 3 would entail construction and operation in accordance with the latest energy efficiency standards and lower mobile-source emissions from reduced trips, which would facilitate consistency with the applicable plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases, including the 2022 Scoping Plan and City of Indio's CAP because it would incorporate insulation, windows, air filtration, heating/cooling systems, lighting, appliances, water efficiency, and other features applicable to commercial and residential land uses. On the matter of GHG emissions, Alternative 3 impacts would be greater than the proposed

project and potentially significant. By comparison, the proposed project was found to result in potentially significant and unavoidable impacts from quantitative GHG emissions and pertaining to plan conformance. Therefore, on the matter of plan conformance, the higher emission levels and potential exceedances associated with Alternative 3 would result in a relative greater conflict with the statewide plans, policies, or regulations adopted for the purpose of reducing the emissions of GHG.

Hazards and Hazardous Materials

Construction

Construction of Alternative 3 is expected to involve the temporary management and use of oils, fuels and other potentially flammable substances in a manner similar to the proposed project. Hazardous materials would be delivered, stored, and handled to manufacturer instructions and industry standards. The nature and quantities of these products would be limited to what is necessary to carry out construction of Alternative 3 and are not anticipated to create significant impacts due to the limited quantities used in construction and the timeline of construction. Additionally, the contractor will be required to identify a controlled staging area within the project limits for storing materials and equipment, as required by a Storm Water Pollution Prevention Plan (SWPPP). Similar to the proposed project, Alternative 3 would implement safety procedures when using, handling, storing hazardous materials and impacts would be less than significant.

Operation

As previously stated, Alternative 3 proposes up to 1,338 multifamily residential units and up to 4,375,602 square feet of mixed use commercial uses within the 183-acre site. Operation of these residential and commercial uses could involve the use of materials common to residential or commercial developments that are labeled hazardous (e.g., solvents and commercial cleaners, petroleum products, and pesticides, fertilizers, and other landscape maintenance materials).

As stated in **Section 4.8, *Hazards and Hazardous Materials***, the development of the project site would include excavation near former homesites, which could reveal septic systems or wellsite infrastructure that should be abandoned and removed in accordance with current regulations. This infrastructure should be properly abandoned and disposed of by removal of all materials or crushing in place for buried pipeline that will be located under proposed parking lots or structures. If asbestos concrete is identified, its treatment and/or removal should follow all state and federal regulations. This is required in **Mitigation Measure HAZ-1**. Similar to the proposed project, Alternative 3 would be required to comply with **Mitigation Measure HAZ-1**. The removal of any abandoned and remnant structures would ensure that impacts to the environment from hazardous materials would be less than significant.

Overall, the No Project/Zoning Buildout Alternative would result in similar impacts to hazards and hazardous materials, as compared to the proposed project, and both would be less than significant.

Hydrology and Water Quality

Alternative 3 and the proposed project would involve an equivalent area of disturbance consisting of approximately 183 acres. During construction and life of the project, similar to the proposed project, Alternative 3 would be required to fulfill various compliance plan obligations under the Clean Water Act (CWA) framework, National Pollutant Discharge Elimination System (NPDES) program, state, and local regulations to prevent violations and impacts to surface water quality standards and waste discharge requirements pertinent to surface or ground water quality, as described below.

Implementation of a Stormwater Pollution Prevention Plan (SWPPP) would be required for the entire site (area of disturbance) during construction to comply with the most current NPDES *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities*.

During the life of the project, water quality standards and waste discharge requirements would be met and demonstrated through a project-specific Water Quality Management Plan (WQMP) to comply with the most current standards of the *Whitewater River Region Water Quality Management Plan for Urban Runoff* and the *Whitewater River Watershed MS4 Permit*, both of which are programs under the NPDES and CWA framework.

On the aspect of water demand in relation to groundwater supplies, implementation of Alternative 3 under the existing zoning buildout condition would allow a mixed-use development with residential and commercial uses, resulting in a lower number of residential units and a greater allocation of commercial uses. Alternative 3 would be held to the requirements of a specific WSA/WSV approval. Given that the WSA for the proposed project demonstrated sufficient supply, Alternative 3 would also be expected to obtain the same finding of supply and verification. Alternative 3 would be subject to the most current indoor water efficiency requirements as well as the locally adopted water-efficient landscape ordinance respective to the land uses and facilities.

Pertaining to groundwater quality, Alternative 3 would be required to implement the standard requirements for non-structural and structural pollution source control measures that work toward the protection of groundwater quality as part of the respective WQMP. These measures would be privately maintained during the life of the Alternative 3 project.

On the aspect of groundwater recharge, Alternative 3 will not result in any physical modifications to an existing recharge facility or result in any stormwater runoff condition capable of interfering with recharge operation. The City's requirement for on-site retention facilities would contribute to infiltration and groundwater recharge.

Alternative 3 would result in an increase in impervious land cover through the introduction of structures, hardscape and streets. However, the proposed storm drainage system with required on-

site retention facilities. Since Alternative 3 is required to retain urban runoff on-site, it would not result in a discharge condition affecting public storm drainage infrastructure.

By comparison, the proposed project was found to result in less than significant impacts on all thresholds and criteria for hydrology, without the need for mitigation. Other than the standard plans, no mitigation was necessary to achieve less than significant impacts. Therefore, Alternative 3 would be expected to have equivalent less than significant impacts as the proposed project.

Land Use and Planning

Neither Alternative 3 nor the proposed project would divide an established community, due to its location surrounded by developed roads. Alternative 3 would be consistent with the zoning map and General Plan land use designations established by the City. The proposed project requests a General Plan Amendment to allow for the Specific Plan land use designation. However, as determined in **Section 4.10, Land Use and Planning**, the proposed project would not result in significant impacts to land use because the project features would be consistent with the General Plan goals and policies. Like the project, Alternative 3 would not be inconsistent with City goals and policies or existing zoning or land use designations.

Noise

The No Project / Zoning Buildout Alternative would result in the development and operation of the 183-acre site.

Construction

Development of Alternative 3 would involve the construction of up to 1,338 multifamily residential units, up to 4,375,602 square feet of mixed use and regional commercial uses. Alternative 3 would develop the entire 183-acre site, similar to the proposed project. Thus, construction noise associated with Alternative 3 would be similar to the proposed project. As stated in **Section 4.11, Noise**, the closest existing off-site residential receptor in the vicinity of the project area are the residences on Avenida Celaya (R01), in the Sun City Shadow Hills Neighborhood (approximately 650 feet north).

As determined in **Section 4.11**, the project's potential construction noise levels could exceed the FTA's daytime (7 AM to 10 PM) noise criterion of 80 dBA Leq at future on-site receptors, including R02 (80.7 dBA Leq), R04 (80.7 dBA Leq), R05 (92.8 dBA Leq), and R07 (92.8 dBA Leq) (see **Table 4.11-18** and **Exhibit 4.11-4** of this Draft EIR). To reduce this impact, **Mitigation Measures NOI-1A** through **NOI-1E** shall be incorporated during construction. The mitigation measures require the project to notify the receptors in the vicinity of the project of project-related construction activities; restrict construction work hours to hours established by the City of Indio Municipal Code; reduce construction traffic by establishing access points that avoid sensitive receptors and equipment noise by staging equipment away from sensitive receptors, and using noise suppression devices; install temporary noise barriers during all site preparation, grading, and structural foundation work activities that have a line-of-sight

to and occur within 150 feet of an occupied dwelling unit; and provide owner/occupant disclosures that state that properties in the project area may be subject to elevated construction noise levels from development in the project area. Additionally, **Mitigation Measure NOI-3A** requires a permanent 8-foot-tall concrete unit noise barrier between PA 3 and PA 4 if residential construction on PA 3 precedes industrial development on PA 4. Therefore, implementation of the mitigation measures listed above would reduce the project's construction noise impacts to less than significant levels. Alternative 3 would result in similar construction activities (i.e., site preparation, paving, building construction, architectural coating) as the proposed project. Therefore, development of Alternative 3 would result in similar noise levels during construction activities as the proposed project. Thus, Alternative 3 would also be required to implement **Mitigation Measures NOI-1A through -1E and NOI-3A**. Therefore, construction noise impacts would be reduced to less than significant levels.

The specific use of a vibratory roller during paving and other activities, however, could result in ground-borne vibration levels that exceed Caltrans' strongly perceptible annoyance criterion (0.10 in/sec) if such operations were to occur 50 feet of a building façade. Although this is unlikely to occur, the generation of strongly perceptible ground-borne vibration levels would be considered significant. To reduce the project's temporary construction vibration levels, the project shall prohibit the use of such equipment within 50 feet of occupied residential dwelling unit or, if such prohibition is not feasible, the project shall prepare a project-specific vibration plan that ensures equipment and work activities would not result in vibrations that exceed Caltrans' strongly perceptible human annoyance criterion of 0.1 in/sec PPV. This is required by **Mitigation Measure NOI-2** and would reduce the project's potential on-site construction vibration levels to less than significant levels.

Alternative 3 proposes similar construction activities as the proposed project; thus, neither the proposed project nor Alternative 3 would result in significant impacts to noise or vibration during construction.

Operation

Operational noise associated with Alternative 3 traffic would be similar compared to the proposed project, due to the proposed mixed-use and regional commercial uses proposed for Alternative 3. The project's residential development would be subject to City Municipal Code requirements that control and abate unnecessary, excessive, or annoying noise, including prohibitions on noise that causes annoyance to a reasonable person that is plainly audible at a distance of 50 feet (Municipal Code Section 95C.03); limitations on noise from horns and signaling devices, televisions and radios, animals, and leaf blowers (Municipal Code Section 95C.04), and minor property maintenance (Municipal Code Section 95C.09). Similar to the proposed project, Alternative 3 would be required to comply with the City's Municipal Code regarding noise.

Similar to the proposed project, Alternative 3 will develop commercial uses onsite. As stated in **Section 4.11**, the commercial and mixed-use development proposed for the project would result in

potentially significant noise levels observed from proposed onsite residential uses. In order to reduce noise levels, the project includes use restrictions, standards, and design guidelines that would reduce potential commercial noise levels by prohibiting incompatible developments, restricting hours of operations to 7 AM to 10 PM, designing the site to place loading docks and waste storage away from sensitive land uses, screening noise-generating equipment, and requiring the installation of a 6- to 8-foot solid masonry wall between residential and non-residential uses (6- to 8-foot wall between residential and mixed-uses per Section 3.5.1.1 of the Specific Plan, and, potentially, a 8-foot wall between residential in PA 3 and nonresidential in PA 4, as required by **Mitigation Measure NOI-3A**). The commercial use would also be required to implement **Mitigation Measure NOI-3B** which requires that the future mixed uses submit a project specific operational noise analysis to the City for review and approval. The implementation of **Mitigation Measures NOI-3A** and **-3B** will reduce commercial and mixed-use noise levels to less than significant levels. Alternative 3 would also be required to implement the mitigation measures listed above to reduce commercial-related noise impacts to less than significant levels.

The implementation of the mitigation measures will ensure that the project and Alternative 3 are consistent with the applicable General Plan noise policies (as outlined in Table 4.11-20 in this Draft EIR). Alternative 3 would result in more (approximately 272,893 more) daily vehicle trips compared to the proposed project, due to the regional commercial and mixed-use development proposed. The traffic would result in more traffic-related noise compared to the proposed project. However, the General Plan accounts for increased noise generated by traffic associated with the mixed use and regional commercial zones. Therefore, Alternative 3 would result in less than significant impacts, like the proposed project.

Finally, the project and Alternative 3 do not include vibration-generating operational activities. The new land uses (i.e., residential, mixed-use, commercial, and industrial) could involve machinery and equipment such as pumps, compressors, generators, and other fixed equipment that produce vibrations; however, this equipment is unlikely to generate vibration levels that would be discernible without the aid of instruments. The project and Alternative 3 do not propose or support any large vibration-inducing equipment or land use activities and would not result in excessive ground-borne vibration levels. This impact would be less than significant.

Overall, Alternative 3 would result in similar noise and similar vibration impacts, as compared to the proposed project. However, both would be less than significant.

Population and Housing

The subject property is currently vacant and does not provide housing for the City of Indio. Alternative 3 would be developed under the existing zoning designations onsite. The existing zoning designations on the project site include Specific Plan (MU-SP), Mixed Use Neighborhood (MUN), and Regional Commercial (RC). The Specific Plan (MU-SP) designation occupies the western portion of the site, and

is associated with the Gateway Specific Plan, which was approved by the City in 1995. The MUN zoning designation occupies a portion of the center of the site, while the RC designation occupies the southeast portion of the site. The existing zones for the project would allow a mixed-use development with residential and commercial components. Alternative 3 would result in less dwelling units than the proposed project with a maximum of 929 to 1,338 dwelling units.

Alternative 3 would result in less residential units. **Section 4.13, *Population and Housing***, determined that the proposed project would not result in significant impacts to unplanned population, housing, or employment growth because the City of Indio and SCAG anticipate this growth in their growth forecasts, which is primarily based on the General Plan. Alternative 3 and the proposed project are expected to have less than significant impacts.

Both Alternative 3 and the proposed project would require the site's connection to utility infrastructure. Appropriate existing infrastructure is found along both Avenue 42 and Monroe Street. Therefore, the project's connection to these existing utilities would not result in indirect growth impacts. See **Section 4.18, *Utilities and Service Systems***, for further discussion of existing utilities and infrastructure, and the project's connection to these services.

The project will require the development of an off-site 2.4-acre electric power substation to support project utility demand. The substation is proposed in the southern-most portion of the site, south of the proposed industrial buildings, adjacent to the southern property boundary in PA4. The development of the substation will serve the project and augment existing needs in the area; therefore, the project substation is not anticipated to indirectly induce growth.

The site's connection to the infrastructure would result in less than significant impacts related to facilitating growth.

Both Alternative 3 and the proposed project would result in less than significant impacts to population and housing resources in the City.

Public Services

Similar to the proposed project, Alternative 3 would introduce uses that would place additional demand on the City of Indio's public services. There would be an increased demand in police services, fire, and emergency services as a result of the development of Alternative 3 due to the proposed diversity of uses. Alternative 3 would have a maximum of 1,338 dwelling units and 4,375,602 square feet of regional commercial land use. The residential portion of Alternative 3 is less than the proposed project, but it can be assumed that the regional commercial land uses in Alternative 3 would require more employees than the proposed project. However, like the proposed project, Alternative 3 would be required to comply with applicable policies and codes imposed by the City as well as pay development fees applicable to the project and would be subject to review by the City and fire department to ensure access and other safety measures are implemented at the site.

Policies and codes that the project would be required to implement include the City's General Plan Policy SE-3.1: Comply with the National Fire Protection Association (NFPA) 1710 and Riverside County Fire response standard of arriving to fire and medical emergency incidents within a four-minute drive time. The project will also adhere to Policy SE-3.4 which requires the use of fire-resistant building construction materials to reduce hazard of structure fires, within the developed areas of the City and at the urban-wildlife interface. The project would also comply with Policy PR-3.3 which requires development projects to dedicate easements for trails, trailheads, and other needed improvements, where appropriate. Dedications may include paseos, urban trails, greenways, and/or Class 1 bicycle facilities that connect to centers, schools, parks, and open space areas.

Additionally, the project will adhere to the California Fire Code. The California Fire Code and the policies and actions described above are City standards that are required to be implemented. Thereby, with the implementation of the City's policies and action, the adherence to California Fire Code, and the City and Fire Department's review of the project plans to ensure that the project would meet fire protection requirements, impacts on fire services would be less than significant.

Both Alternative 3 and the proposed project would result in less than significant impacts.

Recreation

Alternative 3 would result in the development of buildings complying with the existing zoning designations onsite. Alternative 3 would be expected to create less of an impact on recreation services due to the decreased dwelling units in Alternative 3.

As stated above in the Public Services discussion for Alternative 3, Alternative 3 and the proposed project would be required to follow applicable City codes and policies as well as pay the DIFs relevant to the project. Additionally, both the project and Alternative 3 would be subject to review by the City to ensure that growth from the project can be properly accommodated.

Both the project and Alternative would result in less than significant impacts.

Transportation

Alternative 3 would result in the development of the project in accordance with the existing Zoning Designations of the property.

Construction

Short-term construction vehicle trip impacts would result from the development of Alternative 3. A Traffic Control Plan would be required to be implemented throughout all construction activities as a condition of approval. Construction impacts would be generally limited to permitted construction activity hours. Additionally, construction traffic would cease once construction of the facilities was complete. To prevent hazards during construction, a Traffic Control Plan would be required as a

standard condition. Primary and secondary access to the site will occur along Avenue 42 and Monroe Street. These roadways will provide public and emergency access in-to and out of the property.

Operation

Alternative 3 operations would result in an increase of transportation/traffic in the area. Estimates are shown in **Table 7-6** below. **Table 7-5** illustrates the ITE trip generation rates.

Table 7-5 Trip Generation Rates

Trip Generation Rates									
Land Use	ITE LU Code	Quantity ²	AM Peak Hour ¹			PM Peak Hour ¹			Daily
			In	Out	Total	In	Out	Total	
Multi-Family Housing (Low-rise)	220	DU	24%	76%	0.40	63%	37%	0.51	6.74
Shopping Center	821	TSF	62%	38%	1.73	49%	51%	5.19	67.50

Notes:

1. Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).
2. TE = Trip End; DU = Dwelling Unit; RM = Room; TSF = Thousand Square Feet.

Table 7-6 Alternative 3 Trip Generation Comparison

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Alternative 2 Trip Generation Comparison							
Alternative 3							
Multi-Family Housing – 1,338 DU	313	1,177	1,490	1,221	658	1,879	9,018
Shopping Center – 4,376 TSF	5617	2,877	7,570	11,128	11,583	22,711	295,380
Subtotal	5,930	4,054	9,060	12,349	12,241	24,590	304,398
Proposed Project (MBS)	1,130	1,189	2,319	1,578	1,446	3,024	31,505
Alternative 3 Delta (Alt 3 - MBS)	4,800	2,865	6,741	10,771	10,795	21,566	272,893

The operation of Alternative 3 would increase on- and off-site vehicle trips from residential and commercial uses. The project includes an increased total floor area for proposed commercial uses and thus will generate more daily trips leaving the project site.

The proposed project is expected to result in less than significant impacts related to compliance with other applicable plans. Given the projected increase in vehicle trips generated by Alternative 3, intersections with vehicle delay thresholds near levels that would cause concern for functionality could potentially be increased by Alternative 3 traffic. An intersection which has a delay of LOS C with proposed project traffic volumes, could be increased with the increase in traffic volumes associated with Alternative 3. Possible additional lanes might be required to maintain an acceptable level of service at intersections.

The proposed project is anticipated to result in less than significant impacts relative to VMT with the implementation of **Mitigation Measure TRA-1**, which requires commute trip reduction marketing and a ridesharing program, among other measures that may be required to achieve a 10 percent reduction in overall trips. Like the proposed project, Alternative 3 would contribute to Vehicle Miles Traveled

(VMT) in the area. However, due to the significant increase in anticipated trips, Alternative 3 may be expected to result in significant and unavoidable impacts relative to VMT.

Alternative 3 would be expected to contribute to the improvement of the local roadway system, similar to the proposed project. Overall, Alternative 3 would generate increased daily trips on area roadways, resulting in increased impacts associated with the area roadway system and increased VMT impacts, compared to the proposed project.

Tribal Cultural Resources

The entire site would still be fully developed under Alternative 3 and would result in similar impacts to tribal cultural resources as the proposed project. Alternative 3 would still be required to implement **Mitigation Measure CUL-1** to ensure that the proposed project as well as Alternative 3 would have less than significant impacts. Alternative 3 nor the proposed project have any significant and unacceptable impacts to tribal cultural resources.

Utilities and Service Systems

Water

Alternative 3 would develop 1,338 dwelling units and 4,375,602 sq.ft. of commercial space. Like the proposed project, the project would be subject to the City and IWA's regulations and Water Efficient Landscaping and Irrigation Ordinance. The increase of commercial uses would have a higher water demand than the proposed project. IWA anticipates adequate water supply will be available to meet future growth in the City as documented in the 2020 Coachella Valley Regional Urban Water Management Plan. Similar to the proposed project, Alternative 3 would be reviewed by IWA and the City to ensure compliance with current regulations and to construct any additional improvements that may be required to provide water to the site. Compared to the project, Alternative 3 would have a higher water demand but would result in less than significant impacts.

Wastewater

Wastewater service would be provided to the property by VSD. Wastewater generated by the project would be increased when compared to the proposed project, due to the increased square footage of commercial space with Alternative 3. Wastewater calculated for the proposed project anticipates the wastewater treatment capacity would be sufficient to serve the alternative. The proposed wastewater connections lines would still be constructed to connect services to the project site. Alternative 3 would result in less than significant impacts.

Dry Utilities (Electricity, Natural Gas, and Telecommunications)

Alternative 3 would require the same extension of the existing infrastructure to the site. Like the proposed project, this Alternative would still be required to submit plans through the City and utility

providers. The project would still be required to construct a substation for IID to power the site, So Cal Gas would provide connection to natural gas, and the project would still need to connect to the existing Frontier and Charter infrastructure for telecommunications services. Impacts under Alternative 3 and the proposed project for electricity, natural gas, and telecommunications infrastructure would be less than significant.

Solid Waste

Burrtec would provide the property with solid waste services. The development would require solid waste services to remove waste produced by construction and operation activities. However, construction waste produced by Alternative 3 would not be significant and would cease after the proposed facilities were developed.

Solid waste generated by Alternative 3 would be similar to the proposed project due to the commercial uses. Compared to Alternative 3, the proposed project would generate comparable amounts of solid waste, and impacts would be less than significant. Neither scenario would result in significant and unavoidable impacts.

7.4.4 Alternative 4 – No Commercial (MBS)

Under this Alternative, the project would develop 3,240 multifamily residential units and 1,806,290 square feet of industrial. Alternative 4 would remove the 20,000 square feet of commercial use. An analysis of impacts for Alternative 4 is provided below:

Aesthetics

Under the No Commercial (MBS) Alternative, impacts to the existing views and scenic quality would occur but would be similar to the proposed project. Alternative 4 would obstruct existing views to the north, west, east, and south of the project. When viewed from the public rights-of-way adjacent to the site (Avenue 42 to the north, Monroe Street to the east, and Interstate 10 to the south), the distant mountains to the south, west, east, and north are viewable due to the undeveloped character of the project site. Development on the site would result in building and other improvements that would impede views from the surrounding public rights-of-way. It should be noted, however, that surrounding roadway views are generally considered limited as motorists are focused on driving and roadway safety. Alternative 4 would result in the same number of multifamily residential units (3,240 units) and industrial warehouse area (1,806,290 square feet) as the Maximum Buildout Scenario. However, Alternative 4 would not develop the 20,000 square feet of commercial uses. As with the project, buildings proposed in Alternative 4 would comply with building height allowances and setbacks established in the Specific Plan that would be required for Alternative 4. The Specific Plan, if approved by the City, would be the guiding document governing the development standards and design guidelines for the site. Review and approval by the City would ensure that the site does not

exceed appropriate building heights or result in inconsistent design features. Thus, impacts would be less than significant and reduced when compared to the proposed project.

Alternative 4 would result in similar impacts to scenic quality compared to the proposed project because the architecture, landscaping, and development standards are all required to adhere to Mixed Use Neighborhood and Regional Commercial land use designations. As determined in **Section 4.1, Aesthetics**, this Alternative would have less than significant impacts to scenic quality.

Alternative 4 would result in similar impacts to light and glare, compared to the proposed project since both projects would include illumination onsite for security reasons, and to provide lighting for employees walking to their vehicles, signage lighting, building entrance lighting, and landscape lighting. Both Alternative 4 and the proposed project would result in the development and operation of multifamily uses and 1,806,290 square feet of industrial. Lighting for security, signage, parking areas, building entrances, etc. would be required to comply with Section 3.002.11 of the Indio Unified Development Code, governing outdoor lighting standards. Section 3.02.11 requires that projects be Dark-Sky compliant, including color temperature of outdoor lighting not exceeding 3,000 Kelvins. All outdoor lighting shall be designed, located, installed, directed downward or toward structures, fully shielded, and maintained in order to prevent glare, light trespass, and light pollution and away from adjoining properties and public rights-of-way, so that no light fixture directly illuminates an area outside of the project site intended to be illuminated. Fully shielded means the fixture shall be shielded in such a manner that light rays emitted by the fixture, either directly from the lamp or indirectly from the fixture, are projected below a horizontal plane running through the lowest point on the fixture where light is emitted, thus preventing the emission of light above the horizontal. All exterior lighting shall be located and directed so as not to emit light on adjacent properties. Lighting fixtures shall be weather, and vandal resistant, burnt-out and broken light bulbs shall be replaced, and maintenance of lighting fixtures shall be maintained in good working order. **Section 4.1** confirms that the project will comply with the City's lighting standards. Similar to the proposed project, Alternative 4 would be required to comply with Section 3.002.11 of the City Municipal Code.

Alternative 4 would result in similar and reduced impacts to aesthetics compared to the proposed project. Impacts associated with views of scenic vistas, scenic quality, and light and glare would be less than significant under both Alternative 4 and the proposed project.

Agricultural and Forestry Resources

Alternative 4 would occupy the same site acreage, resulting in the development of Farmland of Local Importance. As discussed in the Agricultural and Forestry Resources for the previous Alternatives, the Indio General Plan Land Use Map and Zoning Map do not designate areas within the City for agricultural uses. The General Plan EIR identifies how implementation of the City's GPU would result in the potential conversion of the fallow and active farmlands to urban uses. Therefore, it can be

expected that the project site would be developed to non-agricultural uses in the future. Considering this, the proposed project and Alternative 4 would not create significant impacts.

Air Quality

Alternative 4 and the proposed project would occupy an equivalent area of disturbance and development, consisting of approximately 183 acres. Implementation of Alternative 4 would develop 3,240 multifamily residential units and 1,806,290 square feet of industrial. Alternative 4 would remove the 20,000 square feet of commercial use, which would reduce the number of employees expected onsite and their associated vehicle trips. Construction extent (acreage) and duration are important factors in determining short-term criteria air pollutant emissions in relation to the SCAQMD Air Quality Significance Thresholds. Therefore, in terms of scale and general duration, Alternative 4 would be expected to involve comparable levels of construction emissions from site preparation, grading, building construction, paving, and architectural coating applications. Depending on the scheduling of construction phases, specifically paving and architectural coating applications, the proposed project could result in emission levels capable of exceeding the SCAQMD regional construction emissions threshold for VOC and potentially NOX. Therefore, Alternative 4 regional construction emissions impacts could be significant and unavoidable, equivalent to the proposed project. The temporary construction activity and operation heavy-duty diesel trucks accessing the site under Alternative 4 would result in short-term and operational toxic air contaminants (TAC) emissions related to diesel particulate matter (DPM). The relatively comparable construction scale associated with Alternative 4 would entail emission levels of TACs at a similar capacity to incur an incremental cancer and non-cancer risk attributable to construction-source DPM emissions.

Despite an equivalent number of residential units and greater allocation of industrial uses, Alternative 4 would involve fewer daily trips than the proposed project, attributed to the removal of commercial space. Given that mobile emission sources attributed to vehicle trips are a considerable factor of operational criteria air emissions, impacts from Alternative 4 would be lower than the proposed project, yet still potentially exceed the SCAQMD's regional emissions thresholds for VOCs, CO, NOX, PM10, and PM2.5, like the proposed project.

By comparison, the proposed project would result in less than significant construction and operational localized emissions, in relation to the SCAQMD LST standards. Alternative 4 would be expected to result in equivalent findings pertaining to localized emissions. Moreover, the construction and operation of Alternative 4 would not generate unusual, atypical, or excessive odors that could affect a substantial number of people, resulting in less than significant impacts on this aspect.

The proposed project was found to result in potentially significant impacts on air quality threshold criteria, including air quality plan conformance and the quantitative emission levels compared against the SCAQMD Air Quality Significance Thresholds (construction and operations), but less than

significant impacts on localized construction and operational emissions. Therefore, Alternative 4 and the proposed project would involve similar potentially significant impacts to air quality.

Biological Resources

Under Alternative 4, impacts to biological resources would be the same compared to the proposed project, because the entire project site would be developed. As established in **Section 4.3, *Biological Resources***, the development of the proposed project may result in impacts to special-status plant species, migrating nesting birds, and burrowing owls (*Athene cunicularia*).

In order to reduce potential impacts to biological resources on the project site, **Mitigation Measure BIO-1** through **Mitigation Measure BIO-3** is required. **Mitigation Measure BIO-1** requires a preconstruction survey for special-status plants if the project is not developed within two years after CEQA document approval. This is to ensure that special-status plants not observed during the biological surveys do not begin to exist onsite. **Mitigation Measure BIO-2** requires preconstruction surveys for nesting birds if construction activities cannot occur between September 1 through January 31. Surveys shall be conducted no more than five days prior to ground disturbance. This is to confirm that no nests shall be disturbed during project construction. **Mitigation Measure BIO-3** requires a preconstruction survey for burrowing owls to be conducted before any ground disturbing activities. Surveys shall be conducted in accordance with an accepted protocol (as determined in coordination with Wildlife Agencies). Surveys for burrowing owls would ensure that burrowing owls are not impacted by project construction. These mitigation measures would reduce biological impacts from the project's construction to less than significant.

Since Alternative 4 would develop the same area on the project site, impacts on biological resources would not change. Both projects would be required to implement **Mitigation Measure BIO-1** through **Mitigation Measure BIO-3** to reduce potential impacts to less than significant levels. Neither Alternative 4 nor the proposed project result in any significant impacts to biological resources.

Cultural Resources

Alternative 4 would fully develop the project site. Alternative 4 would have similar impacts to prehistoric sites or previously unknown cultural resources or human remains which could be uncovered during grading, construction, and any other ground disturbance activities. Therefore, like the proposed project, Alternative 4 would implement **Mitigation Measure CUL-1** and **Mitigation Measure CUL-2** (described in **Section 4.4, *Cultural Resources***, of the DEIR) to reduce impacts to potential sensitive cultural resources to less than significant levels.

Energy Resources

Development and operation of the No Commercial (MBS) Alternative would result in an increase of energy consumption compared to the site's existing conditions; however, it would also result in reduced energy consumption compared to the proposed project.

Construction

Short-term energy consumption related to construction activities would occur during development of Alternative 4. Construction-related energy use would include the consumption of electricity for tools and power required for construction trailers. Petroleum fuels, such as gasoline and diesel, would also be required during construction for the operation of machinery, large equipment, and employee vehicle and truck/vendor trips.

Compared to the project, Alternative 4 proposes to develop 3,240 multifamily residential units and 1,806,290 square feet of industrial. Alternative 4 would not develop the 20,000 square feet of commercial use, which the Maximum Buildout Scenario proposes for the project. Alternative 4 would likely result in the same buildout timeline as the proposed project. Therefore, Alternative 4 would result in similar energy consumed during construction of the site.

As demonstrated in **Section 4.6, Energy Resources**, the use of electricity and petroleum during construction of the proposed project would not be inefficient, wasteful or unnecessary. Additionally, construction-related energy consumption at the site would cease at the conclusion of construction. Neither Alternative 4 nor the proposed project would result in significant impacts to energy resources during construction of the site.

Operation

The operation of the 183-acre site would result in an increase in energy demand for electricity, natural gas, and petroleum compared to existing conditions. Alternative 4 proposes a reduced building footprint (by 20,000 square feet), therefore, Alternative 4 would result in reduced consumption of electricity and natural gas during operation of the site. As determined in Section 4.6, the non-residential buildings for the MBS project would consume 24,520,656 kWh of electricity, and 34,609,630 kBtu of natural gas annually. Alternative 4 would consume 1.1 percent less than the proposed project, resulting in 269,727.2 kWh and 380,705.9 kBtu less than the proposed project annually.

Similar to the proposed project, Alternative 4 would be required to comply with Title 24 (Building Energy Efficiency Standards) for energy efficiency. Title 24 standards includes heat pumps as a primary prescriptive requirement for multi-family building space and water heating systems, adds new PV and battery storage requirements for multi-family buildings with four habitable stories or more, and introduces mandatory electric-ready requirements for new gas furnaces, cooktops, and clothes dryers to support the future transition of equipment powered by renewably sourced electricity. Similar to the proposed project, Alternative 4 would incorporate mitigation measures to reduce potential GHG and air quality emissions associated with building energy consumption, including **Mitigation Measure GHG-1**, which requires the installation of Energy Star certified appliances, **Mitigation Measure GHG-2**, which requires future projects to design their roof areas to maximize solar access, and **Mitigation Measure GHG-3**, which requires future projects to be at least 5% more efficient than applicable

requirements. Therefore, the project and Alternative 4 would not result in the unnecessary, inefficient, or wasteful use or consumption of energy resources.

Operation of Alternative 4 would decrease on- and off-site vehicle trips because the removal of commercial uses under this Alternative will generate fewer employee, customer, and delivery trips entering and leaving the project site. This Alternative is anticipated to have a lower daily VMT due to the decrease in trips. Therefore, Alternative 4 would consume less petroleum than the proposed project due to the reduced daily trips (1,020 less than the proposed project). The use of petroleum fuel during operation of Alternative 4 would not be excessive, wasteful or unnecessary because operation of the project is expected to use decreasing amounts of petroleum over time due to enhanced fuel economies realized pursuant to federal and State regulatory actions. The construction and operation of both the No Commercial (MBS) Alternative and the proposed project would result in an increase of energy demand in the area. However, Alternative 4 would result in less consumption of electricity and natural gas resources during operation, and reduced petroleum due to the removal of 20,000 square feet of commercial. However, Alternative 4 would, like the proposed project, have less than significant impacts on energy resources.

Neither the proposed project nor Alternative 4 would result in significant impacts regarding energy resources.

Geology and Soils

Under Alternative 4, the entire project site would be developed. Under this Alternative, the project would develop 3,240 multifamily residential units and 1,806,290 square feet of industrial. Alternative 4 would remove the 20,000 square feet of commercial use.

Similar to the proposed project, development of Alternative 4 would be required to implement the mitigation measures established in the project-specific Geotechnical Investigation (Found in **Appendix G** of the DEIR). As discussed in the DEIR, **Mitigation Measure GEO-1** through **Mitigation Measure GEO-8** would be required to ensure that the project complies with all requirements set forth in the Geotechnical Investigation. These requirements include requirements for site clearing, preparation of building areas, compaction, maintenance of project grounds, reevaluation of soil expansion in accordance with UBC Standard 18-2, and monitoring for potential paleontological resources.

These mitigation measures would apply equally to Alternative 4's impacts and reduce them to less than significant levels. Alternative 4 would result in similar impacts to geology and soils compared to the proposed project.

Greenhouse Gas Emissions

Alternative 4 would be expected to disturb the entire property extent and would entail a similar construction duration, translating to similar GHG emissions from the trips and operation of

construction equipment. Operation of Alternative 4 would not involve a greater number of vehicle trips than the proposed project. Given that mobile emission sources attributed to vehicle trips are a considerable factor of operational GHG emissions, impacts to GHG emissions from Alternative 4 would be less than the project however impacts may be potentially significant and unavoidable if feasible mitigation isn't available to induce a reduction in direct or indirect emissions. Implementation of Alternative 4 would entail construction and operation in accordance with the latest energy efficiency standards and lower mobile-source emissions from reduced trips, which would facilitate consistency with the applicable plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases, including the 2022 Scoping Plan and City of Indio CAP because it would incorporate insulation, windows, air filtration, heating/cooling systems, lighting, appliances, water efficiency, and other features applicable to residential and industrial land uses. On the matter of GHG emissions, Alternative 4 impacts would be greater than the proposed project and potentially significant. By comparison, the proposed project was found to result in potentially significant and unavoidable impacts from quantitative GHG emissions and pertaining to plan conformance. Therefore, on the matter of plan conformance, Alternative 4 impacts would be equivalent to the proposed project.

Hazards and Hazardous Materials

Construction

Construction of Alternative 4 is expected to involve the temporary management and use of oils, fuels and other potentially flammable substances in a manner similar to the proposed project. Hazardous materials would be delivered, stored, and handled to manufacturer instructions and industry standards. The nature and quantities of these products would be limited to what is necessary to carry out construction of Alternative 4 and are not anticipated to create significant impacts due to the limited quantities used in construction and the timeline of construction. Additionally, the contractor will be required to identify a controlled staging area within the project limits for storing materials and equipment, as required by a Storm Water Pollution Prevention Plan (SWPPP). Similar to the proposed project, Alternative 4 would implement safety procedures when using, handling, storing hazardous materials and impacts would be less than significant.

Operation

As previously stated, Alternative 4 proposes 3,240 multifamily residential units and 1,806,290 square feet of industrial uses within the 183-acre site. Operation of these residential and industrial uses could involve the use of materials common to residential or industrial developments that are labeled hazardous (e.g., solvents and commercial cleaners, petroleum products, and pesticides, fertilizers, and other landscape maintenance materials).

Under Chapter 6.95, Article 2, of the California Health and Safety Code (HSC), operators of stationary sources of hazardous materials (if they are deemed an accident risk) are required to prepare risk management plans (RMPs), detailing strategies to reduce the risk of accidental hazardous material release and submit them to the California Emergency Management Agency. If the industrial use in Alternative 4 were to store hazardous materials in large quantities (i.e., 55 gallons of a liquid substance, 500 pounds of a solid substance, and/or 200 cubic feet of compressed gas), the applicant would be required to submit a Hazardous Materials Business Plan (HMBP) to the Riverside County Department of Environmental Health (DEH) and Fire Department. Under the administration of the County of Riverside DEH, and in compliance with the Hazardous Materials Release Response Plans and Inventory Law, Chapter 6.95 of the HSC, any business handling and/or storing a hazardous material shall obtain a permit from the DEH and electronically submit a business plan in the Statewide Informational Management System. The proposed project could require the storage or handling of hazardous materials, as defined in Chapter 8.64 of the Riverside County Municipal Code, including storage of propane or petroleum backup generator, and shall be required to follow the procedures established in the Municipal Code and Chapter 6.95 of the HSC. Adherence to federal, State, and regional regulatory standards listed above will ensure impacts related to the storage and the risk of accidental releases of hazardous materials associated with the project or Alternative 4 are less than significant.

Any tenant proposed in Alternative 4, and all their employees would be required to comply with Occupational Safety and Health Administration (OSHA) regulations and standards. Additionally, hazardous materials, if onsite, would be handled in compliance with manufacturer's standards to ensure proper use and handling. The No Commercial (MBS) Alternative would implement safety procedures when using, handling, storing hazardous materials and impacts would be less than significant.

As stated in **Section 4.8, Hazards and Hazardous Materials**, the development of the project site would include excavation near former homesites, which could reveal septic systems or wellsite infrastructure along with the identified hydraulic life that should be abandoned and removed in accordance with current regulations. This infrastructure should be properly abandoned and disposed of by removal of all materials or crushing in place for buried pipeline that will be located under proposed parking lots or structures. If asbestos concrete is identified, its treatment and/or removal should follow all state and federal regulations. This is required in **Mitigation Measure HAZ-1**. Similar to the proposed project, Alternative 4 would be required to comply with **Mitigation Measure HAZ-1**. The removal of any abandoned and remnant structures would ensure that impacts to the environment from hazardous materials would be less than significant.

The City of Indio has developed and maintains an extensive roadway network. Alternative 4 would not propose changes to that network. Access to the project would occur along Avenue 42 and Monroe Street. Emergency access will occur at the northwest corner of the project at Avenue 42, which would

limit access to emergency vehicles. Vehicles accessing the street from the project would not interfere with evacuation routes or plans, insofar as Alternative 4 would not alter any existing street used for these purposes. Access points would be reviewed by the Fire Department, to ensure adequate access for emergency vehicles. This requirement would be included as a condition of approval for Alternative 4 and assures that on-site emergency access impacts would be less than significant. Implementation of Alternative 4 is not expected to interfere with critical facilities, emergency transportation and circulation, or emergency preparedness coordination.

Overall, the No Commercial (MBS) Alternative would result in similar impacts to hazards and hazardous materials, as compared to the proposed project, and both would be less than significant.

Hydrology and Water Quality

Alternative 4 and the proposed project would involve an equivalent area of disturbance consisting of approximately 183 acres. During construction and life of the project, similar to the proposed project, Alternative 4 would be required to fulfill various compliance plan obligations under the Clean Water Act (CWA) framework, National Pollutant Discharge Elimination System (NPDES) program, state, and local regulations to prevent violations and impacts to surface water quality standards and waste discharge requirements pertinent to surface or ground water quality, as described below.

Implementation of a Stormwater Pollution Prevention Plan (SWPPP) would be required for the entire site (area of disturbance) during construction to comply with the most current NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities. The SWPPP for Alternative 4 would be required to identify the strategy of stormwater Best Management Practices (BMPs). Compliance with the State's CGP during construction would be regulated and enforced as part of the Colorado River Regional Water Quality Control Board (RWQCB Region 7) inspection and audit authority indicated in Section 13267 of the Porter-Cologne Water Quality Control Act. The City of Indio would also be authorized to enforce compliance through its MS4 program, until project completion.

During the life of the project, water quality standards and waste discharge requirements would be met and demonstrated through a project-specific Water Quality Management Plan (WQMP) to comply with the most current standards of the Whitewater River Region Water Quality Management Plan for Urban Runoff and the Whitewater River Watershed MS4 Permit, both of which are programs under the NPDES and CWA framework. The attainment of on-site stormwater retention of the controlling 100-year storm event for Alternative 4 would be demonstrated in the project-specific WQMP and the related grading and hydrology plan approvals processed through the City of Indio.

On the aspect of water demand in relation to groundwater supplies, implementation of Alternative 4 would develop 3,240 multifamily residential units and 1,806,290 square feet of industrial space, while removing 20,000 square feet of commercial use. Alternative 4 would be held to the requirements of a specific WSA/WSV approval. Given that the WSA for the proposed project demonstrated sufficient

supply, Alternative 4 would also be expected to obtain the same finding of supply and verification. Alternative 4 would be subject to the most current indoor water efficiency requirements as well as the locally adopted water-efficient respective to the land uses and facilities.

Pertaining to groundwater quality, Alternative 4 would implement the standard requirements for non-structural and structural pollution source control measures that work toward the protection of groundwater quality as part of the respective WQMP. These measures would be privately maintained during the life of the Alternative 4 project.

On the aspect of groundwater recharge, Alternative 4 will not result in any physical modifications to an existing recharge facility or result in any stormwater runoff condition capable of interfering with recharge operation. The City's requirement for on-site retention facilities would contribute to infiltration and groundwater recharge.

Land Use and Planning

Neither Alternative 4 nor the proposed project would divide an established community, due to its surrounded by developed properties and rights-of-way.

Alternative 4 proposes a similar multifamily residential and industrial community to the proposed project. Unlike the proposed project, Alternative 4 would not develop 20,000 square feet of commercial retail use. Like the proposed project, none of these entitlements would result in any conflicts with or significant impacts to any land use plan, policy or regulation (see **Section 4.11**).

Alternative 4 would have similar impacts on land use as compared to the proposed Project.

Noise

The No Commercial (MBS) Alternative would result in the development and operation of the 183-acre site.

Construction

Development of Alternative 4 would involve the construction of 3,240 multifamily residential units and 1,806,290 square feet of industrial. Alternative 4 would develop the entire 183-acre site, similar to the proposed project. Thus, construction noise associated with Alternative 4 would be similar to the proposed project. As stated in **Section 4.11, Noise**, the closest existing off-site residential receptor in the vicinity of the project area are the residences on Avenida Celaya (R01), in the Sun City Shadow Hills Neighborhood (approximately 650 feet north). The highest off-site noise level associated with the MBS PA1 Northwest Residential Model would be 63.8 dBA (during site preparation) and the highest noise level associated with the MBS PA1 Northeast would be 64.5 dBA Leq (during paving). Although unlikely, if these two construction phases were to occur at the same time the combined noise level at R01 would be 67.2 dBA Leq, which is less than the FTA's 80 dBA Leq construction noise

criteria. Therefore, construction noise as a result of the development of Alternative 4 or the proposed project is less than significant.

As determined in **Section 4.11**, the project's potential MBS construction noise levels could exceed the FTA's daytime (7 AM to 10 PM) noise criterion of 80 dBA Leq at potential future on-site receptors, such as R02 (80.7 dBA Leq), R04 (80.7 dBA Leq), R05 (92.8 dBA Leq), and R07 (92.8 dBA Leq) (see **Table 4.11-18** and **Exhibit 4.11-4** of this Draft EIR). This occurs primarily during individual, worst-case site preparation and paving operations that were assumed to occur at the boundary of the construction model area, sometimes within 25 feet of an adjacent receptor (e.g., R05 and R07). To reduce this impact, **Mitigation Measures NOI-1A** through **NOI-1E** shall be incorporated during construction. The mitigation measures require the project to notify the receptors in the vicinity of the project of project-related construction activities; restrict construction work hours to hours established by the City of Indio Municipal Code; reduce construction traffic by establishing access points that avoid sensitive receptors and equipment noise by staging equipment away from sensitive receptors, and using noise suppression devices; install temporary noise barriers during all site preparation, grading, and structural foundation work activities that have a line-of-sight to and occur within 150 feet of an occupied dwelling unit; and provide owner/occupant disclosures that state that properties in the project area may be subject to elevated construction noise levels from development in the project area. Additionally, **Mitigation Measure NOI-3A** requires a permanent 8-foot-tall concrete unit noise barrier between PA 3 and PA 4 if residential construction on PA 3 precedes industrial development on PA 4. Therefore, implementation of the mitigation measures listed above would reduce the project's construction noise impacts to less than significant levels. Alternative 4 would result in similar construction activities (i.e., site preparation, paving, building construction, architectural coating) as the proposed project. Therefore, development of Alternative 4 would result in similar noise levels during construction activities as the proposed project. Thus, Alternative 4 would also be required to implement Mitigation Measures NOI-1A through -1E and NOI-3A. Therefore, construction noise impacts would be reduced to less than significant levels.

The specific use of a vibratory roller during paving and other activities could result in ground-borne vibration levels that exceed Caltrans' strongly perceptible annoyance criterion (0.10 in/sec) if such operations were to occur 50 feet of a building façade. Although this is unlikely to occur, the generation of strongly perceptible ground-borne vibration levels would be considered significant. To reduce the project's temporary construction vibration levels, the project shall prohibit the use of such equipment within 50 feet of occupied residential dwelling unit or, if such prohibition is not feasible, the project shall prepare a project-specific vibration plan that ensures equipment and work activities would not result in vibrations that exceed Caltrans' strongly perceptible human annoyance criterion of 0.1 in/sec PPV. This is required by **Mitigation Measure NOI-2** and would reduce the project's potential on-site construction vibration levels to less than significant levels.

Since Alternative 4 proposes similar construction activities, neither the proposed project nor Alternative 4 would result in significant impacts to noise or vibration during construction.

Operation

Operational noise associated with Alternative 4 traffic would be reduced compared to the proposed project, due to the removal of 20,000 square feet of commercial uses. Alternative 4 would include up to 3,240 multifamily units and 1,806,290 square feet of industrial uses, similar to the proposed project. The City of Indio establishes exterior noise levels for the various land uses throughout the City. Acceptable and conditionally acceptable noise levels for mixed Use commercial/residential is 65 CNEL and 75 CNEL, respectively; while acceptable and conditionally acceptable noise levels for office/professional, commercial, retail, industrial, manufacturing, and warehouse is 70 CNEL and 75 CNEL, respectively. The project's residential development would be subject to City Municipal Code requirements that control and abate unnecessary, excessive, or annoying noise, including prohibitions on noise that causes annoyance to a reasonable person that is plainly audible at a distance of 50 feet (Municipal Code Section 95C.03); limitations on noise from horns and signaling devices, televisions and radios, animals, and leaf blowers (Municipal Code Section 95C.04), and minor property maintenance (Municipal Code Section 95C.09). Similar to the proposed project, Alternative 4 would be required to comply with the City's Municipal Code regarding noise.

As stated in Section 4.11, the potential for industrial noise sources to generate noise levels in PA 3 that are above the City's acceptable noise limit (65 CNEL) would be considered a potentially significant impact. To reduce this impact, the project shall implement Mitigation Measure NOI-3A and NOI-3B. NOI-3A requires the installation of a noise barrier between PA 3 and PA 4, while NOI-3B requires that the future mixed use residential/commercial, commercial, and industrial development submit a project specific operational noise analysis to the City for review and approval. Alternative 4 would also be required to implement these mitigation measures to reduce industrial noise observed from multifamily uses. With the implementation of Mitigation Measure NOI-3A and NOI-3B, on-site noise will be reduced to less than significant levels. Neither Alternative 4 nor the proposed project would result in significant impacts related to operational noise.

Alternative 4 does not propose the development of commercial uses onsite. Therefore, noise related to commercial activities (i.e., backup generators, car wash equipment, or drive-thru restaurant speaker boxes) would not occur if Alternative 4 was developed.

The implementation of the mitigation measures will ensure that the project and Alternative 4 is consistent with the applicable General Plan noise policies (as outlined in Table 4.11-20 in this Draft EIR). Alternative 4 would result in less traffic compared to the proposed project, due to the removal of 20,000 square feet of commercial uses. The reduced traffic would result in reduced traffic-related noise compared to the proposed project. Therefore, Alternative 4 would result in less than significant impacts.

Finally, the project and Alternative 4 do not include vibration-generating operational activities. The new land uses (i.e., residential, mixed-use, commercial, and industrial) could involve machinery and equipment such as pumps, compressors, generators, and other fixed equipment that produce vibrations; however, this equipment is unlikely to generate vibration levels that would be discernible without the aid of instruments. The project and Alternative 4 do not propose or support any large vibration-inducing equipment or land use activities and would not result in excessive ground-borne vibration levels. This impact would be less than significant.

Overall, Alternative 4 would result in reduced noise and similar vibration impacts, as compared to the proposed project, due to the removal of the 20,000 square feet of commercial. However, both would be less than significant.

Population and Housing

Under Alternative 4, the project would develop 3,240 multifamily residential units and 1,806,290 square feet of industrial. Alternative 4 would remove the 20,000 square feet of commercial use, which would reduce the number of employees expected onsite compared to the proposed project. However, both the proposed project and Alternative 4 could increase the City's population by 9,720 residents.

Section 4.13, *Population and Housing*, determined that the project would not result in significant impacts to unplanned population, housing, or employment growth because the City of Indio and SCAG anticipate this growth in their growth forecasts, which is primarily based on the General Plan. Additionally, future employees would likely be existing residents of Indio or other cities within the Coachella Valley. According to the SCAG 6th Cycle Final RHNA Allocation Plan, the nine cities in the Coachella Valley are required to provide 31,125 housing units by 2029. This housing unit increase around the Coachella Valley will improve housing availability for current and future residents that could move to the Coachella Valley for employment. Therefore, impacts to population, employment, and housing would be less than significant with both the proposed project and Alternative 4.

Both Alternative 2 and the proposed project would require the site's connection to sewer infrastructure. The project will connect to an existing 15-inch sewer main at the intersection of Monroe Street and Street A. The project proposes a public 15-inch and 12-inch sewer mains along Street A. Private 8-inch sewer lines will connect to the A Street sewer mains to provide sewer infrastructure to the developments. Natural gas service is provided by Southern California Gas Company. Existing gas lines are located underground, along Monroe Street. The project will connect to the existing infrastructure to provide natural gas to the project site. Telecommunications is provided by Frontier Communications and Spectrum. Moreover, the project will connect to the existing underground telephone lines, and fiber optic lines are located along Avenue 42. Therefore, the project's connection to these existing utilities would not result in indirect growth impacts. See

Section 4.18, *Utilities and Service Systems*, for further discussion of existing utilities and infrastructure, and the project's connection to these services.

The project will require the development of an off-site 2.4-acre electric power substation to support project utility demand. The substation is proposed in the southern-most portion of the site, south of the proposed industrial buildings, adjacent to the southern property boundary in PA4. The development of the substation will serve the proposed project and augment existing needs in the area; therefore, the project substation is not anticipated to indirectly induce growth.

The site's connection to the infrastructure would result in less than significant impacts related to facilitating growth.

Both Alternative 4 and the proposed project would result in less than significant impacts regarding the City's population and housing resources.

Public Services

Like the proposed project, Alternative 4 would develop 3,240 multifamily residential units and 1,806,290 square feet of industrial. However, Alternative 4 would remove the 20,000 square feet of commercial use.

The growth in population from both options would increase demand on the City's police and fire department. Growth is planned and expected and analyzed in the City's General Plan Update EIR, and to address this growth, projects are required to implement all applicable fire safety requirements.

Moreover, projects are required to comply with DIFs in place at the time of construction. These fees are designed to mitigate the impact of new development on the City's services as it occurs and are based on General Plan build out estimates. DIFs relevant to public services that are required by the City include a Park and Recreation Fee, Public Buildings Fee, Police Facilities, and Fire Facilities. Additionally, in order for the City to accommodate the project's population growth, it is a State-mandated requirement for projects that include residential development to pay developer fees to Desert Sands Unified School District (DSUSD) to help DSUSD expand its facilities to accommodate growth in schools in the school district.

Alternative 4 and the proposed project would be reviewed and analyzed by the City and the fire department to ensure the project's growth is properly planned for, and developers of the project would be required to pay the most recent DIFs required. This would ensure that public services in the City are accounted for during the expected and planned growth of the City. Therefore, neither Alternative 4 nor the proposed project would result in significant impacts.

Recreation

Alternative 4 would result in the same number of dwelling units as the proposed project. Therefore, impacts on recreation facilities in the City would be similarly impacted.

However, like the proposed project, Alternative 4 would be required by the City to pay the Park and Recreation fee which is used for improvements and facilities to park lands. The City's use of these fees shall be independent of and shall complement the development of new and/or rehabilitation of existing neighborhood or community park or recreational facilities through Quimby Fees collected per Code of Indio §§ 156.130 *et seq.*

Per the discussion in **Section 4.15, Recreation**, the City is actively planning on expanding parkland and recreation facilities to achieve Policy PR-2.1 (3 acres of parkland per 1,000 residents) from the City's General Plan.

The property has been vacant for over a decade and does not support recreational activities of any kind in its current state. The buildout of the project would put pressure on existing parkland; however, with the on-site amenities, the payment of Park and Recreation Fees, and other efforts the City is making to increase parks, forecasted growth from the project would not require the construction or expansion of recreational facilities.

Less than significant impacts would occur from Alternative 4 and the proposed project.

Transportation

Alternative 4 would result in an increase in traffic impacts compared to the existing conditions.

Construction

Short-term construction vehicle trip impacts would result from the development of Alternative 4. However, these impacts would be generally limited to permitted construction activity hours. Additionally, construction traffic would cease once construction of the facilities was complete. Roadway improvements and off-site construction would require the preparation and approval of a Traffic Control Plan as a condition of approval, to assure safe access during construction.

Operation

Primary and secondary access to the site would be expected to occur along Avenue 42 and Monroe Street similar to the proposed project. These roadways will provide public and emergency access in- to and out of the property.

Alternative 4 operations would result in a decrease of transportation/traffic in the project area when compared to the proposed project. **Table 7-7** illustrates the Trip Generation Rates utilized, and **Table 7-8** compares the trips generated by the proposed project and Alternative 4.

Table 7-7 Trip Generation Rates

Trip Generation Rates									
Land Use	ITE LU Code	Quantity ²	AM Peak Hour ¹			PM Peak Hour ¹			Daily
			In	Out	Total	In	Out	Total	
Multi-Family Housing (Low-rise)	220	DU	24%	76%	0.40	63%	37%	0.51	6.74
High Cube Fulfillment Center Warehouse (Non-Sort)	155	TSF	0.12	0.03	0.15	0.06	0.10	0.16	1.81
High Cube Fulfillment Center Warehouse (Sort)	155	TSF	0.70	0.17	0.87	0.47	0.73	1.20	6.44

Notes:

1. Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).
2. TE = Trip End; DU = Dwelling Unit; RM = Room; TSF = Thousand Square Feet.

Table 7-8 Alternative 4 Trip Generation Comparison

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Alternative 4 Trip Generation Comparison							
Alternative 4							
Multi-Family Housing – 3240 DU	311	983	1,294	1,040	610	1,650	21,838
High-Cube Fulfilment Center (non-sort) – 860 TSF	103	26	129	52	86	138	1,776
High-Cube Fulfilment Center (sort) – 947 TSF	644	161	805	445	682	1,127	6,911
Subtotal	1058	1170	2,228	1537	1378	2,915	30,525
Proposed Project (MBS)	1,130	1,189	2,319	1,578	1,446	3,024	31,505
Alternative 4 Delta (Alt 4 - MBS)	-72	-19	-91	-41	-68	-49	-1,020

Operation of Alternative 4 would decrease on- and off-site vehicle trips because the removal of commercial uses under this Alternative will generate fewer employee, customer and delivery trips entering and leaving the project site. The proposed project's commercial uses did result in internal trip capture which led to a reduction in overall trips as well as a reduction in project VMT. The removal of commercial uses from Alternative 4 would mean that this internal trip capture would not occur and no additional reductions in trips or VMT would be anticipated.

Given the projected decrease in vehicle trips generated by Alternative 4, vehicle delay at study intersections could potentially be decreased when compared with the MBS project. As is the case with the proposed project, the payment of DIF fees and fair share contributions to planned improvements would be expected to reduce impacts to less than significant levels.

This Alternative is anticipated to have a lower daily VMT due to the decrease in trips. The proposed project will result in less than significant impacts with the implementation of **Mitigation Measure TRA-1**, which requires commute trip reduction marketing and a ridesharing program, among other measures that may be required to achieve a 10 percent reduction in overall trips. Since Alternative 4 does not achieve this 10 percent VMT reduction, both projects would be required to implement **Mitigation Measure TRA-1**. Impacts would be reduced to less than significant levels.

Alternative 4 would be expected to contribute to the improvement of the local roadway system, similar to the proposed project. Overall, Alternative 4 would generate fewer daily trips on area roadways, resulting in decreased impacts associated with the area roadway system and potentially decreased and less than significant VMT impacts, compared to the proposed project.

Tribal Cultural Resources

Alternative 4 would result in similar impacts to tribal cultural resources as the proposed project since the entire site would still be developed. The implementation of **Mitigation Measure CUL-1** ensures that the proposed project as well as Alternative 4 would have less than significant impacts. Alternative 4 nor the proposed project have any significant and unavoidable impacts to tribal cultural resources.

Utilities and Service Systems

Water

Alternative 4 would have similar impacts to the proposed project since it would still result in an increase in water demand during operation of the projects and would require additional water lines to support the uses. Compared with the proposed project, Alternative 4 would have a small decrease of water due to the elimination of 20,000 square feet of commercial use. Both projects would result in less than significant impacts.

Wastewater

Wastewater service would also be provided to the property by VSD. Wastewater services required for Alternative 4 would be similar to the proposed project. Wastewater generated by the project would be slightly increased when compared to the proposed project, due to the max build out of residential uses with Alternative 4. However, the proposed project also factored in the MBS for wastewater flows and as shown in **4.18 Utilities and Service System**, wastewater treatment capacity would be sufficient to serve the alternative. The project will still need to provide infrastructure to bring wastewater services to the site. The proposed wastewater connections lines would be identical to that of the proposed project. Both projects would result in less than significant impacts, and neither scenario would result in significant impacts.

Dry Utilities (Electricity, Natural Gas, and Telecommunications)

Alternative 4 would require the same extension of the existing infrastructure located adjacent to the site. Like the proposed project, this Alternative would still be required to submit plans through the City and utility providers. A substation would still be required by IID to provide electricity to the project and connections to So Cal Gas, Frontier and Charter infrastructure would still be required. Impacts under Alternative 4 for electricity, natural gas, and telecommunications infrastructure would be similar to the proposed project and impacts would remain less than significant.

Solid Waste

Burrtec would provide the property with solid waste services. The development would require solid waste services to remove waste produced by construction and operation activities. However, construction waste produced by Alternative 4 would not be significant and would cease after the proposed facilities were developed.

Solid waste generated by Alternative 4 would be similar to the proposed project in that it would still develop 3,240 dwelling units and 1, 806,290 sq.f.t of industrial uses but would no longer develop 20,000 sq.ft. of commercial uses. Compared to Alternative 4, the proposed project would generate comparable amounts of solid waste, and impacts would be less than significant. Neither scenario would result in significant and unavoidable impacts.

7.5 Environmentally Superior Alternative

The purpose of the Alternatives analysis is to explain potentially feasible ways to avoid or minimize the significant effects identified for the project. State CEQA Guidelines, Section 15126.6(e)(2) also requires an EIR to identify an environmentally superior alternative among those evaluated in an EIR. A summary and comparison of impacts associated with the project Alternatives is provided in **Table 7-9, *Comparison of Alternatives to Project***.

The No Project Alternative would not result in impacts to the project site since there would be no development. As described above, the No Project Alternative would eliminate potential impacts associated with construction and operation related to aesthetics, agricultural resources, air quality, biological resources, energy resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use, noise, population and housing, public services, transportation, and utilities, compared to the proposed project. Of the Alternatives considered in this Draft EIR section, the No Project Alternative is environmentally superior to the other Alternatives because this Alternative would avoid any impacts identified for the project or any other alternative.

Although Alternative 1 is environmentally superior, it does not meet any of the objectives of the proposed project because it would not involve development of the site. Alternative 1 would not: 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; 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 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. Additionally, there is no certainty that the project site would remain undeveloped in perpetuity. CEQA Guidelines Section 15126.6(e)(2) states that if the No Project alternative is identified as the environmentally superior alternative, then an environmentally superior alternative should be identified among the other alternatives.

Among the other alternatives, Alternative 2 (No Project/General Plan Buildout Project) would result in similar impacts as the proposed project related to all of the environmental topics except land use and planning, which has reduced impacts. Impacts to air quality, energy consumption, greenhouse gas emissions, transportation, and utilities were increased with Alternative 2. Although impacts would be similar under this No Project/General Plan Buildout Alternative compared to the proposed project, mitigation measures would still be required to mitigate impacts to biological resources, cultural resources, geology and soils, hazards, hydrology, noise, and tribal cultural resources. In addition, Alternative 2 meets all of the objectives proposed for the project except Alternative 2 does not 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. Alternative 2 does, however, 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; 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; and establish appropriate land uses and development standards within the Airport Influence Area consistent with the Bermuda Dunes Airport Land Use Compatibility Plan.

Alternative 3 (No Project/Zoning Buildout) would be likely to result in incremental increased impacts to air quality, energy, greenhouse gas emissions, and transportation. These increases in Alternative 3 are due to increased employees and daily trips associated with the various industrial businesses. Since Alternative 3 would result in similar and comparable impacts to aesthetics, agriculture, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, population and housing, public services, and tribal cultural resources, compared to the proposed project. However, Alternative 3 would result in reduced impacts to land use and planning. In addition, Alternative 3 meets all of the objectives proposed for the project, except Alternative 3 does not 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. Alternative 3 does, however, 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; 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; and establish appropriate land uses and development standards within the Airport Influence Area consistent with the Bermuda Dunes Airport Land Use Compatibility Plan.

As determined in the analysis above, the No Commercial (MBS) Alternative 4 would result in similar impacts compared to the proposed project related to aesthetics, agriculture, biological resources, cultural resources, geology and soils, hazards, hydrology, land use, noise, population and housing, public services, and tribal cultural resources. Alternative 4 would result in reduced air quality, energy consumption, greenhouse gas emissions, and transportation impacts. The No Commercial (MBS) Alternative also does not meet all of the objectives proposed for the project. Specifically, Alternative 4 ensures 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; 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 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. However, Alternative 4 does not 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. Although Alternative 4 does not meet all of the project's objectives, Alternative 4 is considered environmentally superior to the proposed project because it reduces ghg and traffic impacts compared to the proposed project.

Table 7-9 Comparison of Alternatives and Project

Environmental Topic	Impacts of the Proposed Project	Alternative 1 No Project	Alternative 2 General Plan Buildout	Alternative 3 Zoning Buildout	Alternative 4 No Commercial (MBS)
Aesthetics	Less than Significant	Reduced (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Agriculture and Forestry Resources	Less than Significant	Reduced (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Air Quality	Significant and Unavoidable	Reduced (No Impact)	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)	Similar (Significant and Unavoidable)
Biological Resources	Less than Significant with Mitigation	Reduced (No Impact)	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)
Cultural Resources	Less than Significant with Mitigation	Reduced (No Impact)	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)
Energy	Less than Significant	Reduced (No Impact)	Increased (Less than Significant)	Increased (Less than Significant)	Reduced (Less than Significant)
Geology and Soils	Less than Significant with Mitigation	Reduced (No Impact)	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)
Greenhouse Gas	Significant and Unavoidable	Reduced (No Impact)	Increased (Significant and Unavoidable)	Increased (Significant and Unavoidable)	Reduced (Significant and Unavoidable)
Hazards and Hazardous Materials	Less than Significant with Mitigation	Reduced (No Impact)	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)
Hydrology and Water Quality	Less than Significant	Reduced (No Impact)	Similar (Less than Significant)	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)
Land Use	Less than Significant	Reduced (No Impact)	Reduced (Less than Significant)	Reduced (Less than Significant)	Similar (Less than Significant)
Noise	Less than Significant with Mitigation	Reduced (No Impact)	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)
Population and Housing	Less than Significant	Reduced (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Public Services	Less than Significant	Reduced (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Transportation	Less than Significant with Mitigation	Reduced (No Impact)	Increased (Significant and Unavoidable)	Increased (Significant and Unavoidable)	Reduced (Less than Significant with Mitigation)
Tribal Cultural Resources	Less than Significant with Mitigation	Reduced (No Impact)	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)	Similar (Less than Significant with Mitigation)

Utilities & Service Systems	Less than Significant	Reduced (No Impact)	Increased (Less than Significant)	Increased (Less than Significant)	Similar (Less than Significant)

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Chapter 9.0 Glossary of Terms

AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ADT	Average Daily Traffic
AF	Acre-Feet
AFY	Acre-Feet per Year
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMSL	Above Mean Sea Level
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
AQHRA	Air Quality Health Risk Assessment
BACM	Best Available Dust Control Measures
BACT	Best Available Control Technology
BMP	Best Management Practices
BTU	British Thermal Unit
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CalARP	California Accidental Release Prevention Program
CALGreen	California's Green Building Standards
CalEPA	California Environmental Protection Agency
CalEEMod	California Emissions Estimator Model™
CAL FIRE	California Department of Forestry and Fire Protection
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CASQA	California Stormwater Quality Association
CBC	California Building Code
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission

CERS	California Environmental Reporting System
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
cf	Cubic feet
CFGF	Californian Fish and Game Code
CFR	Code of Federal Regulations
CGP	Construction General Permit
CH ₄	Methane
CHBC	California Historical Building Code
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO ₂ e	Carbon Dioxide Equivalent
CpA	Coachella fine sand
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CTR	Commute Trip Reduction
CUPA	California Certified Unified Program Agencies
CVAG	Coachella Valley Association of Governments
CVCC	Coachella Valley Conservation Commission
CVMC	Coachella Valley Mountain Conservancy
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
CVSC	Coachella Valley Stormwater Channel
CVSIP	Coachella Valley PM ₁₀ State Implementation Plan
CVUSD	Coachella Valley Unified School District
CVWD	Coachella Valley Water District
CWA	Clean Water Act
CWC	California Water Code
DA	Development Agreement
dB	Decibel
dBA	A-weighted decibel
DEH	Riverside County Department of Environmental Health
DEIR	Draft Environmental Impact Report
DIF	Development Impact Fee
DOF	Department of Finance
DOSH	Division of Occupational Safety and Health

DOT	Department of Transportation
DPM	Deisel Particulate Matter
DSUSD	Desert Sands Unified School District
DTSC	Department of Toxic Substances Control
DU	Dwelling Unit
DWR	California Department of Water Resources
ECHO	Enforcement and Compliance History Online
EIC	Eastern Information Center
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act of 2007
EMFAC	Emissions Factors Model
EO	Executive Order
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
EV	Electric Vehicle
EVSE	Electrical Vehicle Service Equipment
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zones
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GbA	Gilman fine sandy loam
GHG	Greenhouse Gas
GIS	Geographic Information Systems
GP	General Plan
GPA	General Plan Amendment
GPD	Gallons Per Day
GPS	Global Positioning System
GSP	Groundwater Sustainability Plan
GVWR	Gross Vehicle Weight Rating
GWh	Gigawatt Hours
HAP	Hazardous Air Pollutants
HCP	Habitat Conservation Plans
HFC	Hydrofluorocarbons
HMBP	Hazardous Materials Business Plan Program

Hp	Horsepower
HRA	Health Risk Assessment
HREC	Historical Recognized Environmental Condition
HSC	Health and Safety Code
HWCL	Hazardous Waste Control Law
I-10	Interstate 10
IID	Imperial Irrigation District
IRP	Integrated Resource Plan
Is	Indio very fine sandy loam
ISO	Independent System Operator
ITE	Institute of Transportation Engineers
IWA	Indio Water Authority
IWMP	Integrated Waste Management Plan
kW	kiloWatt
Leq	Equivalent Sound Level
LID	Low Impact Development
LOS	Level of Service
LRA	Local Responsibility Area
LST	Local Significance Threshold
LTS	Less than Significant
LUST	Leaking Underground Storage Tank
MBS	Maximum Development Scenario
MBTA	Migratory Bird Treaty Act
MC	Municipal Code
MEIR	Maximally Exposed Individual Receptor
MGD	Million Gallons Per Day
ML	Clayey silt
MMI	Modern Mercalli Intensity
MMT	Million Metric Tones
MMTCO ₂ e	Million Metric Tones of Carbon Dioxide emissions
MPO	Metropolitan Planning Organization
MSL	Mean Sea Level
MS4 Permit	Whitewater River Region Municipal Separate Storm Sewer System Permit
MT	Metric Tons
MTCO ₂ e	Metric Tones of Carbon Dioxide emissions
MUN	Mixed Use Neighborhood
MU-SP	Mixed Use Specific Plan
MUTCD	Manual on Uniform Traffic Control Devices
MW	Megawatt

MWEL	Model Water Efficient Landscaping Ordinance
MY	Model Year
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
N ₂ O	Nitrous Oxide
NO ₂	Nitrogen Dioxide
NOA	Notice of Availability
NOC	Notice of Completion
NOP	Notice of Preparation
NO _x	Nitrogen Oxide
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NZE	Net Zero Emission
O ₃	Ozone
OCP	Organochlorine pesticides
OEHHA	Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OHP	Office of Historic Preservation
O&M	Operations and Maintenance
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PA	Planning Area
PFC	perfluorocarbons
PHMSA	Pipeline and Hazardous Materials Safety Administration
PM ₁₀ / PM _{2.5}	Particulate Matter (10 Microns / 2.5 Microns)
PMP	Project Master Plan
PPH	Persons Per Household
PPV	Peak Particle Velocity
PRC	Public Resources Code
PV	Photovoltaic
Qal	Quaternary-age alluvium
Ql	Quaternary-age lake
RC	Regional Commercial
RCDWR	Riverside County Department of Waste Resources

RCFC&WCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
RCTC	Riverside County Transportation Commission
REAP	Residential Energy Assistance Program
REC	Recognized Environmental Condition
Region 7	State Water Resources Control Board Colorado River Basin Region
RFS	Renewable Fuel Standard
RHNA	Regional Housing Needs Allocation
RIVCOM	Riverside County Model
RIVTAM	Riverside Transportation Analysis Model
ROG	Reactive Organic Gas
ROW	Right-of-Way
RPS	Renewable Portfolio Standards
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RUWMP	Regional Urban Water Management Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SDS	Safety Data Sheets
SDWA	Safe Drinking Water Act
SED	Socioeconomic data
SF	Square Feet
SF ₆	Sulfur Hexafluoride
SFHA	Special Flood Hazard Areas
SGMA	Sustainable Groundwater Management Act
SHMA	Seismic Hazards Mapping Act
SHPO	State Historic Preservation Officer
SHRC	State Historical Resources Commission
SI	Significant Impact
SIP	State Implementation Plan
SM	Silty sand
SO ₂	Sulfur Dioxide
SoCalGas	Southern California Gas Company (The Gas Company)
SOI	Sphere of Influence

SOX	Sulfur Oxides
SP	Specific Plan
SP	Sand
SRA	Source Receptor Areas
SRA	State Responsibility Area
SSAB	Salton Sea Air Basin
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TAZ	Traffic Analysis Zone
TCR	Tribal Cultural Resources
TDM	Transportation Demand Management
TIA	Traffic Impact Analysis
THPO	Tribal Historic Preservation Officer
tpd	Tons per day
TPM	Tentative Parcel Map
TRI	Toxics Release Inventory
TUMF	Transportation Uniform Mitigation Fee
UWMP	Urban Water Management Plan
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground Storage Tank
UWMPA	Urban Water Management Planning Act
VdB	Velocity decibel
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VSD	Valley Sanitation District
WCVAP	Western Coachella Valley Area Plan
WDID	Waste Discharge Identification
WDR	Waste Discharge Requirements
WQMP	Water Quality Management Plan
WRP	Water Reclamation Plant
WSA	Water Supply Assessment
WSV	Water Supply Verification

WWTP	Waste Water Treatment Plant
ZC	Zone Change
ZEV	Zero Emission Vehicles