Indian Canyon Drive
Sewer Main Extension Project

CITY OF PALM SPRINGS
RIVERSIDE COUNTY, CALIFORNIA

Draft Tiered Initial Study with Mitigated Negative Declaration

Prepared by the
City of Palm Springs

October 2021

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General Information about This Document

WHAT'S IN THIS DOCUMENT:

This document contains a Draft Tiered Initial Study with proposed Mitigated Negative Declaration (the Draft Tiered IS/MND) prepared in accordance with the California Environmental Quality Act (CEQA) that describes the Indian Canyon Drive Sewer Main Extension Project (Project) and why it is being proposed, the existing environment that could be affected by the Project, potential environmental impacts from the Project, and the proposed avoidance, minimization, and/or mitigation measures.

WHAT YOU SHOULD DO:

Please read this Draft Tiered IS/MND. This document as well as the technical studies are available for review by accessing the following webpage:

https://www.palmspringsca.gov/government/departments/planning/ceqa-documents

In accordance with CEQA, the City is circulating this Draft Tiered IS/MND for a period of thirty (30) days. The public comment period begins **November 1, 2021** and ends **December 1, 2021**.

We welcome your comments. If you have any comments regarding the proposed Project, please send your written comments no later than **December 1, 2021**. Comments may be submitted by e-mail to Donn.Uyeno@PalmSpringsCA.gov or by mail to the following address:

Donn Uyeno, P.E.
Principal Engineer
City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262

WHAT HAPPENS NEXT?

After the close of the public comment period the City will review public comments received and may: (1) issue Responses to Comments that will be incorporated into a Final Tiered Initial Study with Mitigated Negative Declaration (the "Final Tiered

IS/MND") and schedule the City Council's review and approval of the Final Tiered IS/MND; or (2) perform any additional environmental studies or analysis to address issues or comments raised during the public comment period and revise the Draft Tiered IS/MND for further public review; or (3) determine not to proceed with the Project.

City of Palm Springs

INDIAN CANYON DRIVE SEWER MAIN EXTENSION PROJECT

PALM SPRINGS, RIVERSIDE COUNTY, CALIFORNIA

Draft Tiered Initial Study
with Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code
CITY OF PALM SPRINGS

Date of Approval

Joel Montalvo, P.E.
City Engineer
City of Palm Springs

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Mitigated Negative Declaration

PROJECT DESCRIPTION

The City of Palm Springs (City) proposes the Indian Canyon Sewer Main Extension Project (Project) to extend public sewer service to an existing and potential future commercial and industrial area within the City including the potential future 622-acre Regional Business Center located north of the Whitewater River along Indian Canyon Drive and Garnet Avenue, which was identified in the City's 2007 General Plan Update (General Plan Update).

Public sewer service will be provided through installation of a new 10-inch diameter public sewer main within and along Indian Canyon Drive from Tramview Road to Garnet Avenue, at a depth of 10 feet or more, and consisting of 11,800 linear feet of Vitrified Clay Pipe (VCP). As component of the 11,800 liner feet of VCP, the proposed public sewer main will extend underneath the Union Pacific Railroad Company (UPRR) track right-of-way. The sewer main will also be within the to be constructed Indian Canyon Drive bridge structure replacement with 800 linear feet of 10-inch diameter Polyvinyl Chloride (PVC) pipe within and underneath the bridge approaches, and 400 linear feet of 10-inch diameter Ductile Iron Pipe (DIP) within an 18-inch diameter steel pipe encasing. The Indian Canyon Drive Bridge Project was previously analyzed and approved under CEQA (SCH# 2009071044).

The new public sewer main extension from Tramview Road to Garnet Avenue will also include construction of new sewer manholes at a maximum depth of 42 feet.

The new public sewer main extension would have a flow capacity of approximately 0.8 cubic feet per second (cfs). The proposed City sewer line is anticipated to collect 0.22 mgd (0.3 cfs) at its peak based on land use flow factors associated with the future potential Regional Business Center. The water will tie into the City's existing sewer system and ultimately collected at the City of Palm Spring's Wastewater Treatment Plant.

Construction methods to be utilized include open excavation within the paved roadway of Indian Canyon Drive with shoring and bracing for installation of the VCP sewer main, and with jack and bore (tunneling) operations for the 18-inch diameter steel pipe encasing extending underneath the UPRR right-of-way. Construction equipment to be used include jackhammers, backhoes, excavators, pavement saws, dump trucks, flatbed trucks and street sweepers.

TIERING

Public Resource Code section 21094 and CEQA Guideline section 15152 allow a MND to be adopted for a later, narrow project when an EIR has previously been prepared for a broader program, policy, plan or ordinance. Tiering refers to: (1) using

the analysis of general matters contained in a broader EIR with later CEQA documents on narrower projects; (2) incorporating by reference the general discussions from that broader EIR into the later CEQA document for the narrower project; and (3) concentrating the later CEQA document on the issues specific to the narrower project.

In addition to the findings required of a MND pursuant to Section 21080 and 21064.5, Office of Planning and Research recommends that the Lead Agency that engages in a tiered analysis find that:

1. The project is consistent with the program, policy, plan or ordinance for which the previous EIR was prepared.
2. The project is consistent with the general plan and zoning of the applicable city or county.
3. The project, as revised or mitigated, will not result in any significant effects which were not examined in the previous EIR.

This Tiered IS/MND for the Project is tiered off the City of Palm Spring's 2007 General Plan Update EIR (SCH # 2006071060). The 2007 General Plan Update EIR can be requested from the City of Palm Springs Planning Services Division at 3200 E. Tahquitz Canyon Way, Palm Springs, CA 92262 (760), via phone at (760) 323-8245 or via email planning@palmspringsca.gov The Project is consistent with the 2007 General Plan Update for which the 2007 General Plan Update EIR was prepared. The Project is consistent with the general plan and zoning of the City of Palm Springs and County of Riverside.

DETERMINATION

This Draft Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is the City's intent to adopt the MND for this Project. This does not mean that the City's decision regarding the Project is final. This MND is subject to modification based on comments received by interested agencies and the public.

The City has prepared a Tiered Initial Study for this Project, and subject to public review, has determined from this Tiered Initial Study that the Project will not have a significant effect on the environment.

This determination concludes that the Project will not have a significant impact on the environment with the inclusion of appropriate avoidance, minimization, and mitigation measures (provided in this document). The City has determined the Project would not have a significant impact on the environment for the following reasons:

- The Project will have no impact on aesthetics; agriculture and forestry; geology and soils; land use and planning; mineral resources; population and housing; recreation; tribal cultural resources; and wildfire.

- The Project will have a less than significant impact on biological resources; cultural resources; energy; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; noise; public services; transportation; and utilities.

- The Project has the potential to induce growth because it would provide sewer service to the potential Regional Business Center, if developed in the future. The Regional Business Center was identified in the City's General Plan Update as one component of the potential future development in the City. The City analyzed, at the program level, environmental effects from full build out of the land use changes and development proposed by the General Plan Update project, including impacts from the potential Regional Business Center, in the City of Palm Springs 2007 General Plan Update EIR. The 2007 General Plan Update EIR identified potentially significant and unavoidable program-level impacts from full build-out of the General Plan Update with respect to the following resources: agricultural resources, air quality, hazards and hazardous materials, population, and transportation/traffic. In analyzing the Project's impacts, this Tiered IS/MND tiers off the 2007 General Plan Update EIR. The Project will not have any additional significant impacts related to growth-inducement that were not already analyzed and disclosed in the 2007 General Plan Update EIR.

_____ _____

Joel Montalvo, P.E. Date
City Engineer
City of Palm Springs

Executive Summary

The City of Palm Springs (City) proposes the Indian Canyon Sewer Main Expansion Project (Project).

Project Description

The City of Palm Springs (City) proposes the Indian Canyon Sewer Main Extension Project (Project) to extend public sewer service to an existing and planned commercial and industrial area within the City including the potential future 622-acre Regional Business Center located north of the Whitewater River along Indian Canyon Drive and Garnet Avenue.

Public sewer service will be provided through installation of a new 10-inch diameter public sewer main within and along Indian Canyon Drive from Tramview Road to Garnet Avenue, at a depth of 10 feet or more, and consisting of 11,800 linear feet of Vitrified Clay Pipe (VCP). As component of the 11,800 liner feet of VCP, the proposed public sewer main will extend underneath the Union Pacific Railroad Company (UPRR) track right-of-way. The sewer main will also be within the to be constructed Indian Canyon Drive bridge structure replacement with 800 linear feet of 10-inch diameter Polyvinyl Chloride (PVC) pipe within and underneath the bridge approaches, and 400 linear feet of 10-inch diameter Ductile Iron Pipe (DIP) within an 18-inch diameter steel pipe encasing. The Indian Canyon Drive Bridge Project was previously analyzed and approved under CEQA (SCH# 2009071044).

The new public sewer main extension from Tramview Road to Garnet Avenue will also include construction of new sewer manholes at a maximum depth of 42 feet.

The new public sewer main extension would have a flow capacity of approximately 0.8 cubic feet per second (cfs). The proposed City sewer line is anticipated to collect 0.22 mgd (0.3 cfs) at its peak based on land use flow factors associated with the future potential Regional Business Center. The water will tie into the City's existing sewer system and ultimately collected at the City of Palm Spring's Wastewater Treatment Plant.

Construction methods to be utilized include open excavation within the paved roadway of Indian Canyon Drive with shoring and bracing for installation of the VCP sewer main, and with jack and bore (tunneling) operations for the 18-inch diameter steel pipe encasing extending underneath the UPRR right-of-way. Construction equipment to be used include jackhammers, backhoes, excavators, pavement saws, dump trucks, flatbed trucks and street sweepers.

This environmental document has been prepared in conformance with the requirements of the California Environmental Quality Act (CEQA) Public Resources Code 21000-21178. This document tiers from the 2007 General Plan Update Environmental Impact Report (SCH #2006071060).

Table 1 below includes a summary of the potential impacts from the Project.

Table 1: Summary of Potential Impacts from the Project

Resource	Project Impacts	Summary of Avoidance, Minimization, and/or Mitigation Measures
Aesthetics	No impact	n/a
Agriculture and Forest Resources	No impact	n/a
Air Quality	Less than Significant with Mitigation	During construction, compliance with local air quality policies including dust control measures. The potential future Regional Business Center, mitigation measures would reduce emissions.
Biological Resources	Less than Significant	Biological monitoring, educational briefings during construction, ESA fencing, inspection and cleaning of equipment, implementation of BMPs.
Cultural Resources	Less than Significant	Notification requirements in event of unanticipated cultural resource discoveries during Project construction.
Energy	Less than Significant	n/a
Geology and Soils	No impact	n/a
Greenhouse Gas Emissions	Less than Significant with Mitigation	Compliance with air quality measures.
Hazards and Hazardous Materials	Less than Significant	n/a
Hydrology and Water Quality	Less than Significant	Best Management Practices (BMPs) during construction.
Land Use and Planning	No impact	n/a
Mineral Resources	No impact	n/a
Noise	Less than Significant	Minimize construction noise during evening hours.
Population and Housing	No impact	n/a
Public Services	Less than Significant	A traffic control plan will be implemented.
Recreation	No impact	n/a
Transportation	Less than Significant	Roadways will be kept open and clear of debris and a traffic control plan will be implemented.
Tribal Cultural Resources	No impact	Notification requirements in event of unanticipated cultural resource discoveries during Project construction.
Utilities and Service Systems	Less than Significant	The exact locations of underground utilities will be verified prior to work and all utility companies will be notified at least 48 hours in advance of excavation.
Wildfire	No impact	n/a
Mandatory Findings of Significance	Less than Significant with Mitigation	All listed measures will be implemented.
Growth Inducement	Less than Significant	No additional significant impacts other than those identified in the City of Palm Springs 2007 General Plan Update EIR.

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List of Abbreviations

AQMP	Air Quality Management Plan
BMPs	Best Management Practices
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
City	City of Palm Springs
CNDDB	California Natural Diversity Database
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
CVWD	Coachella Valley Water District
DWR	California Department of Water Resources
EIR	Environmental Impact Report
ESA	Environmentally Sensitive Area
FEMA	Federal Emergency Management Agency
GHG	Greenhouse Gases
LAFCO	Local Agency Formation Commission
MC/GH WMP	Mission Creek/Garnet Hill Water Management Plan
MND	Mitigated Negative Declaration
MSWD	Mission Springs Water District
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
PM	Particulate Matter
ROW	Right-of-Way
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SHPO	State Historic Preservation Office
SPCCP	Spill Prevention, Control, and Countermeasure Program
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
VMT	Vehicles Miles Traveled
WMP	Integrated Regional Water Management Plan

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Chapter 1 Proposed Project

1.1 Introduction

The City of Palm Springs (City) proposes the Indian Canyon Sewer Main Extension Project (Project) to extend public sewer service which will be provided through installation of a new 10-inch diameter public sewer main within and along Indian Canyon Drive from Tramview Road to Garnet Avenue. The public sewer main will provide service to existing and planned commercial and industrial area within the City including the potential future 622-acre Regional Business Center located north of the Whitewater River along Indian Canyon Drive and Garnet Avenue.

The new public sewer main extension would have a flow capacity of approximately 0.8 cubic feet per second (cfs). The proposed City sewer line is anticipated to collect 0.22 mgd (0.3 cfs) at its peak based on land use flow factors associated with the future potential Regional Business Center. The water will tie into the City's existing sewer system and ultimately collected at the City of Palm Spring's Wastewater Treatment Plant.

1.2 Purpose

The purpose of the Project is to extend a new public sewer main from an existing public sewer main in Tramview Road north along, within and underneath Indian Canyon Drive to Garnet Avenue to provide public sewer service to the existing and future 622 acre commercial and industrial area zoned as the Regional Business Center located north of the Whitewater River along Indian Canyon Drive at Garnet Avenue within Palm Springs. Existing development at the future location of the Regional Business Center includes a Fedex facility and a commercial business.

Extension of public sewer service to the north area of Palm Springs would support potential future development of the Regional Business Center which has been identified as an area of "Special Concern" in the Riverside County "Local Agency Management Program (LAMP) for Onsite Wastewater Treatment Systems" due to a determination by the Colorado River Regional Water Quality Control Board (the "Board") that the underground water aquifer has "exceptional quality" in the area of North Indian Canyon Drive and the Interstate 10 Corridor.

1.3 Background

On October 28, 1993, the Local Agency Formation Commission of Riverside County (LAFCO) held a public hearing and approved, subject to conditions, LAFCO 93-28-3, an application by the City to annex 13.5 square miles within the City's Sphere of Influence extending from the Whitewater River north to Interstate 10 between Highway 111 on the west and Gene Autry Trail on the east, further identified as "Annexation 26." Subsequently, on October 14, 1994, LAFCO issued its Certificate of Completion for Annexation 26 recorded in the records of Riverside

County on November 3, 1994, as Instrument No. 420910. The area that will be served by the Project is within the Annexation 26 area.

As part of the City's application to LAFCO for Annexation 26, the City prepared a Plan for Services and Environmental Impact Report (EIR) to address the proposed reorganization of public services and the effects Annexation 26 may have on the environment. Included in the Plan for Services was analysis of the existing and proposed public services within the Annexation 26 area following annexation to the City. Wastewater services was one of the public services analyzed in the Plan for Services. There are a number of Wastewater Treatment Plants within the Annexation 26 area, which are operated by a number of Water Districts and/or Cities.

The commercial and industrial area of Annexation 26 located along Indian Canyon Drive at Garnet Avenue is located within the overlapping jurisdictional boundaries of the City of Palm Springs and Mission Springs Water District (MSWD), and the Plan for Service noted that the nearest wastewater treatment plant belongs to the City with a design capacity of 10.9 million gallons per day. This fact remains true today.

At the time of LAFCO's approval of Annexation 26 neither the City nor Mission MSWD had public sewer facilities within the area identified as Annexation 26. This fact remains true today.

Plan for Services for Annexation 26:

In describing "Changes or Improvements in Service Level" for wastewater treatment, the City's Plan for Service stated:

> *In the event of annexation, the City of Palm Springs would require new development within the study area to extend sewer collection lines* ***to existing or proposed City facilities*** *. Due to the distance from the study area to the existing City sewage treatment plant and the limited plant capacity,[1], it is anticipated that a new sewage treatment plant will be constructed to process the additional wastewater generated in the study area. The high capital expense required to construct a treatment plant will*

[1] The following information is intended to supplemental this IS/MND and this language is not within the original Plan for Services: In 1993 the average daily flow into the City's Wastewater Treatment Plant was at or exceeding 9 million gallons per day (mgd) requiring the City to consider further expansion of the City's Wastewater Treatment Plant to increase capacity. However, due to imposition of state laws and regulations mandating the use of low-flow plumbing fixtures (i.e. faucets, shower heads, toilets, etc.), the average daily flow into the City's Wastewater Treatment Plant has significantly decreased over time while at the same time the population of the City and the number of sewer connections has increased. The average daily flow into the City's Wastewater Treatment Plant for June 2020 was 5 mgd. The City's Wastewater Treatment Plant has enough capacity to extend public sewer service to the area identified as Annexation 26; the City will not be required to construct a new Wastewater Treatment Plant.

> *probably require that some sort of a fee, such as a sewage access fee, be collected to finance the construction.*
>
> *The City has indicated that all lots of less than one acre in size will connect to the public sanitary sewer system. Lots larger than one acre will be able to install septic systems unless a sewer collection line is located within 200 feet of the property at the time of construction. Development in existing subdivisions with lot sizes of less than one acre may install an interim septic system if sanitary sewer facilities are not located within 200 feet of the property with the condition that a connection be made to public facilities as they become available.*
>
> (Emphasis added.)

Environmental Impact Report for Annexation 26:

On May 19, 1993, the City Council of Palm Springs held a public hearing to consider, adopt and certify the Final EIR for Annexation 26. The EIR was prepared to support the City's application to LAFCO for Annexation 26, and LAFCO relied upon that EIR as a responsible agency when it approved Annexation 26, subject to conditions unrelated to the provision of sewer services, on October 28, 1993.

The staff report prepared for the City Council's adoption of the Final EIR for Annexation 26 summarized the potential environmental impacts and changes of public service resulting from the annexation. Page 11 of the staff report references "Wastewater Generation & Disposal" and stated:

> ***The City will assume responsibility for sewer service to existing and new development*** *; no service is currently provided. At buildout, development in the project area will generate 13 million gallons/day of wastewater. Up to two million gallons/day could potentially be disposed of with septic tanks if appropriate approvals can be obtained. The need to expand infrastructure to handle this wastewater and to extend it to previously unserved areas represent a potentially significant adverse impact which will be mitigated by proper planning and by requiring developers to pay for necessary infrastructure. Use of septic tanks in new rural residential development represents a potentially significant adverse impact on groundwater quality which will be mitigated by adherence to state standards and requiring septic tank users to connect to the public sewer system upon availability.*
>
> (Emphasis added.)

On June 9, 1993, the City filed a Notice of Determination for the Final EIR with the State Office of Planning and Research, and with the Riverside County Clerk & Recorder.

Activities Following LAFCO's Approval of and Effective Date of Annexation 26:

As the Plan for Service described and as approved by LAFCO in 1993, upon completion of Annexation 26 the City will be responsible for providing public sewer service, and the reorganization approved by LAFCO through Annexation 26 accommodates this fact while leaving the boundaries of MSWD unchanged as MSWD continues to retain authority to provide public domestic water service to that area.

MSWD has pursued development and is currently constructing a new MSWD Wastewater Treatment Plant in the City of Desert Hot Springs located north of Interstate 10 on Little Morongo Road between 19th Avenue and 20th Avenue. MSWD has for many years analyzed the financial cost of its proposed new MSWD Wastewater Treatment Plant and a sewer collection system to extend public sewer service into the area of Palm Springs included in Annexation 26. This is despite the City's authority to provide sewer services to Annexation 26.

The new MSWD Wastewater Treatment Plant would have a capacity of 1.5 mgd, and would serve the existing commercial and industrial businesses north of I-10 between 20th Avenue and 18th Avenue from Karen Avenue to Little Morongo Road; however, the MSWD Wastewater Treatment Plant would not serve the area south of I-10 during the initial phase and would not provide service to this region until the proposed MSWD Wastewater Treatment Plant is expanded to a proposed capacity of approximately 20 mgd. There is currently no timeframe for MSWD to expand the new MSWD Wastewater Treatment Plant or provide services to the south of I-10 where the Regional Business Center will be located.

Accordingly, MSWD has not yet extended public sewer service to that area of Desert Hot Springs or into the City of Palm Springs within Annexation 26.

The excess capacity at the City's Wastewater Treatment Plant and its location in the southeastern portion of the City at an elevation of approximately 360 feet (350 feet lower than the elevation of Indian Canyon Drive at Garnet Avenue at approximately 710 feet) allows for the City's extension of public sewer services to the commercial and industrial area of the City along Indian Canyon Drive and Garnet Avenue through the Project. The public sewer services facilities proposed through the Project would be constructed within the jurisdictional boundaries of the City.

In addition, the Colorado River Regional Water Quality Control Board has declared the underground water aquifer within the "North Indian Canyon Drive Interstate 10 Corridor" has having exceptional water quality, and has issued a moratorium on approving the installation of conventional Onsite Wastewater Treatment Systems (OWTS). Historically, conventional OWTS discharging less than 5,000 gpd were regulated by the City through local requirements Since 1983 the Board had a general waiver of waste discharge requirements for OWTS.

However, this waiver was eliminated following the passage of Senate Bill 390 in 2003, which required the Board to update their existing waivers every five years, include conditions such as monitoring, and to issue waivers so long as they were in the best interests of the people of the State. In response to Senate Bill 390, the Board reviewed existing waivers, and chose to renew only waivers associated with "de minimis" discharges (i.e., discharges with a low threat to water quality). Because discharges from OWTS do not meet "de minimis" criteria, the Board's waiver was allowed to expire on January 15, 2003.

Subsequent to the expiration of this waiver, discharges from OWTS have been authorized by the Board on a case by case basis, as required by the California Water Code. As a result, some new projects proposed in the commercial and industrial area along Indian Canyon Drive and Garnet Avenue have received waste discharge requirements (WDRs) issued by the Board that require "package plant" treatment systems. The capital cost and on-going operational and maintenance costs for privately owned "package plant" treatment systems can be financially infeasible.

Moreover, the high capital cost of MSWD's proposed new MSWD Wastewater Treatment Plant and sewer collection system, which would extend public sewer service to the southernmost part of the City of Desert Hot Springs, has required MSWD to pursue property owner approval of special taxes through a Communities Facility District (CFD). However, in prior discussions with City staff, MSWD advised the high rate of special taxes through a CFD required to fully finance a proposed new MSWD Wastewater Treatment Plant and sewer collection system was preventing MSWD from obtaining property owner support for the CFD.

By letter dated June 20, 2014, to Mr. John Raymond, the City's then Director of Community and Economic Development, MSWD advised of the status of its proposed wastewater project at the Interstate 10 / Indian Canyon Drive commercial corridor. In the letter MSWD states:

> *Thank you for our recent meeting regarding the proposed wastewater project at the Interstate 10 / Indian Canyon Drive commercial corridor. As you know, property owners in the area have requested that MSWD investigate the feasibility of forming a financing district to fund construction of the centralized wastewater treatment system – including the collection system and treatment infrastructure. The goals of the project include meeting discharge requirements of the Regional Water Quality Control Board (RWQCB) that are not readily attainable through installation of standard onsite wastewater treatment systems (septic tanks) as well as opening the region to significant commercial development.*
>
> *As is the case with most water districts, MSWD is responsive to requests from private property owners to determine feasibility of capital projects. The responsibility, however, for funding such projects lies with the stakeholders. MSWD defines stakeholders as property owners and government entities*

with jurisdiction where affected properties exist and the potential for commerce, new jobs and tax revenue also exists.

We are, therefore, writing to request that the City of Palm Springs participate in making the proposed project feasible. The costs of the collection system and a portion of the treatment facilities being proposed to property owners will range between $850 and $900 per acre, per year. MSWD survey data suggests that this per-acre cost is the maximum the property owners are willing or able to sustain at this time.

This per-acre tax will generate approximately $700,000 per year against a debt service requirement of about $1,300,000 per year. MSWD is requesting that the City of Palm Springs participate in servicing the balance of the annual debt for construction of treatment facilities in the amount of $600,000 per year over 20 years.

MSWD's requested City financial contribution would require a financial commitment of $12,000,000, which exceeds the estimated cost of $5,000,000 to construct the Indian Canyon Drive Sewer Main Extension Project. By letter dated April 25, 2014, to Mr. Arden Wallum, MSWD's General Manager, the City declined contribution and advised MSWD that pursuant LAFCO's approval of Annexation 26, the City and not MSWD, has the authority to provide sewer services within Annexation 26.

1.4 Project Description

The City proposes the Project to extend public sewer service which will be provided through installation of a new 10-inch diameter gravity fed public sewer main within and along Indian Canyon Drive from Tramview Road to Garnet Avenue (see Figures 1 and 2). The public sewer main will provide service to existing and planned commercial and industrial area within the City including the potential future 622-acre Regional Business Center located north of the Whitewater River along Indian Canyon Drive and Garnet Avenue.

The "Project Area" is defined as the area where the sewer line will be installed and all areas within and adjacent to the roadway needed to construct the sewer line. The Project Area is shown on Figure 3 and encompasses the roadway along Indian Canyon Drive from Tramview Road to Garnet Avenue with two small extensions to the east and west of Indian Canyon Drive just south of the Southern Pacific Railroad tracks to provide sewer service to the Amtrack station and solar farm. Figure 3 also identifies the location of the potential Regional Business Center which will be served by the proposed public sewer main.

Public sewer service will be provided through installation of a new 10-inch diameter public sewer main at a depth of 10 feet or more, and consisting of 11,800 linear feet of Vitrified Clay Pipe (VCP). As component of the 11,800 liner feet of VCP, the proposed public sewer main will extend underneath the Union Pacific Railroad

Company (UPRR) track right-of-way. The sewer main will also be within the to be constructed Indian Canyon Drive bridge structure replacement with 800 linear feet of 10-inch diameter Polyvinyl Chloride (PVC) pipe within and underneath the bridge approaches, and 400 linear feet of 10-inch diameter Ductile Iron Pipe (DIP) within an 18-inch diameter steel pipe encasing. The Indian Canyon Drive Bridge Project was previously analyzed and approved under CEQA (SCH# 2009071044).

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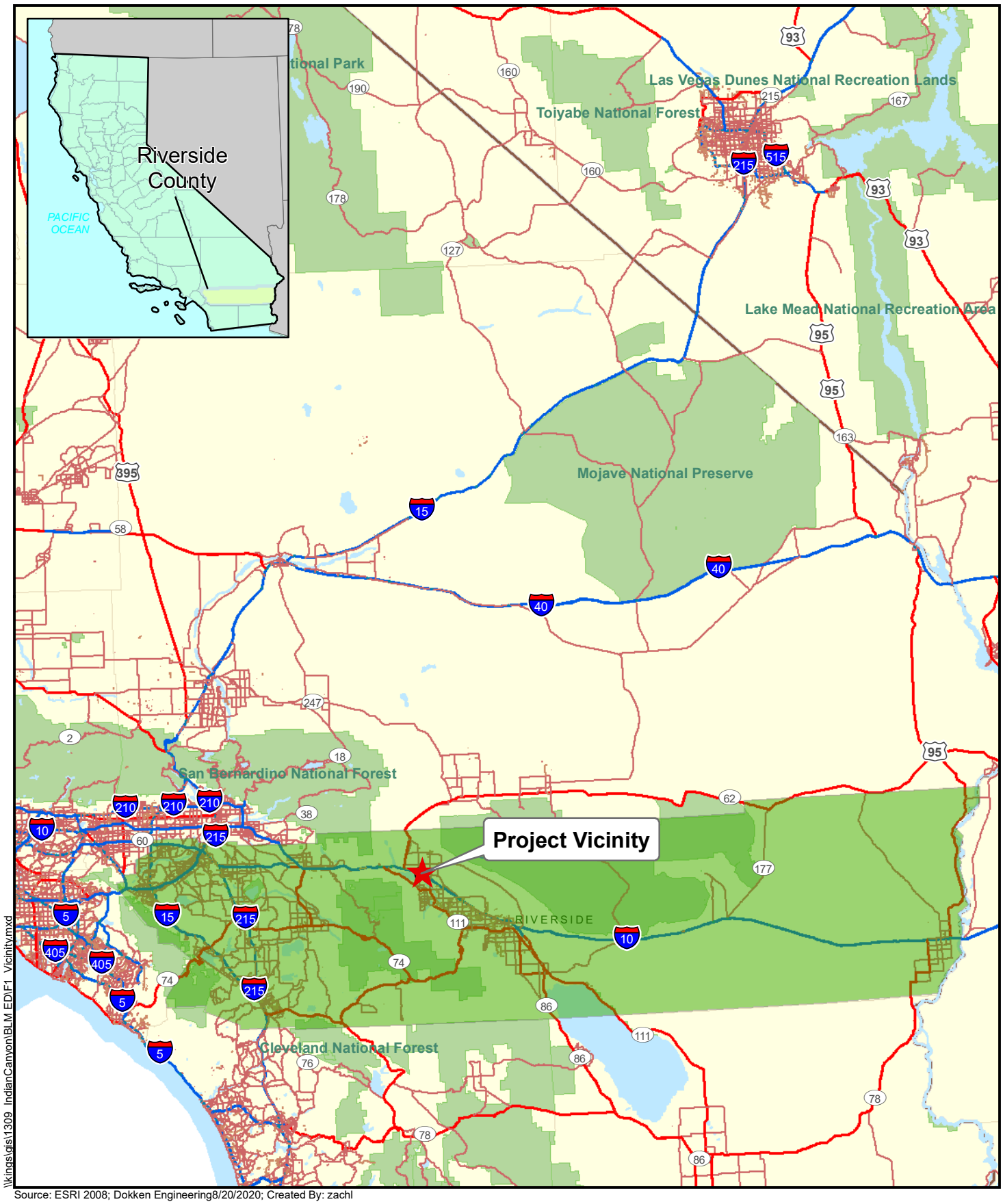

Source: ESRI 2008; Dokken Engineering8/20/2020; Created By: zachl

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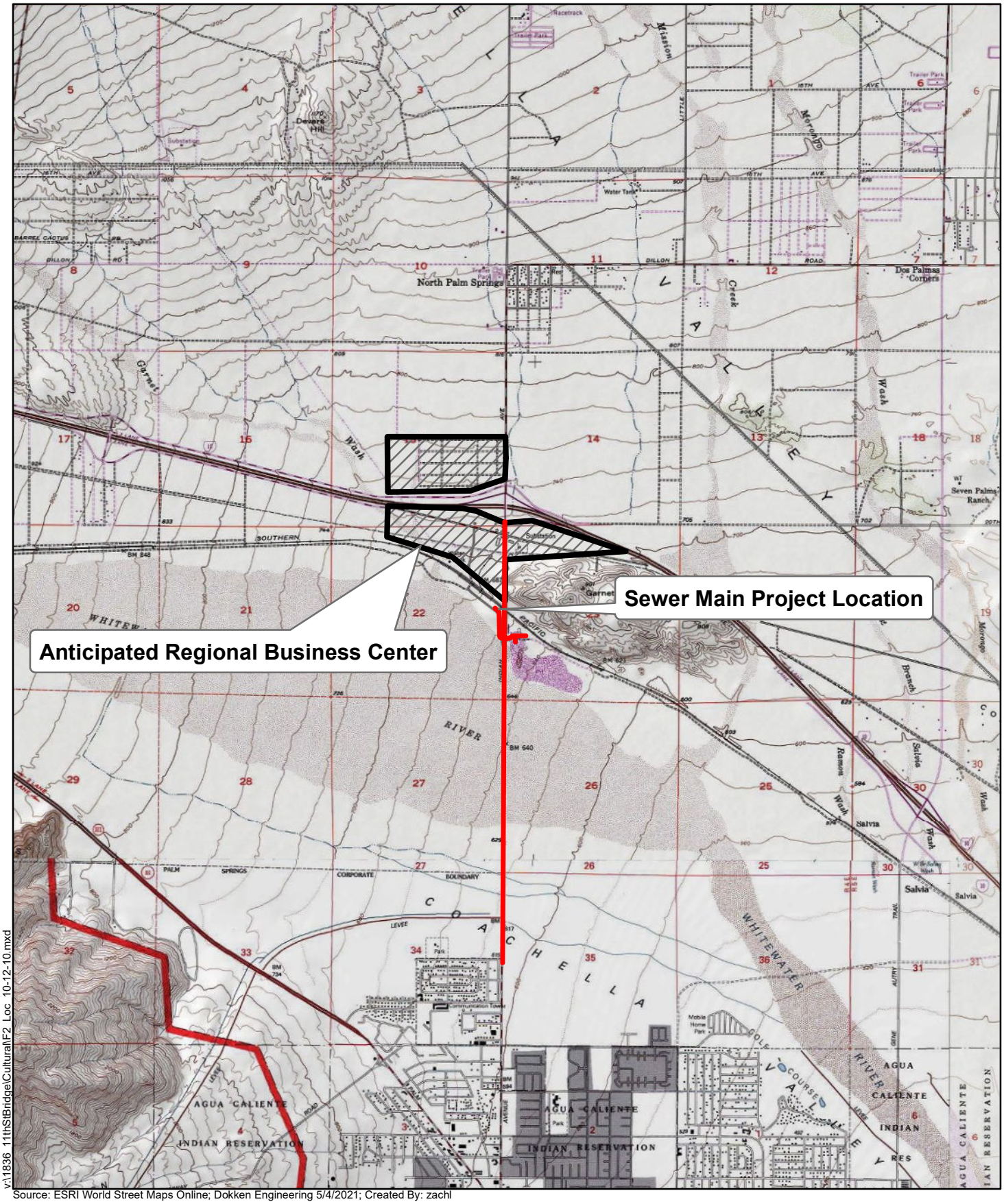
0 25 50 Miles

FIGURE 1
Project Vicinity
Indian Canyon Drive Sewer Main Project
City of Palm Springs, Riverside County, California



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Source: ESRI World Street Maps Online; Dokken Engineering 5/4/2021; Created By: zachl

0 1 2 Miles

FIGURE 2
Project Location
Indian Canyon Drive Sewer Main Project
City of Palm Springs, Riverside County, California

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Source: ESRI 2008; Dokken Engineering 5/4/2021; Created By: zachl

0 1,000 2,000 3,000 4,000 Feet

FIGURE 3
Project Features
Indian Canyon Drive Sewer Main Project
City of Palm Springs, Riverside County, California

1.4.1 Growth-Inducing Impacts: Future Regional Business Center

CEQA requires a lead agency to consider the Project's growth-inducing impacts. (CEQA Guidelines section 15126.2 (e).) According to the CEQA Guidelines, it "must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment." (CEQA Guidelines section 15126.2(e).) The Project has the potential to induce growth because it would provide sewer service to the Regional Business Center, if it is developed in the future. The Regional Business Center is identified in the City of Palm Spring's 2007 General Plan Update and impacts from the full General Plan Update buildout, which includes the potential future Regional Business Center, were analyzed at the program level in the 2007 General Plan Update EIR. As identified in the 2007 General Plan Update and as analyzed in the 2007 General Plan Update EIR, the potential Regional Business Center is anticipated to consist of 25% commercial, approximately 155 acres, 15% office, approximately 93 acres, and 60% light industrial, approximately 373 acres in size. No applications or plans to develop the Regional Business Center are currently pending before the City. In analyzing the Project's growth-inducing impacts, this Tiered IS/MND assumes that the Project may induce growth in the form of the potential Regional Business Center. To analyze the Project's growth-inducing impacts, this document tiers from the program-level analysis of full General Plan Update buildout, which includes the potential Regional Business Center, contained in the 2007 General Plan Update EIR by (1) summarizing and incorporating by reference applicable analysis and conclusions reached in the 2007 General Plan Update EIR; and (2) determining whether there are additional significant impacts that were not already identified in the 2007 General Plan EIR.

As noted above, the Regional Business Center has not been built nor are there any applications or plans pending with the City to construct the Regional Business Center. As such, there is limited information available regarding the Regional Business Center outside of the acreage and development type as identified in the 2007 General Plan Update and as studied at the program-level in the 2007 General Plan Update EIR. If the Regional Business Center is proposed for development in the future, the Regional Business Center's project-level impacts would be analyzed at that time consistent with CEQA's requirements.

1.5 Tiering

CEQA Guidelines section 15152 allows a MND to be adopted for a later, narrow project when an EIR has previously been prepared for a broader program, policy, plan or ordinance. Tiering refers to: (1) using the analysis of general matters contained in a broader EIR with later CEQA documents on narrower projects; (2) incorporating by reference the general discussions from that broader EIR into the later CEQA document for the narrower project; and (3) concentrating the later CEQA document on the issues specific to the narrower project. Where an EIR has been prepared and certified for a large-scale planning approval, such as a general

plan, the lead agency should limit the CEQA document prepared for a later project to effects that were not examined as significant effects on the environment in the prior EIR. The later project must be consistent with that broader program or plan and must not result in any significant effects that were not examined in that previous EIR. In order to tier from an EIR, the later project must be consistent with the general plan and zoning of the applicable city or county. The CEQA document prepared for the later project must clearly state that it is being tiered upon a previous EIR, reference that EIR, and state where a copy of the EIR can be examined.

In addition to the findings required of a MND pursuant to Section 21080 and 21064.5, Office of Planning and Research recommends that the Lead Agency that engages in a tiered analysis find that:

1. The project is consistent with the program, policy, plan or ordinance for which the previous EIR was prepared.
2. The project is consistent with the general plan and zoning of the applicable city or county.
3. The project, as revised or mitigated, will not result in any significant effects which were not examined in the previous EIR.

This Tiered IS/MND is tiered off the City of Palm Spring's 2007 General Plan Update EIR (SCH #2006071060) ("General Plan Update EIR"). The General Plan Update EIR can be requested from the City of Palm Springs Planning Services Division at 3200 E. Tahquitz Canyon Way, Palm Springs, CA 92262 (760), via phone at (760) 323-8245 or via email planning@palmspringsca.gov

The 2007 General Plan Update identified, among other land uses, a new land use, "Regional Business Center," which is a mix of commercial, industrial, and office uses. The General Plan Update re-designated the 622-acre area along I-10 from the west where I-10 and SR-111 converge all the way to the City's eastern boundary, east of Gene Autry Trail as Regional Business Center. Prior to the General Plan Update EIR, in 2003, the Regional Water Quality Control Board imposed a moratorium on the use of septic systems in the area now designated as Regional Business Center. As such, the General Plan Update EIR identified that the Sewer System Master Plan would need to be updated to accommodate new and existing development. The Sewer System Master Plan identified a potential project located within the City's SOI, bound on the north by the I-10 Freeway, on the east by the Pilot Truck Stop, on the south by Garnet Avenue and on the west by a vacant lot site, which would require sewer system improvements in order to operate. At the time the Sewer System Master Plan was prepared, it was undetermined if this development would connect into the existing City sewer system; however, based on analysis conducted for the Regional Business Center, it was assumed that this development would connect to the existing City sewer line. The General Plan Update EIR stated that any future development would be required to meet waste discharge requirements issued by the Board, which

currently require “package plant” treatment systems if no sewer line is present. The Project is consistent with the general plan and zoning of the City of Palm Springs and County of Riverside, as discussed in Section 2.1.11 for Land Use and Planning. Further, as explained in this IS/MND, the Project will not result in any significant effects that were not already identified in the 2007 General Plan Update EIR.

1.6 Standard Measures and Best Management Practices (BMPs) Included in the Build Alternative

The following BMPs will be implemented as design features and environmental commitments prior to and during construction of the Project:

- During construction, compliance with local air quality policies including dust control measures.
- Construction of Environmentally Sensitive Area (ESA) and, if deemed necessary, Wildlife Exclusion Fencing.
- Use of native fill and conservation easement monitoring.
- Minimization or absence of construction noise during evening hours.
- Identification and verification of the exact locations of underground utilities prior to work commencement. Contact with utility companies, if necessary, will be made at least 48 hours in advance of excavation.

1.7 Permits and Approvals Needed

- Pipeline Crossing Agreement with the Union Pacific Railroad Company.

- Riverside County Flood Control and Water Conservation District Encroachment Permit

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Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

The checklist identifies environmental resources that might be affected by the Project. Potential impact determinations include Potentially Significant Impact, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, based on the nature and limited impacts of the Project, there are no impacts to a particular resource. A No Impact answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not necessarily represent thresholds of significance.

The environmental resources checked below may potentially be affected by this Project. Please see each section below for the complete CEQA checklist.

☐	Aesthetics	☐	Agriculture and Forestry	☒	Air Quality
☒	Biological Resources	☒	Cultural Resources	☐	Energy
☐	Geology and Soils	☒	Greenhouse Gas Emissions	☒	Hazards and Hazardous Materials
☒	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☒	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation	☐	Tribal Cultural Resources
☒	Utilities/Service Systems	☐	Wildfire	☒	Mandatory Findings of Significance

2.1.1 Aesthetics

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

REGULATORY SETTING

CEQA establishes that it is the policy of the state to "[t]ake all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities…" (Public Resources Code 21001(b)).

ENVIRONMENTAL SETTING

The viewshed for a project is considered to be the surrounding geographic area from which the project is likely to be seen, based on topography, land use patterns, and landscaping. The viewshed for the Project is very localized because of the limited topographic diversity of the Project Area, which is considered to be the length of Indian Canyon Road from Tramview to Garnett and surrounding land.

In general, disturbed, open, desert landscape dominates the Project's viewshed, although freeway-oriented commercial development surrounds the intersection of Garnet Avenue and Indian Canyon Drive. An abandoned quarry is located on the east side of Indian Canyon Drive, south of the railroad tracks. The area is predominantly flat with Garnet Hill, to the east of Indian Canyon Drive, adding some topographic relief to the immediate area. A corridor through the natural terrain has been graded to accommodate the railroad tracks of the Union Pacific Railroad, and sand has been mounded between the quarry and the roadway.

In the distance, particularly to the southwest and south, and to a lesser extent to the north, sharply ascending mountains add a dramatic backdrop to the flat desert floor. Middle ground views to the southwest include a sea of windmills that add angular, white vertical elements that are highlighted by the brown and purple hues of the mountains.

a) Would the Project have a substantial adverse effect on a scenic vista?

The Palm Springs General Plan indicates that Indian Canyon Drive is designated as a "City-designated Scenic Corridor." The Project will be constructed and will operate under the roadway and once constructed, will not be visible; therefore, the Project is not anticipated to have any permanent aesthetic impacts and there would have no impact to a scenic vista. Temporary visual intrusion associated with construction equipment and staging areas for the sewer line may occur; however, construction is anticipated to be complete within 2 months and therefore due to the short duration of construction, no temporary visual impacts under CEQA would occur.

As discussed in Section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. If proposed and constructed in the future, the Regional Business Center would be located along Garnet Avenue, and would be visible from Indian Canyon Drive for those heading north along the roadway. The potential future Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that implementation of the General Plan Update would not substantially alter the visual appearance of the City and impacts would be less than significant and no mitigation measures are necessary (see Chapter 5-01 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project would not have any significant growth-inducing impacts related to scenic vistas.

b) Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

Indian Canyon Road is not part of the California Scenic Highway system. The Project is located outside the boundary of a State Scenic Highway; therefore, the Project would have no impact on scenic resources within a State Scenic Highway. Additionally, the Project would have no impact to any trees, rock outcroppings, and historic buildings.

As discussed in Section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. If proposed and constructed in the future, the Regional Business Center would be located along Garnet Avenue, and would be visible from Indian Canyon Drive for those heading north along the roadway. The potential future Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that implementation of the General Plan Update would not substantially alter the visual appearance of the City and impacts would be less than significant and no mitigation measures are necessary (see Chapter 5-01 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project would not have any significant growth-inducing impacts related to scenic resources.

c) In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings?

The Project is outside of the urban center of the City of Palm Springs and extends down Indian Canyon Drive, which is largely undeveloped both to the east and west except at the north end near I-10. Construction of the sewer main will be temporary in nature and is anticipated to last approximately 2 months, and the amount of construction equipment and personal required to construct the sewer main will be minimal in nature; therefore, any potential temporary visual impacts will be minor. Once the Project is constructed, the sewer main will be fully underground. No impact to the public view of the site and its surroundings is anticipated as a result of the Project.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The potential future Regional Business Center was identified in the 2007 General Plan Update and evaluated potential impacts on a program level. The 2007 General Plan Update encourages low building profiles, natural colors, and minimal grading to blend into the natural topography of the area, and it is anticipated that if the potential Regional Business Center is developed in the future, it would comply with the General Plan Update with respect to low building profiles, natural colors, and minimal grading. The 2007 General Plan Update EIR concluded that implementation of the General Plan Update would not substantially alter the visual appearance of the City and impacts would be less than significant and no mitigation measures are necessary (see Chapter 5-01 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project would not have any significant growth-inducing impacts related to public views.

d) Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The Project would not create a new source of light or glare. The Project would be constructed underground, and thus would not have lighting elements incorporated into the design. Because the Project will be underground, it would not generate a new source of substantial light or glare, and would not adversely affect day or nighttime views in the area. No impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update, which identified a number of policies to limit lighting impacts. Further, the 2007 General Plan Update EIR concluded that implementation of the General Plan Update, which would include the Regional Business Center if proposed and developed in the future, would potentially create a new source of substantial light or glare; however, these impacts were less than significant, and no mitigation measures were necessary (see Chapter 5-01 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project would not have any significant growth-inducing impacts related to light or glare.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No avoidance, minimization, or mitigation measures required.

FINDINGS

The Project would have no impact relating to aesthetics.

2.1.2 Agriculture and Forest Resources

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
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 (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
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?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The Project is located in an area with open space, regional business park, and residential development. There is no active farming or timber harvesting within or adjacent to the Project area.

a) Would the Project 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 a non-agricultural use?

According to the maps available from the California Division of Land Resource Protection the Project would not be constructed on land that is prime, unique, or otherwise important farmland. The Project would not require conversion of farmland to non-farm uses. Therefore, no impact would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The future potential Regional Business Center would not be constructed on land that is prime, unique or otherwise important farmland. The 2007 General Plan Update EIR concluded that the Regional Business Center would not convert Prime Farmland to other land uses (see Chapter 5-02 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to farmland would not be significant.

b) Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The Project will be constructed within the median of the existing roadway right-of-way (ROW). No agricultural uses or Williamson Act contract land is within or adjacent to the Project area. Therefore, the Project would have no impact on, or conflict with, land zoned for agricultural use or a Williamson Act contract.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. No agricultural uses or Williamson Act contract land is located within or adjacent to the area where the potential future Regional Business Center would be located. The 2007 General Plan Update EIR concluded that while the General Plan Update would result in significant and unavoidable changes in the existing environment that would result in the conversion of surrounding farmland to nonagricultural uses, the Regional Business Center would not contribute to those impacts (see Chapter 5-02 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to agricultural, or Williamson Act contract land, would not be significant.

c) Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The majority of the Project would be located within the existing roadway ROW. The Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned as Timberland Production. There is no land zoned for forest land or timberland Projection within the Project area, including the area where the Regional Business Park would be developed, if proposed in the future. Therefore, the Project would have no impact to forest land, timberland, or timberland zoned as Timberland Production.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that there would be no impacts to forest land, timberland, or timberland zoned as Timberland Production (see Chapter 5-02 of the 2007 General Plan Update EIR). Thus, the Project's growth-inducing impacts related to forest land, timberland, or timberland zoned as Timberland Production would not be significant.

d) Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

The Project area and the area where the Regional Business Park would be developed, if proposed in the future, is not located in forest land and as such would not cause loss of forest land or require conversion of forest land to non-forest use.

The Project is consistent with City of Palm Springs General Plan and Land Zoning designations, which do not designate the Project area, or the area where the potential future Regional Business Center would be located, as forest land. Therefore, the Project would have no impact or result in conversion of any forest land.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that implementation of the General Plan Update would not result in loss of forest land or conversion of forest land to non-forest use. No additional impacts have been identified (see Chapter 5-02 of the 2007 General Plan Update EIR). Thus, the Project's growth-inducing impacts related to conversion of forest land would not be significant.

e) *Would the Project 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?*

The Project area and the area where the Regional Business Park would be developed, if proposed in the future, are not located near any Farmland. As such, the Project would not result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. The Project is consistent with City of Palm Springs General Plan and Land Zoning designations, which do not designate the Project area as Farmland or forest land; therefore, the Project would have no impact to Farmland or forest land.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that while the General Plan Update would result in significant and unavoidable changes in the existing environment that would result in the conversion of surrounding farmland to nonagricultural uses, the Regional Business Center would not be located on any land that is currently used for farmland, agricultural use or forest land impacts (see Chapter 5-02 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to Farmland or forest land would not be significant.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No avoidance, minimization, or mitigation measures required.

FINDINGS

The Project would have no impact relating to agriculture and forest resources.

2.1.3 Air Quality

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

REGULATORY SETTING

The Clean Air Act as amended in 1990 is the federal law that governs air quality. Its counterpart at the state level is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM), lead (Pb), and sulfur dioxide (SO_2).

AFFECTED ENVIRONMENT

The Project is located within the Coachella Valley planning area of the Salton Sea Air Basin in the region administered by the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the agency responsible for monitoring and regulating air pollutant emissions from stationary, area, and indirect sources within Riverside County and throughout the Salton Sea Air Basin. Palm Springs is situated in the western portion of the Coachella Valley and is sheltered by the Little San Bernardino Mountains to the north, the Santa Rosa Mountains to the south, and the San Jacinto Mountains to the west. This mountain range directs air circulation and dispersion patterns. Temperature inversions can trap air within the Valley, thereby preventing the vertical dispersal of air pollutants.

The SCAQMD Final 2016 Air Quality Management Plan (AQMP) describes air pollution control strategies to be implemented by the City, County and region for any areas classified as a nonattainment area. The main purpose of the air quality plan is to bring the area into compliance with the requirements of State air quality standards.

a) Would the Project conflict with or obstruct implementation of the applicable air quality plan?

The Project will have negligible operational air quality impacts as demonstrated in Table 2 below, which compares the operational emissions associated with the sewer main and associated potential development to the estimated maximum emissions associated with the total buildout of the General Plan EIR. Due to the negligible air quality emissions associated with operation of a gravity fed sewer main, operational emissions were estimated for the potential Regional Business Center, which would utilize the proposed sewer main. As Table 2 demonstrates, the operational emissions associated with the operation of the potential Regional Business Center, if constructed in the future, are anticipated to be well below the General Plan EIR emissions and so, this Project would minimally contribute to operational air quality impacts.

As noted in Section 1.4.1, the Project's growth inducing impacts include the potential future Regional Business Center. The potential future Regional Business center is identified in the City's 2007 General Plan Update and analyzed as part of the General Plan Update buildout in the 2007 General Plan Update EIR. The 2007 General Plan Update EIR found build-out of the General Plan Update (which includes the potential Regional Business Center) would be consistent with the SCAQMD Final 2016 AQMP. Further, air quality emissions from potential future buildout of Regional Business Center would not exceed those emissions projected under the approved 2007 General Plan Update EIR as demonstrated in the table below. The City's 2007 General Plan Update EIR also concluded that the potential future Regional Business Center would be consistent with the current AQMP, which is based on the emissions inventory of the existing General Plan. (See Chapter 5-03 of the 2007 General Plan Update EIR). No additional impacts have been identified . Thus, the Project's growth-inducing impacts would not conflict with or obstruct implementation of the applicable air quality plan.

Table 2: General Plan EIR Emissions

Pollutant	**General Plan EIR Max Emissions (lbs/day)**	**Regional Business Center Operational Annual Emissions (lbs/day)**	**Exceed General Plan EIR?**
NOx	3,199	576	No
VOC (ROG)	12,405	203	No
PM_{10}	12,360	145	No
$PM_{2.5}$	12,236	42	No
SO_x	77	3	No
CO	34,378	652	No

Source: General Plan Update EIR and CalEEMod. See Appendix B.

Construction of the Project would implement a number of avoidance, minimization, and mitigation measures identified in the SCAQMD Final 2016 AQMP to reduce potential air quality impacts as discussed in Response B below, which includes the potential emissions levels and avoidance and minimization measures to offset the impacts. With implementation of Mitigation Measures **AQ 1** through **AQ 8**, the Project would be consistent with the applicable air quality plan and the Project would have a ***less than significant*** impact on applicable air quality plans.

b) Would the Project 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?

The California Clean Air Act (CCAA) of 1988 requires air districts to achieve and maintain air quality standards for criteria pollutants. The California Air Resources Board (CARB) is required to designate areas as either attainment or nonattainment or nonattainment for any state standard. An "attainment" designation for an area signifies that pollutant concentrations do not violate the standard for that pollutant in that area. A "nonattainment" designation indicates that a pollutant concentration violated the standard at least once. The SCAQMD air quality attainment status for the region is summarized in the table below:

Table 3: SCAQMD Air Quality Attainment Status

Pollutant	**Federal**	**State**
Ozone (8 hour)	Nonattainment	Nonattainment
Carbon Monoxide	Unclassified/Attainment	Attainment
PM_{10}	Nonattainment	Nonattainment
$PM_{2.5}$	Unclassified/Attainment	Attainment
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide	Unclassified/Attainment	Attainment

Source: California Air Resource Board, 2021

Riverside County is currently in nonattainment for ozone (O_3) and PM_{10} dust. Construction of the Project would create short term emissions of the nonattainment criteria pollutants ozone (O_3) and PM_{10} dust. Equipment used during Project construction would be powered by diesel engines. Diesel exhaust contains nitrogen oxides (NO_x) and volatile organic compounds (VOCs) which readily react in sunlight to form ozone (O_3). Project construction- related emissions of dust particles (PM_{10}) would be temporary and be below the significance threshold as shown in the table below for the duration of construction (see Appendix A for Project construction emissions model estimates).

Table 4: Sewer Main Construction Emissions

Pollutant	Maximum Daily Emission	Significance Threshold	Significance Impact?
NOx	0.40	100 lbs/day	No
VOC (ROG)	2.61	75 lbs/day	No
PM_{10}	11.10	150 lbs/day	No
$PM_{2.5}$	3.04	55 lbs/day	No
SOx	0.05	150 lbs/day	No
CO	19.80	550 lbs/day	No

Source: Road Construction Emissions Model, 2021. See Appendix A.

Due to the limited Project area (> 2 acres) and length of Project construction, which is estimated to be approximately 2 months, the amount of daily and total emissions associated with the construction of the Project is minimal. As demonstrated in Table 2, long-term air quality impacts are anticipated to be minimal from operation of the Project as this is a gravity fed sewer main and would not contribute to substantial air quality emissions. Avoidance and minimization measures **AQ-1** through **AQ-8** will be implemented during construction to minimize dust and air quality impacts.

As noted in Section 1.4.1, the Project's growth inducing impacts include the Regional Business Center. The potential future Regional Business Center is identified in the City's 2007 General Plan Update and analyzed in the 2007 General Plan Update EIR as part of buildout of the General Plan Update. The potential future Regional Business Center's short-term impacts from construction activities would be primarily associated with exhaust from construction equipment (including carbon monoxide [CO], volatile organic compounds [VOC], nitrogen dioxide [NO_2], sulfur dioxide [SO_2], and PM_{10} dust). It is anticipated that only construction generated VOC air emissions would exceed SCAQMD thresholds of significance. Temporary construction emissions were estimated using the California Emissions Estimator Model (CalEEMod). Acreages from the City of Palm Springs 2007 General Plan Update EIR were used as inputs in CalEEMod. The City's 2007 General Plan Update EIR also concluded that the potential future Regional Business Center would be consistent with the current AQMP, which is based on the emissions inventory of the existing General Plan (see Chapter 5-03 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to implementation of the applicable air quality plan are not significant.

The table below shows the maximum daily emissions of air quality pollutants that would occur during construction of the future potential Regional Business Center

and compares them to SCAQMD temporary construction-related pollutant emission thresholds.

Table 5: Regional Business Center Construction Emissions (Pounds/Day)

Pollutant	SCAQMD Construction Thresholds	Unmitigated Construction Emissions	Mitigated Construction Emissions	Exceed SCAQMD Thresholds?
NOx	100 lbs/day	18	17	No
VOC (ROG)	75 lbs/day	**233**	**232**	**YES***
PM_{10}	150 lbs/day	**153**	5	No
$PM_{2.5}$	55 lbs/day	16	2	No
SO_x	150 lbs/day	<1	<1	No
CO	550 lbs/day	16	15	No
Lead	3 lbs/day	N/A	N/A	N/A

*Bold indicates that the SCAQMD threshold will be exceeded
Source: CalEEMod. See Appendix B.

With implementation of mitigation measures **AQ-9** through **AQ-15** from the CalEEMod Model, construction-related PM10 emissions from the Regional Business Center, if proposed and constructed in the future, would be reduced to a less than significant level. However, no mitigation measures are available to reduce VOCs emissions and these impacts would continue to exceed SCAQMD thresholds. As a result, the 2007 General Plan Update EIR concluded that short-term impacts to regional air quality from the Regional Business Center, if proposed and developed in the future, would potentially be significant with respect to VOCs (see Chapter 5-03 of the 2007 General Plan Update EIR). No additional growth-inducing impacts related to Air Quality have been identified. Similarly, site-specific Regional Business Center operational emissions were estimated in this environmental document using CalEEMod. Long-term operational emissions associated with the potential future Regional Business Center are those attributed to vehicle trips (mobile emissions), the use of natural gas (energy emissions), consumer products, and architectural coatings. As shown in the table below, the future potential Regional Business Center would generate NOx, VOC, and CO emissions exceeding SCAQMD thresholds.

Table 6: Regional Business Center Operational Emissions (Pounds/Day)

Pollutant	SCAQMD Operational Thresholds	Unmitigated Regional Business Center Operational Emissions	Mitigated Regional Business Center Operational Emissions	Exceed SCAQMD Thresholds?
NOx	55 lbs/day	**634**	**576**	**YES***
VOC (ROG)	55 lbs/day	**211**	**203**	**YES***
PM_{10}	150 lbs/day	**227**	145	No
$PM_{2.5}$	55 lbs/day	**64**	42	No

Pollutant	SCAQMD Operational Thresholds	Unmitigated Regional Business Center Operational Emissions	Mitigated Regional Business Center Operational Emissions	Exceed SCAQMD Thresholds?
SO_x	150 lbs/day	4	3	No
CO	550 lbs/day	**884**	**652**	**YES***
Lead	3 lbs/day	N/A	N/A	N/A

*Bold indicates that the SCAQMD threshold will be exceeded
Source: CalEEMod. See Appendix B.

With implementation of the measures **AQ-9** through **AQ-15** from the CalEEMod Model, **PM10** and **PM2.5** emissions from the Regional Business Center, if proposed and constructed in the future, would be reduced to a less than significant level; however, there is no mitigation is available to reduce NOx, VOCs, or CO emissions. The 2007 General Plan Update EIR concluded that these emissions would continue to exceed SCAQMD thresholds and that long-term impacts to regional air quality from the Regional Business Center if proposed and developed in the future would potentially be significant (see Chapter 5-03 of the 2007 General Plan Update EIR). No additional impacts related to Air Quality have been identified. Thus the Project would not result in any additional impacts related to Air Quality beyond those identified in the 2007 General Plan Update EIR.

c) Would the Project expose sensitive receptors to substantial pollutant concentrations?

Given that the Project is located in a largely undeveloped area, with some commercial and industrial business uses within the northern reaches of the Project area and residential development at the southernmost reach of the Project area. The extent of construction activities is relatively small and short in duration of only 2 months, the proposed Project would not expose sensitive receptors to noxious fumes or fugitive dust. The nearest sensitive receptors would be at the far south end of Indian Canyon Drive along Tramview Road where the proposed sewer main will connect to an existing sewer main. Other sensitive receptors include those waiting for the Amtrack along Palm Springs Station Road, or at the existing commercial businesses along Garnet Avenue; however, this disruption would be very temporary in nature as individuals would be at these locations for a short period of time, rather than a long period of time such as a resident. As described in Section III.b above, the Project would not generate significant amounts of air pollutants and the amount of dust generated during construction would be minimal and as described in Section III.b above. The Project would not generate significant amounts of air pollutants and the amount of dust generated during construction would be minimal and short-term. In addition, implementation of Mitigation Measures **AQ-1** through **AQ-8** would further reduce any impacts. Therefore, emissions generated by the proposed Project that affect air quality would have a less than significant impact on sensitive receptors.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that buildout of the General Plan could expose sensitive receptors to substantial pollutant concentrations and that the City of Palm Springs Department of Planning Services shall evaluate new development proposals within the City for potential incompatibilities with regard to the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective* and require implementation of all feasible mitigation measures into the Project design to protect future sensitive receptors from harmful concentrations of air pollutants; however, impacts would remain significant and unavoidable. (See Chapter 5-03 of the 2007 General Plan Update EIR). No additional impacts other than those previously disclosed in the 2007 General Plan Update EIR have been identified Thus, the Project's growth-inducing impacts related to sensitive receptors are not significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Objectionable odors may be generated from the operation of diesel-powered construction equipment during the Project construction period. However, these odors would be short-term in nature as construction would only last 2 months and these brief temporary impacts would not result in permanent impacts to surrounding land uses, and limited sensitive receptors occur in the vicinity of the Project area. Operation of the Project would not create objectionable odors affecting a substantial number of people or subject persons to objectionable odors. No impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that buildout of the Palm Springs General Plan Update, which would include the potential future Regional Business Center, would not create objectionable odors and impacts would be less than significant (see Chapter 5-03 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to odors and other emissions are not significant

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Best Management Practices to control dust will be implemented and include provisions for adequate watering during Project implementation as design features and environmental commitments.

AQ-1 – Compliance with Regulation XIII under the SCAQMD for all construction sites will constitute sufficient measures to reduce PM10 impacts to a level that will not substantially impact air quality.

The following measures from the Coachella Valley SIP Emissions Control Measures are also required at all construction sites and are incorporated here as minimization measures:

AQ-2 – All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, SCAQMD approved chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.

AQ-3 – All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.

AQ-4 – All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.

AQ-5 – When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.

AQ-6 – All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.

AQ-7 – Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.

AQ-8 – Within urban areas, track out shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.

The following measures are recommendations from CalEEMod to reduce construction and operational air quality impacts associated with the development of the Regional Business Center, and would require further evaluation of feasibility for implementation prior to construction of the facility:

AQ-9 – Minimization C-1 from CalEEMod - To the extent practicable, construction equipment associated with the Regional Business Center should consider using alternative fuels such as compressed natural gas rather than conventional petroleum diesel or gasoline.

AQ-10 – Minimization TRT-1 from CalEEMod – To the extent practicable, the Regional Business Center will implement a voluntary Commute Trip Reduction

program with employers to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking.

AQ-11 – Minimization TRT-3 from CalEEMod – To the extent practicable, the Regional Business Center will implement a ride-sharing program through a number of means, either through designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles, and/or providing a web site or message board for coordinating rides.

AQ-12 – Minimization TRT-11 from CalEEMod – To the extent practicable, the Regional Business Center will consider an employer-sponsored vanpool or shuttle. The vanpool would provide service employees' commute to work while a shuttle will service nearby transit stations and surrounding commercial centers.

AQ-13 – Minimization LE-1 from CalEEMod – To the extent practicable, the Regional Business Center will consider installing higher efficacy public street and area lighting.

AQ-14 – Minimization WUW-1 from CalEEMod – To the extent practicable, the Regional Business Center will consider installing low-flow water toilets, urinals, showerheads, or faucets, or high-efficiency clothes washers and dishwashers.

AQ-15 – Minimization WUW-4 from CalEEMod – To the extent practicable, the Regional Business Center will consider installing water-efficient landscape irrigation techniques such as "smart" irrigation technology.

FINDINGS

The Project's impact would be **less than significant with mitigation incorporated** relating to air quality.

The 2007 General Plan Update EIR found that construction and operation of the overall development forecast within the General Plan Update (which would include the Regional Business Center, if proposed and constructed in the future) would contribute to an increase of emissions above the South Coast Air Quality Management District's thresholds. The 2007 General Plan Update EIR further found that construction and operation of the full future Buildout, which would include the potential future Regional Business , would exceed the thresholds of significance (see Chapter 5-03 of the 2007 General Plan Update EIR). No additional impacts other than those disclosed in the 2007 General Plan Update EIR have been identified. Thus, the Project's growth-inducing impacts related to air quality are not significant with mitigation incorporated.

2.1.4 Biological Resources

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game 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 Game or US 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?	☐	☐	☒	☐

REGULATORY SETTING

California Environmental Quality Act

CEQA is intended to inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities and to work to reduce these negative environmental impacts. The City of Palm Springs is the CEQA lead agency for the Project.

"Special status species" include any species that has been afforded special recognition by federal, state or local resources agencies (e.g., U.S. Fish and Wildlife Service [USFWS], California Department of Fish and Wildlife [CDFW], etc.), and/or resource conservation organizations (e.g., California Native Plant Society [CNPS]). The term "special-status species" excludes those avian species solely identified under Section 10 of the Migratory Bird Treaty Act (MBTA) for federal protection. MBTA Section 10 protected species are afforded avoidance and minimization measures per state and federal requirements.

California Endangered Species Act

The California Endangered Species Act (CESA) (California Fish and Game (CFG) Code Section 2050 et seq.) requires the California Department of Fish and Wildlife (CDFW) to establish a list of endangered and threatened species (Section 2070) and to prohibit the incidental taking of any such listed species except as allowed

by the Act (Sections 2080-2089). In addition, CESA prohibits take of candidate species (under consideration for listing).

CESA also requires the CDFW to comply with CEQA (Pub. Resources Code Section 21000 et seq.) when evaluating incidental take permit applications (CFG Code Section 2081(b) and California Code Regulations, Title 14, section 783.0 et seq.), and the potential impacts the project or activity for which the application was submitted may have on the environment. CDFW's CEQA obligations include consultation with other public agencies which have jurisdiction over the project or activity [California Code Regulations, Title 14, Section 783.5(d)(3)]. CDFW cannot issue an incidental take permit if issuance would jeopardize the continued existence of the species [CFG Code Section 2081(c); California Code Regulations, Title 14, Section 783.4(b)].

Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)

The Coachella Valley Multiple Species Habitat Conservation Plan is a shared regional vision for balanced growth to conserve Coachella Valley's natural resources while also building a strong economy vital to the future. The CVMSHCP protects 240,000 acres of open space and 27 species. Enhances infrastructure without environmental conflicts. Offers opportunities for recreation, tourism and job creation.

The Project is located within the Whitewater Floodplain Conservation Area of the CVMSHCP, which encompasses portions of the Whitewater River floodplain south of I-10 eastward to the existing Whitewater Floodplain Preserve. This Conservation Area provides Core Habitat for the Coachella Valley milkvetch, Coachella Valley giant sand-treader cricket, Coachella Valley fringe-toed lizard, Coachella Valley round-tailed ground squirrel, and Palm Springs pocket mouse.

AFFECTED ENVIRONMENT

The vegetation within the Project area is disturbed as a result of the existing Indian Canyon Drive infrastructure. The vegetation within the area, as classified by the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), consists of ephemeral sand fields and stabilized shielded sand fields (Holland 1986), which are blowsand habitats, with elements of Sonoran desert scrub habitat. Desert blowsand habitats are created by high winds that form active, shielded, and ephemeral dunes and sand fields. Sonoran desert scrub habitat occurs on the blowsand habitat of the valley floor and the rocky, well-drained slopes of the desert mountains. The ephemeral sand fields occur within the southern and northernmost end of the Project area and the stabilized shielded sand fields occur in the middle of the Project with Sonoran desert scrub habitat occurring throughout.

The conserved natural communities occurring in the Whitewater Floodplain Conservation Area (part of the CVMSHCP) include active desert sand fields, ephemeral desert sand fields, stabilized and partially stabilized desert sand fields,

stabilized shielded desert sand fields, Sonoran creosote bush scrub, and Sonoran mixed woody and succulent scrub. Adjacent to the Project are largely ephemeral desert sand fields with little to no vegetation.

Special status plant species known to potentially occur in the region surrounding the Project area are Coachella Valley milk vetch, triple-ribbed milk vetch, Arizona spurge, flat-seeded spurge, glandular ditaxis, and California ditaxis. The only special status plant species present on-site is Coachella Valley milk vetch. A population of this plant was found approximately 30.5 meters (100 feet) west of the existing Indian Canyon Drive and 3.05 meters (10 feet) south of Palm Springs Station Road. The population would not be directly impacted by Project construction but is within the defined area of indirect effect as defined by the indirect impact calculation methodology in the Conservation Plan.

Special status animal species known to potentially occur in the region are Coachella Valley Jerusalem cricket, Coachella giant sand treader cricket, Coachella valley grasshopper, desert pupfish, flat-tailed horned lizard, San Diego horned lizard, Coachella Valley fringe-toed lizard, desert tortoise, burrowing owl, prairie falcon, Bendire's thrasher, LeConte's thrasher, Palm Springs round-tailed ground squirrel, and Palm Springs pocket mouse.

Developed areas are present within the Project area and include a sand and gravel facility in the northeast portion of the Project area and a residential development within the southeastern portion. The developed areas are characterized by disturbed habitat and lack native plant species. Annual nonnative grasses and weedy species characterize the disturbed nonnative community.

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

Dokken Engineering's qualified biologists conducted a site visit and pedestrian survey, reviewed previously prepared biological reports, and evaluated the special status wildlife species potentially occurring in the Project area. Based on that, it is not anticipated any wildlife species have a reasonable likelihood of occurring in the Project area and no special status species would be affected by implementation of the Project as the proposed sewer line will be constructed within the median of Indian Canyon Drive.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that development of lands in accordance with the proposed General Plan Update land use designations could potentially result in the loss of habitat, sensitive natural communities, and sensitive species in undeveloped portions of the City and Sphere of Influence. The Regional Business Center is mapped as

Sonoran creosote bush scrub, which is the most widespread vegetation type in the Colorado Desert, and provides habitat for a number of protected species within the City. Due to the level of disturbance at the location of the future potential Regional Business Center, stemming from proximity to I-10 and existing commercial and industrial developments, it is anticipated this habitat value would be minimal to moderate. As explained in the 2007 General Plan Update EIR, impacts would be minimized to less than significant levels through implementation of avoidance and minimization measures including implementation of CVMSHCP measures (see Chapter 5-04 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to special status species are not significant.

As a requirement of the CVMSHCP, impacts to biological resources will be less than significant with implementation of avoidance and minimization measures **BIO-1** through **BIO-9** below to be in compliance with the CVMSHCP and to avoid and minimize impacts to biological resources.

b) Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

The conserved natural communities occurring adjacent to the Project area include largely ephemeral desert sand fields with little to no vegetation. No natural communities of concern, riparian habitat or other sensitive natural community are present within the Project area and construction of the Project will not contribute to incremental loss of stabilized shielded sand fields and ephemeral sand fields in the region. The Project will install a sewer line within the median of Indian Canyon Drive and does not have the potential to adversely affect any riparian habitat or other sensitive natural community; therefore, the Project would have no impact.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that development of lands in accordance with the proposed General Plan Update land use designations could potentially result in the loss of habitat, sensitive natural communities, and sensitive species in undeveloped portions of the City and Sphere of Influence. As explained in the 2007 General Plan Update EIR, impacts would be minimized to less than significant levels through implementation of avoidance and minimization measures including implementation of CVMSHCP measures (see Chapter 5-04 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to riparian habitat and sensitive natural communities are not significant.

c) Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not

limited to, marsh, vernal pool, coastal, etc.) through direct rehabilitation, filling, hydrological interruption, or other means?

No wetlands are present within the Project area, if proposed and constructed in the future. The Whitewater floodplain is within the Project area; however, this does not support wetlands within the Project area and would not be affected by the installation of the sewer line within the median of Indian Canyon Drive. No impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that development in accordance with the proposed General Plan Update land use designations would not impact USACE and CDFG jurisdictional water in undeveloped portions of the City and SOI (see Chapter 5-04 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to federally protected wetlands are not significant.

d) *Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Implementation of the Project would not 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. The proposed Project will install a sewer main under Indian Canyon Drive and does not have the potential to interfere with wildlife movements. No impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that development in accordance with the proposed General Plan Update land use designations would not affect wildlife movement corridors in undeveloped portions of the City and SOI (see Chapter 5-04 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to movement of fish or wildlife species are not significant.

e) *Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Implementation of the Project would result in a new sewer main being constructed within the Indian Canyon Drive road. The Project does not have the potential to impact biological resources, and therefore would not conflict with any with

applicable ordinances, plans, or policies protecting biological resources. No impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that development contemplated by General Plan Update buildout would require compliance with the City ordinance protecting biological resources in undeveloped portions of the City and SOI (see Chapter 5-04 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to local policies or ordinances intended to protect biological species are not significant.

f) Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The Project is within the Whitewater Floodplain Conservation Area. Indian Canyon Drive is listed on Table 7-5 of the CVMSHCP as a covered activity – widening to six lanes and operations and maintenance. The Project will be constructed within the same footprint as Indian Canyon Drive as listed on Table 7-5 of the CVMSHCP. Project impacts to covered species including burrowing owl, Coachella Valley fringe-toed lizard, and little San Bernardino linanthus were fully mitigated in advance of the Project through the development of a reserve system as described in section 4.0 of the CVMSHCP. Per Table 7.5 of the CVMSCP, the activities along Indian Canyon Drive (listed as Indian Avenue) within the Whitewater Floodplain Conservation Area require the Project to implement avoidance and minimization measures associated with fluvial sand transport and biological corridor preservation. In addition, the Project will comply with applicable avoidance, minimization, and mitigation measures described in Section 4.4 and the Land Use Adjacency Guidelines as described in Section 4.5 of the CVMSHCP. Impacts to biological resources will be less than significant with implementation of avoidance and minimization measures **BIO-1** through **BIO-9** below to be in compliance with the CVMSHCP and to avoid and minimize impacts to biological resources.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. While the proposed development is just outside of the Whitewater Floodplain Conservation area, it is bounded by the conservation area, and the 2007 General Plan Update EIR concluded that development would require compliance with CVMSHCP (see Chapter 5-04 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to approved habitat plans are not significant.

ENVIRONMENTAL CONSEQUENCES

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The Project will implement avoidance and minimization measures in accordance with CVMSHCP requirements.

BIO 1 – An education program will be developed to advise construction staff of potential impacts to listed species.

BIO 2 – Biological monitoring will be provided to oversee compliance with protective measures for listed species.

BIO 3 – Any necessary lighting during construction shall be shielded and directed toward the Project area.

BIO 4 – Prior to construction, the Project area plus a 500 foot buffer will be surveyed by a qualified biologist for burrows that could be used by burrowing owl. If a burrow is located, the biologist will determine if an owl is present in the burrow. If the burrow is determined to be occupied, the burrow will be flagged and a 160-foot buffer during the non-breeding season and a 250-foot buffer during the breeding season, or a buffer to the edge of the property boundary if less than 500 feet, will be established around the burrow. The buffer will be staked and flagged.

If the burrow is unoccupied, the burrow will be made inaccessible to owls, and the Covered Activity may proceed. If either a nesting or escape burrow is occupied, owls shall be relocated pursuant to accepted Wildlife Agency protocols. A burrow is assumed occupied if records indicate that, based on surveys conducted following protocol, at least one burrowing owl has been observed occupying a burrow on site during the past three years. If there are no records for the site, surveys must be conducted to determine, prior to construction, if burrowing owls are present. Determination of the appropriate method of relocation, such as eviction/passive relocation or active relocation, shall be based on the specific site conditions (e.g., distance to nearest suitable habitat and presence of burrows within that habitat) in coordination with the Wildlife Agencies. Active relocation and eviction/passive relocation require the preservation and maintenance of suitable burrowing owl habitat determined through coordination with the Wildlife Agencies.

BIO 5 – Activities in fluvial sand transport areas will be conducted in a manner to maintain the fluvial sand transport capacity of the system.

BIO 6 – To the extent feasible, no sand removal activities will take place from November 1 – March 30 to avoid winter dormancy periods for lizards or if ambient air temperatures exceed 102 degrees Fahrenheit (the temperature at which lizard activity tends to be reduced.

BIO 7 – The Project will incorporate plans to ensure that the quantity and quality of any runoff during construction discharged to the adjacent Whitewater Floodplain Conservation Area is not altered in an adverse way when compared with existing conditions. The contractor will prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes within the adjacent Whitewater Floodplain Conservation Area.

BIO 8 – The contractor will implement best management practices to ensure any toxic or any other chemical that may adversely affect wildlife and plant species, their habitat, or water quality does not discharge to the adjacent Whitewater Floodplain Conservation Area.

BIO 9 – All equipment will be inspected and cleaned prior to use in the Project area to minimize exotic species introductions.

FINDINGS

The Project would have a less than significant impact relating to biological resources with implementation of the avoidance and minimization measures above.

2.1.5 Cultural Resources

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §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 dedicated cemeteries?	☐	☐	☒	☐

REGULATORY SETTING

CEQA established statutory requirements for establishing the significance of historical resources in Public Resources Code (PRC) Section 21084.1. The CEQA Guidelines (section 10564.5) also require consideration of potential project impacts to "unique" archaeological sites that do not qualify as historical resources. The statutory requirements for unique archaeological sites that do not qualify as historical resources are established in PRC section 21083.2. These two PRC sections operate independently to ensure that significant potential effects on historical and archaeological resources are considered as part of a project's environmental analysis. Historical resources, as defined in section 15064.5 of the CEQA Guidelines , include 1) cultural resources listed in or eligible for listing in the California Register of Historical Resources (California Register); 2) cultural resources included in a local register of historical resources; 3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in one of several historic themes important to California history and development.

Under CEQA, a project may have a significant effect on the environment if the project could result in a substantial adverse change in the significance of a historical resource, meaning the physical demolition, destruction, relocation, or alteration of the resource would be materially impaired. This would include any action that would demolish or adversely alter the physical characteristics of an historical resource that convey its historic significance and qualify it for inclusion in the California Register or in a local register or survey that meets the requirements of PRC section 5020.1(l) and 5024.1(g). PRC section 5024 also requires state agencies to identify and protect sate-owned resources that meet National Register of Historic Place (National Register) listing criteria. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocation, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register or are registered or eligible for registration as California Historical Landmarks.

CEQA and the CEQA Guidelines also recommend provisions be made for the accidental discovery of archaeological sites, historical resources, or Native American human remains during construction (PRC section 21083.2(i) CEQA Guidelines section 15064.5[d and f]).

AFFECTED ENVIRONMENT

The Project area is highly disturbed by previous grading, construction, utility installations, and constant on-road and off-road vehicular use. Evidence of pedestrian and off-highway vehicle activity exists throughout the Project area. Based on a records search, no prehistoric or historic archaeological sites were identified within the Project area. Additionally, a pedestrian survey of the Project area was previously conducted related to the roadway widening of Indian Canyon Drive to identify potential archaeological or historical sites and/or artifacts. No potential historic or archaeological sites were found during the pedestrian survey.

ENVIRONMENTAL CONSEQUENCES

a) Would the Project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

PRC section 21084.1 states:

> "[a] project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. For purposes of this section, a historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1 shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of this section."

Based on land use, previous disturbance, and lack of discovery during pedestrian surveys, the Project is not anticipated to have any impacts to cultural resources. Implementation of measures **CR 1** and **CR 2** would ensure that the Project would not cause a substantial adverse change in the significance of an historical resource pursuant to §15064.5. Impacts would be less than significant.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that development in accordance with the proposed General Plan Update land use designations could impact an identified historic resource; however, those impacts would be less than significant and no mitigation measures are necessary. No additional impacts have been identified (see Chapter 5-05 of the 2007 General Plan Update EIR). Thus, the Project's growth-inducing impacts related to the significance of historical resource are not significant.

b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Under CEQA, the lead agency first determines if an archaeological site is a historical resource as defined in PRC section 21084.1. If the site qualifies as a historical resource, potential impacts must be considered in the same manner as a historical resource. If the archaeological site does not qualify as a historical resource but *does* qualify as a unique archaeological site, then the archaeological site is treated in accordance with PRC section 21083.2. In practice, most archaeological sites that meet the definition of a unique archaeological resource would first meet the definition of a historical resource and be treated accordingly. CEQA defines a "unique archaeological resource" as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; or
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person (PRC section 21083.2(g)).

Based on a record search and previous monitoring for cultural resources during excavation associated with the widening of Indian Canyon Drive resulting in no cultural resources uncovered; no archaeological sites are anticipated to be within the Project area. Implementation of Mitigation Measures **CR 1** and **CR 2** would ensure that the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. Impacts would be less than significant.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that development pursuant to General Plan Update buildout could impact archaeological resources; however, no cultural resource sensitivity was

identified within the area proposed for the Regional Business Center (see Chapter 5-05 of the 2007 General Plan Update EIR). Regardless, the City established standard conditions of approval and criteria for determining which discretionary Projects are likely to contain significant archaeological materials to warrant further site-specific investigation, or archaeological assessment, intensive surface surveys, monitoring during grading and/or subsurface testing as part of the Project development process; therefore, no additional impacts have been identified. Thus, the Project's growth-inducing impacts related to archeological resources are not significant.

c) Would the Project disturb any human remains, including those interred outside of formal cemeteries?

No human remains are known to exist within the Project Area, otherwise known as the Area of Potential Effect (APE). However, it cannot be definitively stated that no previously unidentified human remains would be encountered during Project activities. Should human remains be discovered during Project activities, they could be disturbed by Project activity, which could potentially result in a significant impact. Measure **CR 2**, described below, shall be implemented during Project activity to reduce this potential impact to a less than significant level through compliance with the provisions of Health and Safety Code (HSC) section 7050.5, which would ensure the legally adequate and respectful treatment of descendants of modern communities.

Implementation of Mitigation Measure **CR 2** would ensure that construction activities associated with the Project would not disturb any human remains. Impacts would be less than significant.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that grading activities could potentially disturb human remains; however, the City has committed to implementing mitigation measures including tribal consultation and coordination to reduce the potential impact to less than significant (see Chapter 5-05 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to human remains are not significant.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

CR 1 – If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

CR 2 – If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to

be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the City will work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

FINDINGS

The Project would have a less than significant impact relating to cultural resources with implementation of the avoidance and minimization measures above.

2.1.6 Energy

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

a) Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

The Project will not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources because the Project is a gravity sewer line and would require minimal energy to construct, and little to no energy to operate and no impacts would occur. This Project's impacts are considered less than significant.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR found that the Regional Business Center would involve grading and construction of building pads, roads, structures, and other improvements, which would require energy via the use of gasoline, diesel fuel, other fuels, and electricity in order to be constructed; however, due to the high cost of fuel, construction activities are not anticipated to result in wasteful, inefficient, and unnecessary use of energy as construction contractors would conserve the use of their supplies to minimize the cost of constructing the Project. Additionally, estimating the energy use associated with operation of the Regional Business Center is speculative at this time because such usage is business specific due to the potential diverse operating hours and differing loads required to operate different c businesses. The 2007 General Plan Update EIR concluded that it is not anticipated that the potential Regional Business Center would result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation (see Chapter 5-03 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to consumption of energy resources are not significant.

b) Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The Project is a gravity sewer line and is not anticipated to increase energy use or consumption during its operation; therefore, no impacts to state or local plans for renewable energy or energy efficiency would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR noted that the future potential Regional Business Center is required to source 85 percent of its energy through wind energy facilities and no more than 15 percent of the property to be developed with other energy uses as part of its requirements under the Regional Business Center zoning. This is consistent with the local plan for renewable energy and energy efficiency. The 2007 General Plan Update EIR concluded that there would be less than significant impacts with implementation of regulatory requirements and standard conditions of approval would reduce potential impacts associated with utilities and service systems to a level that is less than significant (see Chapter 5-03 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to plans for renewable energy or energy efficiency are not significant.

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AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No avoidance, minimization, or mitigation measures required.

FINDINGS

The Project would a less than significant impact relating to energy.

2.1.7 Geology and Soils

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
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 (1994), creating substantial 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?	☐	☐	☐	☒

REGULATORY SETTING

Topographic and geologic features are protected under the California Environmental Quality Act. This section discusses geology, soils, and seismic concerns as they relate to public safety. Earthquakes are prime considerations in the design and retrofit of infrastructure. The California Department of Transportation's Office of Earthquake Engineering is responsible for assessing the potential for seismic hazards. The current policy is to use the anticipated Maximum Credible Earthquake (MCE), from young faults in and near California. The MCE is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

AFFECTED ENVIRONMENT

The Project area is located in the Colorado Desert floor and is primarily overlain with alluvium soils: Carsitas gravelly sand in the area between Garnet Avenue and Garnet Hill and south of Palm Springs Station Road, Carsitas fine sand in the area between Garnet Hill and the railroad tracks, and Carsitas cobbly sand between the

railroad tracks and Palm Springs Station Road. Lithic Torripsamments-Rock outcrop complex overlays Garnet Hill. The Garnet Hill fault, a Late Quaternary concealed fault in the San Andreas fault zone, is also within the Project area.

a) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

According to the California Department of Conservation (DOC) website (DOC 2021), Garnet Hill fault, a Late Quaternary concealed fault in the San Andreas fault zone, is within the Project area, which was known to rupture prior to 1680 in an interval of approximately 220 years; however, it has not produced surface-rupturing earthquakes in the last 340 years. The Project area is not located within a defined Alquist-Priolo Earthquake Fault Zone. Therefore, the proposed Project activities would not directly or indirectly cause potential substantial adverse effects due potential risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, and no impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that build-out of the Palm Springs General Plan Update would expose residents, occupants, visitors, etc., to potential seismic-related hazards; however, these impacts would be less than significant, and no mitigation measures are necessary (see Chapter 5-06 of the 2007 General Plan Update EIR). No additional impacts have been identified . Thus, the Project's growth-inducing impacts related to rupture of an earthquake fault are not significant.

ii) Strong seismic ground shaking?

Garnet Hill fault, a Late Quaternary concealed fault in the San Andreas fault zone, is within the Project area, which was known to rupture prior to 1680 in an interval of approximately 220 years; however, it has not produced strong seismic ground shaking earthquakes in the last 340 years. Although the Project area could be exposed to seismic ground shaking, the Project would be developed consistent with City and California Seismic Design Criteria. With the implementation of state-mandated Seismic Design Criteria no impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that unstable geologic units and soils conditions, including soil erosion, are located within the boundaries of the City of Palm Springs and Sphere of

Influence area; however, these impacts would be less than significant, and no mitigation measures are necessary (see Chapter 5-06 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to strong seismic ground shaking are not significant.

iii) Seismic-related ground failure, including liquefaction?

Soil liquefaction is a phenomenon primarily associated with the saturated soil layers located close to the ground surface. These soils lose strength during ground shaking. Due to the loss of strength, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that lie relatively close to the ground surface. However, loose sands that contain a significant number of fines (minute silt and clay fraction) may also liquefy. According to the City of Palm Springs General Plan, soils at the site are alluvium sand and gravel and stream channel gravel and sand. As indicated in section *ii* above, the Project area is within proximity to a seismically active area. The City of Palm Springs General Plan however indicates the Project area has a low potential for liquefaction. The 2007 General Plan Update EIR concluded that build-out of the Palm Springs General Plan would expose residents, occupants, visitors, etc., to potential seismic-related hazards; however, these impacts would be less than significant, and no mitigation measures are necessary. Therefore, no impacts seismic related liquefaction of soils would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. As noted above, the 2007 General Plan Update EIR concluded that build-out of the Palm Springs General Plan would expose residents, occupants, visitors, etc., to potential seismic-related hazards; however, these impacts would be less than significant, and no mitigation measures are necessary (see Chapter 5-06 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to seismic-related ground failure are not significant.

iv) Landslides?

The topography of the Project area is relatively flat; however, the area between the railroad tracks and Garnet Avenue do have some hills to the east of Indian Canyon Drive. The City of Palm Springs General Plan identifies the Project area as largely outside the area susceptible to landslides except for the area east of Indian Canyon Drive between Garnet Avenue and the railroad tracks, which is identified as having a high susceptibility of being impacted by rock falls and seismically inducing landsliding. The sewer main however would not be within the area identified as having high susceptibility to landslides. Construction and implementation of the Project does not include cuts which would require the

development of manufactured slopes as part of its design. Therefore, no impacts related to landslides would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The Regional Business Center would be located north of Garnet Avenue, between Garnet Avenue and I-10, and would not be within the area identified as having high susceptibility to landslides. Construction and implementation of the potential future Regional Business Center would not affect any potential for landslides as these businesses associated with commercial and industrial development would not alter the physical landscape in a substantial way to increase susceptibility to landslides. The 2007 General Plan Update EIR concluded that build-out of the Palm Springs General Plan would expose residents, occupants, visitors, etc., to potential geologic-related hazards such as landslides; however, these impacts would be less than significant, and no mitigation measures are necessary. No additional impacts have been identified (see Chapter 5-06 of the 2007 General Plan Update EIR). Thus, the Project's growth-inducing impacts related to landslides are not significant.

b) Would the Project result in substantial soil erosion or the loss of topsoil?

The Project is anticipated to be constructed within the median of an existing roadway. There is no potential for soil erosion during Project construction activities or Project implementation, given that the Project would be underground. Therefore, no impacts related to soil erosion or loss of topsoil would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that build-out of the Palm Springs General Plan would expose residents, occupants, visitors, etc., to potential geologic-related hazards such a substantial soil erosion or loss of topsoil; however, these impacts would be less than significant, and no mitigation measures are necessary (see Chapter 5-06 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to soil erosion are not significant.

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

The Project will not 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. Refer to section a.*iii* and a.*iv*. No impacts from the Project would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that build-out of the Palm Springs General Plan would expose residents, occupants, visitors, etc., to potential geologic-related hazards such as on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; however, these impacts would be less than significant, and no mitigation measures are necessary. No additional impacts have been identified (see Chapter 5-06 of the 2007 General Plan Update EIR). Thus, the Project's growth-inducing impacts related to unstable soil are not significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Expansive soils have the tendency to expand and contract during alternative wetting and drying cycles and are generally associated with clay soils. The Project area soils consist primarily of alluvium sand and gravel and stream channel gravel and sand, and not clay soil. The type of clay soil generally associated with soil expansion is not anticipated to be found on the Project area. Thus, there is little potential for soil expansion on the site and the Project would not create substantial risks to life or property. Site construction techniques would comply with City and State design standards to minimize risks associated with expansive soils. No impacts to expansive soils would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that build-out of the Palm Springs General Plan would expose residents, occupants, visitors, etc., to potential seismic-related hazards such as expansive soils; however, these impacts would be less than significant, and no mitigation measures are necessary. No additional impacts have been identified (see Chapter 5-06 of the 2007 General Plan Update EIR). Thus, the Project's growth-inducing impacts related to soil expansion are not significant

e) Would the Project 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 Project would create a sewer line to eliminate the need for use of septic tanks or alternative wastewater disposal systems. Alternative wastewater disposal systems along Garnet Avenue are anticipated to be removed as a result of the Project. No impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that soil conditions present in the City of Palm Springs and Sphere of Influence area may not adequately support septic tanks; however, the purpose of

the Project is to provide sewer service in lieu of septic tanks (see Chapter 5-06 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to septic tanks and alternative wastewater disposal systems are not significant.

f) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Per the General Plan Update EIR, no paleontological resources are known to exist within the Project area. A search of the Regional Paleontological Locality Inventory (RPLI) was conducted at the San Bernardino County Museum (SBCM). The results of the search indicated that no previously known paleontological resource localities are recorded by the SBCM from the study area, nor from within several miles in any direction. It is not anticipated construction of the Project would impact paleontological resources as all Project activities would occur within the previous constructed Indian Canyon Drive; therefore, no impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR did not identify the site of the potential future Regional Business Center as being within an area of paleontological sensitivity; however, development pursuant to General Plan implementation could destroy paleontological resources or a unique geologic feature which would be mitigated through City review and approval of discretionary projects likely to impact paleontological resources (see Chapter 5-05 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to paleontological or geological features are not significant.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No avoidance, minimization, or mitigation measures required.

FINDINGS

The Project would have no impact relating to geology and soils.

2.1.8 Greenhouse Gas Emissions

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Environmental Setting

Although climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. These efforts are primarily concerned with the emissions of GHG related to human activity that include CO_2, CH_4, NO_X, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC 134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane).

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the EPA to regulate GHG as a pollutant under the Clean Air Act (Massachusetts vs. [EPA] et al., 549 U.S. 497 (2007). The court ruled that GHG does fit within the Clean Air Act's definition of a pollutant, and that the EPA does have the authority

to regulate GHG. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions. [1]

According to Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents (March 5, 2007), an individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a Project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG. In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable." See CEQA Guidelines sections 15064(i)(1) and 15130. To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task.

a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

There are currently no officially adopted City or SCAQMD thresholds of significance pertaining to greenhouse gas emissions generated by construction or operation of the Project. The Project would generate greenhouse emissions during construction from heavy-duty equipment use. Construction Emissions Model (see Appendix A) was used to estimate greenhouse gas emissions associated with Project construction. The model estimates that approximately 90 tons greenhouse gas emissions would be released into the atmosphere during construction of the Project, which equates to over 5,000 pounds of emissions per day. No operational emissions of the Project are anticipated.

Due to the limited Project area (> 2 acres) and limited length of construction, which is estimated to be approximately 2 months, the amount of daily and total emissions is minimal; a less than significant impact to greenhouse gases is anticipated. No greenhouse gases are anticipated to be emitted during operation of the Project as the system will all be gravity fed and no additional energy will be required for the operation of the sewer main.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that buildout of the proposed General Plan would generate emissions that exceed the SCAQMD's operational thresholds, and even with mitigation implemented, these impacts would continue to be significant and unavoidable. The 2007 General Plan Update EIR did not estimate the greenhouse gas emissions that would be attributable to the future potential Regional Business Center, however. Because of that, a new model in CalEEMod was prepared to

[1] http://www.epa.gov/climatechange/endangerment.html

estimate greenhouse gas emissions associated with the potential future construction and operation of the Regional Business Center for this Tiered IS/MND. The table below presents the estimates of greenhouse gas emissions that would be released into the atmosphere on an annual basis by operation of the future potential Regional Business Center. The estimates represent a conservative estimate, as it is possible that patrons or workers of the Regional Business Center would utilize local transportation programs such as the Amtrak train, which has a train station adjacent to the proposed Regional Business Center, or other methods of transportation such a bicycles or local buses which will reduce GHG emissions.

Table 7: Regional Business Center GHG Emissions

Phase	Unmitigated	Mitigated
Construction (annually)	549 MT/yr	467 MT/yr
Operation (annually)	94,167 MT/yr	56,099 MT/yr
City 2020 GHG Emissions		707,197 MT/yr
City 2035 GHG Emissions		843,231 MT/yr

Source: CalEEMod, 2021. See Appendix B.
City of Palm Springs Greenhouse Gas Inventory (2010)

Potential construction of the Regional Business Center in the future would generate approximately 467 MTCO2e of GHG emissions annually over a 4-year period and the total annual operating emissions would be approximately 56,099 MTCO2e per year with implementation of the measures **AQ-9** through **AQ-15**. The determination of the Project's growth-inducing impacts is not based on the annual GHG emissions that would be generated by the future potential Regional Business Center, but instead on the consistency of the Regional Business Center with city wide and regional GHG emissions reduction goals. The Regional Business Center, if constructed in the future would be required to be consistent with the City of Palm Springs General Plan as well as the Climate Action Plan, which has made commitments to reduce greenhouse gas emissions. In addition, the Regional Business Center, if constructed in the future, would be designed to be consistent with the City's objectives to reduce GHG emissions to meet regional and statewide emissions reduction targets. The emissions from the future potential Regional Business Center are considered minimal when compared to the Citywide emissions of greenhouse gases. Further, if the Regional Business Center is proposed in the future, it would be subject to project-level CEQA review and mitigation measures as appropriate. The Project's growth-inducing impacts related to greenhouse gas emissions are thus less than significant.

b) Would the Project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

In June 2005, Governor Schwarzenegger established California's GHG emissions reduction targets in Executive Order S-3-05. The Executive Order established the

following goals for the State of California: GHG emissions should be reduced to 2000 levels by 2010; GHG emissions should be reduced to 1990 levels by 2020; and GHG emissions should be reduced to 80 percent below 1990 levels by 2025.

California's major initiative for reducing GHG emissions is outlined in AB 32, the "Global Warming Solutions Act," passed by the California State legislature on August 31, 2006. This effort aims at reducing GHG emissions to 1990 levels at 427 million metric tons (MMT) of CO_2eq. The emissions target of 427 MMT requires the reduction of 169 MMT from the State's projected business-as-usual 2020 emissions of 596 MMT. AB 32 requires ARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to goal climate change. The Scoping Plan was approved by the California Air Resources Board (CARB) on December 11, 2008, and includes measures to address GHG emissions reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures (CARB 2008). The Scoping Plan includes a range of GHG reduction actions that may include direct regulations, alternative compliances mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. The measures in Scoping Plan would not be binding until after they are adopted through the normal rulemaking process and therefore are only recommendations at this time. The CARB rulemaking process includes preparation and release of each of the draft measures, public input through workshops and a public comment period, followed by a CARB hearing and rule adoption.

The California Environmental Protection Agency Climate Action Team (CAT) and the CARB have developed several reports to achieve Governor Schwarzenegger's GHG targets that rely on voluntary actions of California businesses, local government and community groups, and State incentive and regulatory programs. These include the CAT's 2006 "*Report to Governor Schwarzenegger and the Legislature*," CARB's 2007 "*Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California,*" and CARB's "*Climate Change Scoping Plan: A Framework for Change."* The reports identify strategies to reduce California's emissions to the levels proposed in Executive Order S-3-05 and AB 32.

The adopted Scoping Plan includes proposed GHG reductions from direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as cap-and-trade systems.

In addition to reducing GHG emissions to 1990 levels by 2020, AB 32 directed ARB to identify a list of "discrete early action GHG reduction measures" that can be adopted and made enforceable by January 1, 2010. In June 2007 CARB approved a list of 37 early action measures, including three discrete early action measures (Low Carbon Fuel Standard, Restrictions on High Global Warming

Potential Refrigerants, and Landfill Methane Capture). Discrete early action measures are measures that are required to be adopted as regulations and made effective no later than January 1, 2010, the date established by Health and Safety Code (HSC) Section 38560.5. The ARB adopted additional early action measures in October 2007 that tripled the number of discrete early action measures.

ARB's focus in identifying the 44 early action items was to recommend measures that ARB staff concluded were "expected to yield significant GHG emission reductions, are likely to be cost-effective and technologically feasible." The combination of early action measures is estimated to reduce State-wide GHG emissions by nearly 16 MMT. Accordingly, the 44 early action items focus on industrial production processes, agriculture, and transportation sectors. Early action items associated with industrial production and agriculture do not apply to the proposed Project. The transportation sector early action items such as truck efficiency, low carbon fuel standard, proper tire inflation, truck stop electrification and strengthening light duty vehicle standards are either not specifically applicable to the Project or would not result in a reduction of GHG emissions associated with the Project. State measures include emission reductions assumed as part of the Scoping Plan, including light-duty vehicle GHG standards ("Pavley standards"), low carbon fuel standard, and energy efficiency measures.

The Project would not conflict with the State goal of reducing GHG emissions and would not conflict with the AB 32 Scoping Plan or the early action measures as the future potential Regional Business Center is accounted for within the City of Palm Spring's General Plan and would be subject to the City's Climate Action Plan, which requires all projects within the City to be in compliance with AB 32 Scoping Plan or the early action measures.

The Project would be subject to all applicable permit and planning requirements in place or adopted by the City of Palm Springs. Therefore, the Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The 2007 General Plan Update identified the Regional Business Center. The determination of the Project's growth-inducing impacts is not based on the annual GHG emissions that would be generated by the future potential Regional Business Center, but instead on the consistency of the Regional Business Center with city wide and regional GHG emissions reduction goals. The Regional Business Center, if constructed in the future, would be required to be consistent with the City of Palm Springs General Plan as well as the Climate Action Plan, which has made commitments to reduce greenhouse gas emissions. In addition, the Regional Business Center, if constructed in the future, would be designed to be consistent with the City's objectives to reduce GHG emissions to meet regional and statewide emissions

reduction . . If constructed in the future, the Regional Business Center's emissions would be considered minimal when compared to the Citywide emissions of greenhouse gases. Thus, the Project's growth-inducing impacts related to plans adopted to reduce GHG emissions are not significant.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

See **AQ-9** through **AQ-15** in Section 2.1.3.

FINDINGS

The Project would have less than significant impact with mitigation after incorporation of measures **AQ-9** through **AQ-15** relating to greenhouse gases.

2.1.9 Hazards and Hazardous Materials

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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.?	☐	☐	☐	☒

REGULATORY SETTING

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. Resource Conservation and Recovery Act provides for “cradle to grave” regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are

specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

AFFECTED ENVIRONMENT

The Project area and surrounding environment within and near this segment of Indian Canyon Drive consists of vacant land, residential, commercial, and industrial uses.

a) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

During construction and operation of the Project, there would be some transport, use, and disposal of hazardous materials and wastes that are typical of construction projects and necessary maintenance of the sewer main. This would include fuels and lubricants for construction machinery, adhesives, etc. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law, including the Hazardous Materials Transportation Uniform Safety Act. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up will reduce potential impacts to a less than significant level.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that future industrial and commercial development in accordance with the City of Palm Springs General Plan Update would involve the transport, use, and/or disposal of hazardous materials; however, these impacts would be less than significant, and no mitigation measures are necessary (see Chapter 5-07 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to transport, use or disposal of hazardous materials are not significant.

b) Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The discussion provided above indicates that hazardous materials such as fuels and oils may be used with equipment during Project construction. Such hazardous materials could create a significant hazard to the public or the environment if released into the environment; however, routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up will reduce potential impacts to a less than significant level.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was

included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that future industrial and commercial development in accordance with the City of Palm Springs General Plan Update would involve the transport, use, and/or disposal of hazardous materials; however, these impacts would be less than significant, and no mitigation measures are necessary (see Chapter 5-07 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to accidental release of hazardous materials are not significant.

c) *Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No schools are located within one-quarter mile of the Project area or the Regional Business Center. No impact would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that future industrial and commercial development in accordance with the City of Palm Springs General Plan Update would involve the transport, use, and/or disposal of hazardous materials; however, these impacts would be less than significant, and no mitigation measures are necessary (see Chapter 5-07 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to hazardous substances within one-quarter mile of an existing or proposes school are not significant.

d) *Would the Project 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?*

According to the Environmental Data Report (EDR) the Project would not be located on or immediately adjacent to a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The government record search found no hazardous waste, hazardous materials, hazardous spills, landfills, or leaking underground storage tanks (LUST) within the Project area but two LUST sites were identified outside of the Project area. The Lumberman's LUST, 0.4 miles south of the Project area contained gasoline and was discovered on February 9, 1993, at Lumberman's, 3455 Indian Canyon Drive, Palm Springs, CA 92262. The extent of the spill is unknown, and the case was closed on June 14, 1993. The Pilot Travel Center LUST, immediately north of the Project area, contained diesel and the cleanup was completed and the case closed on October 15, 2007. The Project would not create a significant hazard to the public or the environment; therefore, no impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was

included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that portions of the City of Palm Springs are included on a list of hazardous materials sites; however, the site of the potential future Regional Business Center is not located within one of a hazardous materials sites. There is one identified small-generator site adjacent to the Regional Business Center located north of I-10 at the Shell Service Station located at 20000 Indian Avenue, which would not be affected by the Regional Business Center; therefore, the EIR concluded impacts would be less than significant and no mitigation measures are necessary (see Chapter 5-07 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to hazardous material sites are not significant.

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 for people residing or working in the Project area?

The Project area is not within two miles of a public airport. No impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that the Palm Springs International Airport is located within the City of Palm Springs and portions of the City are within the Land Use Compatibility Plan for the airport; however, the Palm Springs International Airport is located over two miles away from the Regional Business Center and is outside of the Land Use Compatibility Plan area; therefore, no impacts are anticipated (see Chapter 5-07 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to public airports are not significant.

f) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Project will neither significantly alter the existing circulation pattern in the Project area nor physically interfere with I-10 and/or Garnet Avenue during emergency evacuation. Construction of the sewer main could potentially result in some traffic impendent due to the need to work within the median of Indian Canyon Drive; however, it is not anticipated any construction activities would result in the delay or impairment in the event of an emergency evacuation or emergency response. Implementation of the Project would not impair or physically interfere with the designated primary community evacuation route during operation of the sewer main. Therefore, no impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that implementation of the Palm Springs General Plan would not

adversely affect the implementation of an emergency response or evacuation plan; therefore, these impacts would be less than significant, and no mitigation measures are necessary (see Chapter 5-07 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to an emergency response plan or emergency evacuation plan are not significant.

g) Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

The Project and associated construction would not require the installation or maintenance of associated infrastructure which would exacerbate fire risk as the Project is an underground gravity fed sewer line and would not contribute to the increase or spread of wildland fires in the event they did occur. Therefore, the Project would not create a significant risk of loss, injury or death involving wildland fires. No impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that while portions of the City of Palm Springs and Sphere of Influence are located within high and very high fire risk areas and could expose structures and/or residences to fire danger, the Regional Business Center is within an area rated as moderate fire risk; therefore, these impacts would be less than significant, and no mitigation measures are necessary (see Chapter 5-07 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to wildland fires are not significant

ENVIRONMENTAL CONSEQUENCES

No hazardous wastes, spills, or landfills were identified with the Project area. Therefore, the Project would not have any impacts related to hazards or hazardous materials.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No avoidance, minimization, or mitigation measures required.

FINDINGS

The Project would have a less than significant impact relating to hazards and hazardous materials.

2.1.10 Hydrology and Water Quality

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 offsite;	☐	☐	☐	☒
(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?	☐	☐	☐	☒

REGULATORY SETTING

Chapter 8.68 of the City of Palm Springs Municipal Code includes regulations regarding Flood Damage Prevention for areas within special flood hazards within the jurisdiction of the City. Chapter 8.68.080 states that "[n]o structure or land shall…be constructed, located, extended, converted, or altered without full compliance with the terms of this chapter [Chapter 8.68] and other regulations," within special flood hazard areas. Special flood hazards areas are those identified by Federal Emergency Management Agency (FEMA).

The NPDES is a national program for regulating and administering permits for all discharges to receiving waters. The USEPA is the agency ultimately charged with regulating discharges to surface waters. The USEPA has, in many cases, delegated permitting authority to various states, including California. Discharges in California are regulated by RWQCBs. Discharges to water bodies in the Palm Springs region are regulated by the Colorado River Basin RWQCB.

AFFECTED ENVIRONMENT

The Project is located in a desert region of the Coachella Valley, a large basin between the Little San Bernardino Mountains and the San Jacinto Mountains. The principal water source for the Coachella Valley is groundwater, which is naturally recharged by precipitation and runoff from the surrounding mountains. The average annual precipitation ranges between 13 and 38 centimeters (5 and 15 inches). The proposed Project study area is located within the Whitewater River Subbasin, which is the primary groundwater repository for the Coachella Valley. The Subbasin covers about 1,036 square kilometers (400 square miles) of the valley floor and generally extends from the junction of I-10 and Highway 111 about 70 kilometers (43.5 miles) southeast to the Salton Sea.

The Whitewater River Subbasin is divided into four subareas: Palm Springs, Thermal, Thousand Palms, and Oasis. The Palm Springs Subarea underlies the Project area. The subarea contains approximately 4.6 million acre-feet of groundwater that is in storage in the first 305 meters (1,000 feet) below the ground surface. Composed of alluvial fan deposits exceeding 305 meters (1,000 feet) in depth, the subarea is naturally recharged by infiltration of runoff from the San Jacinto Mountains and the Whitewater River, and from subsurface inflow from the San Gorgonio Pass Subbasin to the west. The Whitewater River Subbasin has historically had a declining water table because the demand for water has exceeded the amount of recharge into the groundwater basin.

The primary drainage feature in the area of the Project is the Whitewater River located within the Project area. The river, considered a wash since it remains predominantly dry, traverses the valley from northwest to southeast, carries runoff generated from the surrounding hills, and ultimately discharges into the Salton Sea, approximately 80 kilometers (50 miles) from the Project area. Most of the tributary watershed areas fall outside the Project area.

The elevation within the Project area ranges between 198 meters (650 feet) above mean sea level (AMSL) and 488 meters (1,600 feet) AMSL. Garnet Hill is a significant physical feature located east of Indian Canyon Drive and north of the railroad tracks. The hill, containing slopes from 15 to 75 percent, consists of well drained alluvial soils underlain by sandstone. Coarse gravels, cobbles, and sands that are stabilized by disturbed vegetation cover the remainder of the Project area. These soils typically form an indefinite pattern of braided stream channels such as those found within the Whitewater River.

All domestic water comes from wells from the Coachella Valley groundwater basin. Groundwater quality can be affected by a number of factors including the type of water-bearing materials in which the water occurs, proximity to faults, water depth, and presence of surface contaminants. Water quality in the Coachella Valley is generally good to excellent. Exceptions are limited to some areas in the lower valley, where ongoing crop irrigation has increased the total dissolved solids.

The Whitewater River Subbasin, which is one of three Subbasins which makes up the Coachella Valley groundwater basin, is located within the Project area. The Whitewater River Subbasin is the largest basin, contains 28 million acre-feet and extends 70 miles from the junction of I-10 and Highway 111 to the Salton Sea. Whitewater River Subbasin is recharged by flows from the San Gorgonio Pass area, normal seasonal rainfalls, and surface water from various creeks. However, inflow is limited. Depletion of groundwater basins has been accelerating since the expansion of agricultural activities in the 1900s and the development of the Coachella Valley. Today, groundwater demand exceeds available recharge, leading to a condition known as “overdraft.”

The Desert Water Agency’s (DWA) sources of water supply include groundwater produced by local potable water supply wells from the upper portion of the Whitewater River Subbasin of the Coachella Valley Groundwater Basin, surface water diverted from creeks in the San Jacinto Mountains, imported State Water project water exchanged for Colorado River water, and recycled water (for irrigation use). The imported State Water project water is used to ensure that adequate water is available, and the Coachella Valley water agencies contract with Metropolitan Water District of Southern California (MWD) to exchange their water entitlement from the State Water project for like amounts from the Colorado River. MWD’s aqueduct is tapped where it crosses the Whitewater River and water is diverted to 19 spreading ponds, where it percolates into the Whitewater Subbasin. This agreement is intended to assure adequate water supplies through the year 2035.

The Amended 2015 Urban Water Management Plan prepared by DWA identifies that all imported water is used to replenish or recharge the Coachella Valley Groundwater Basin, particularly the Whitewater River and Mission Creek Subbasins.

The Sustainable Groundwater Management Act (SGMA) is administered by the California Department of Water Resources (DWR), and SGMA plans, and reports are required to use the DWR basin and Subbasin definitions. DWR does not consider the Garnet Hill Subarea to be a separate Subbasin and is considered a part of the Whitewater River (Indio) Subbasin.

In 2002, DWA and CVWD also began using Colorado River water to replenish the Mission Creek Subbasin, which is within DWA's Jurisdictional Boundary. Even though DWA does not operate groundwater production wells in the Subbasin, DWA does operate the recharge facilities in the Subbasin and, partnered with CVWD and MSWD, manages the production and recharge activities in the Mission Creek Subbasin. Of the total exchange water allocated to DWA and CVWD, approximately 93 percent is directed to the Whitewater River Subbasin, and approximately 7 percent is directed to the Mission Creek Subbasin.

The 2013 Mission Creek/Garnet Hill Water Management Plan (MC/GH WMP) determined that, although some natural replenishment to this subarea may come from Mission Creek and other streams that pass through during periods of high flood flows, the chemical character of the groundwater (and its direction of movement) indicate that the main source of natural replenishment to the Subbasin comes from the Whitewater River through the permeable deposits which underlie Whitewater Hill. With respect to artificial replenishment, the MC/GH WMP determined that since artificial replenishment activities began, the Garnet Hill Subarea has benefitted from artificial replenishment in both the WWR and the MC:

The SGMA required water agencies to develop and adopt groundwater sustainability plans, or prepare bridge documents demonstrating that previously prepared management plans meet the requirements of SGMA. In 2016 CVWD and DWA, along with partnering water agencies, prepared the *SGMA Alternative Groundwater Sustainability Plan Bridge Document for the Indio Subbasin.* This Bridge Document specifically covers the Indio Subbasin, which is designated as Basin No. 7-12.01 in the DWR's Bulletin 118 (2003).

The Colorado River Regional Water Quality Control Board (the "Board") has declared the underground water aquifer within the "North Indian Canyon Drive Interstate 10 Corridor" as having exceptional water quality, and has issued a moratorium on approving the installation of conventional Onsite Wastewater Treatment Systems (OWTS). Historically, conventional OWTS discharging less than 5,000 gpd were regulated by the City through local requirements Since 1983 the Board had a general waiver of waste discharge requirements for OWTS. However, this waiver was eliminated following the passage of Senate Bill 390 in 2003, which required the Board to update their existing waivers every five years, include conditions such as monitoring, and to issue waivers so long as they were in the best interests of the people of the State. In response to Senate Bill 390, the Board reviewed existing waivers, and chose to renew only waivers associated with "de minimis" discharges (i.e., discharges with a low threat to water quality). Because discharges from OWTS do not meet "de minimis" criteria, the Board's waiver was allowed to expire on January 15, 2003.

Subsequent to the expiration of this waiver, discharges from OWTS have been authorized by the Board on a case by case basis, as required by the California Water Code. As a result, some new projects proposed in the commercial and industrial area along Indian Canyon Drive and Garnet Avenue have received waste discharge requirements (WDRs) issued by the Board that require "package plant" treatment systems. The capital cost and on-going operational and maintenance costs for privately owned "package plant" treatment systems can be financially infeasible.

The Project will lead to protection of the Whitewater River Subbasin and the exceptional quality of groundwater in the area by extending public sewer service to an area of the City where no public sewer service exists. The availability of a

public sewer system will ensure that if development of vacant properties occurs, connection of new buildings and structures are made to the public sewer system, thereby avoiding installation of OWTS or individual “package plant” treatment systems that can lead to individual discharge and percolation of treated wastewater within the Subbasin.

Storm water runoff from the Project area would follow the existing drainage system, generally flowing from the northwest to southeast. The Project area has no receiving water bodies, and all surface flow/runoff is subject to natural percolation only.

a) Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The Project would not result in water quality impacts and would not contribute to total maximum daily loads (TMDLs) since the Whitewater River is not a 303d listed water body. Standard erosion control practices would be implemented to minimize soil erosion during and following construction activities. Permanent erosion and sedimentation control features may include, but would not be limited to, revegetation of disturbed ground surfaces to minimize erosion, and improvement of drainage facilities to handle excess runoff.

The Project extends public sewer and will protect water quality of the Whitewater River Subbasin as this sewer main will prevent untreated sewage from leaching into the groundwater

As discussed in section 1.4.1, the Project’s growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that implementation of the General Plan Update would allow for future development in the City, resulting in short-term unquantifiable increases in pollutant concentrations during construction (see Chapter 5-08 of the 2007 General Plan Update EIR). After construction, the quality of storm runoff (sediment, nutrients, metals, pesticides, pathogens, and hydrocarbons) may be altered; however, these impacts were less than significant with no mitigation required. If proposed and constructed in the future, the Regional Business Center would not violate water quality standards or waste discharge requirements. The Regional Business Center, if constructed in the future, would connect to the Project and wastewater will be transported to and processed at the City’s Wastewater Treatment Plant. The City’s Wastewater Treatment Plant implements all requirements of the Regional Water Quality Control Board, which pertain to water quality and wastewater discharge. During the potential future construction of the Regional Business Center, the Center would be required to comply with national pollutant Discharge Elimination System (NPDES) regulations, which minimize the pollutant load associated with urban runoff.

Prior to construction of the Regional Business Center, if proposed in the future, a Water Quality Management Plan would be prepared to document the required Best Management Practices (BMPs) to be implemented. The Regional Business Center would be required to meet all applicable water quality standards or waste discharge requirements as a requirement of the City's MS4 National Pollutant Discharge Elimination System, as required by the Section 402 of the Federal Clean Water Act, thereby avoiding violation of such standards or requirements. No additional impacts have been identified other than those disclosed in the 2007 General Plan Update EIR. Thus, the Project's growth-inducing impacts related to water quality standards or discharge are not significant.

b) Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the Project may impede sustainable groundwater management of the basin?

The proposed City sewer line is anticipated to collect 0.22 mgd (0.3 cfs) at its peak based on land use flow factors associated with the future potential Regional Business Center. This water will be collected at the City's Wastewater Treatment Plant, of which approximately 75% of the treated wastewater would be distributed to DWA, which recharges the Indio/Whitewater River Subbasin.

The Project is consistent with the land use designation of the City's General Plan. While the sewer main will operate underground and via gravity independently, the Regional Business Center, if proposed and developed in the future, would be required to comply with City's and the MSWD's water-efficiency requirements, including the use of drought-tolerant planting materials and limited landscaping irrigation. The Regional Business Center, if proposed and developed in the future, would also be required to comply with the City's and MSWD's drought restrictions and reduction measures. Implementation of these and other applicable requirements, as required by the City's MS4 National Pollutant Discharge Elimination System, a requirement of Section 402 of the Federal Clean Water Act, will assure that water-related impacts are less than significant.

DWA, the water provider for the existing and future 622 commercial and industrial area zoned as the Regional Business Center, uses surface water (streams in the San Jacinto Mountains), groundwater, State Water project water, and recycled water to provide domestic water service. The primary source of water in the Coachella Valley is groundwater extracted by deep wells and replenished with Colorado River Water. A smaller portion is derived from regional mountain streams. DWA is a participant in the Coachella Valley Regional Water Management Group that prepared an Integrated Regional Water Management Plan (WMP) in 2013. The WMP indicates that long-term regional demand for potable water is expected to increase; however, with continued conservation measures and replenishment of groundwater, sufficient supplies will be available to meet the demand.

The reliability of DWA's water supply is excellent because the Agency relies on groundwater sources and has imported and stored water within the Whitewater River Subbasin to meet expected demands. Historically, drought conditions in southern California have not impacted DWA's ability to meet its service demand. For future growth, DWA has also implemented water replenishment programs, for both the Whitewater River and Mission Creek Subbasins, which optimize and protect the groundwater and provide sound management of water supplies as well as put in place various water conservation initiatives. DWA is anticipating increasing its production of recycled water, from 4,600 acre feet per year in 2015 to 7,000 acre feet per year in 2040. DWA also recharges its groundwater basin at recharge basins located in the northern end of the City. The City also requires the implementation of water conservation measures in all new developments as part of the conditions of approval by the City Planning Department.

The DWA Urban Water Management Plan demonstrates that during normal water years, and single dry years, DWA will have a cumulative water surplus from existing water sources through 2040. During multiple dry year conditions, the amount of groundwater is storage will be reduced by less than 1%, depending on the amount of non-consumptive return during these time periods.

In addition, DWA has several rebate programs in place to incentivize installation of water saving fixtures and features. Xeriscape is highly encouraged in the desert area in order to further conserve water. A 5-stage plan is in place in the event of water supply shortage. Even so, short-term droughts have historically had negligible effects on water supply in DWA's service area. Impacts to water resources will be less than significant.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The potential Regional Business Center is consistent with its land use designation as it is located in an area designated for commercial, office, and industrial development. DWA's Urban Management Plan, which details the availability of water for its service area through the year 2040. Since the Plan is based on General Plan land uses, the potential future Regional Business Center has been included in the DWA's assumptions for water use. DWA has sufficient supplies, or plans for additional supplies, to provide domestic water to its service area through that period.

The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that development pursuant to the General Plan Update EIR increases the amount of impervious surfaces in the planning area, but would not significantly impact opportunities for groundwater recharge (see Chapter 5-08 of the 2007 General Plan Update EIR). These impacts were less than significant with no mitigation required. No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to groundwater recharge are not significant

c) Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) result in substantial erosion or siltation on- or off-site?

Standard erosion control practices would be implemented during Project construction to minimize soil erosion during and following construction activities. Typical measures used during construction include applications of water or dust palliatives during earthwork activities, fiber rolls for slope stability and sediment control, temporary construction entrances to prevent sediment tracking on paved surfaces, gravel bags, temporary concrete washouts for concrete spoils, contour grading, no work during high wind days, and haul road sealing. With implementation of measure WQ-1, the Project is anticipated to have less than significant impacts related to erosion or siltation.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that development pursuant to the General Plan Update would increase the amount of impervious surfaces in the planning area and would therefore increase surface-water flows; however, these impacts would not result in siltation on- or off-site and were less than significant with no mitigation required (see Chapter 5-08 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to erosion or siltation are not significant

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

No substantial alterations of the existing drainage patterns on the Project area will occur. Drainage on the Project area will remain along natural drainage courses, similar to prior construction conditions.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The Regional Business Center, if proposed and constructed in the future, might increase surface runoff due to the additional impervious surfaces. However, the 2007 General Plan Update EIR also noted that all new development is required to comply with federal, state, and local regulations to reduce stormwater runoff. The City requires that new development projects retain the increased storm water runoff resulting from site development onsite and discharge storm flows at a rate equal to or less than the pre-development conditions. Any necessary storm water drainage associated with the Regional Business Center would be designed consistent with City requirements. The 2007 General Plan Update EIR concluded that development pursuant to the General Plan Update would increase the amount of impervious surfaces in the planning area and would therefore increase surface-water flows; however, these impacts would not result in flooding on- or offsite and were less than significant

with no mitigation required (see Chapter 5-08 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to surface runoff are not significant.

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?

The Project is not anticipated to create or contribute runoff water which would exceed the capacity of stormwater drainage system or increase the amount of polluted runoff experienced. The Project will create a sewer main within the median of the existing Indian Canyon Drive which will be underground and does not have the potential to contribute to additional stormwater runoff.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that full buildout of the potential developments throughout the City, which includes the Regional Business Center, if proposed and constructed in the future, may create and contribute additional runoff water due to the additional impervious surfaces. The 2007 General Plan Update EIR also noted that all new development is required to comply with federal, state, and local regulations to reduce stormwater runoff. In addition, the City has committed to improving the City's stormwater drainage systems to keep pace with growth as evaluated within the 2007 General Plan Update EIR, minimize runoff, and decrease levels of pollution, thus serving to mitigate any potential impacts to existing drainage. The 2007 General Plan Update EIR concluded that development pursuant to the General Plan Update would increase the amount of impervious surfaces in the planning area and would therefore increase surface-water flows into drainage systems within the watershed; however, these impacts were less than significant and no mitigation was required (see Chapter 5-08 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to runoff are not significant.

iv) impede or redirect flood flows?

The Project is located within a FEMA Flood Zone with portions in flood zone "X" and "A" as depicted on FEMA Flood Insurance Rate Map (FIRM) Panel No. 06065C0895G. Zone "X" represents areas of minimal flood hazard, which are outside of the Special Flood Hazard Area (SFHA) and higher than the elevation of the 0.2 percent annual chance flood. Zone "A" represents areas that are of 1 percent annual chance of flooding, where no base elevation is determined. The Project, which is underground sewer line, will have no potential to impede or redirect flood flows; therefore, no impact is anticipated.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that the Regional Business Center, if proposed and constructed in the future, would be located within a FEMA Flood Zone with portions in flood zone "X"

as depicted on FEMA Flood Insurance Rate Map (FIRM) Panel No. 06065C0895G. Zone "X" represents areas of minimal flood hazard, which are outside of the Special Flood Hazard Area (SFHA) and higher than the elevation of the 0.2 percent annual chance flood (see Chapter 5-08 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to flood flows are not significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?

No surface water bodies likely to be affected by seiches are located in the vicinity of the Project area. Given the Project area's distance from the coast and other water bodies, the Project area would not be affected by tsunamis. As the Project area is relatively flat, no impacts from mudflows would be expected. No impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that the Regional Business Center is not located within the inundation area of any dam or levee (see Chapter 5-08 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to release of pollutants during Project inundation are not significant.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Project would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The Regional Business Center, if proposed and developed in the future, would be consistent with the land use designation of the City's General Plan, which designates the area for commercial, office, and industrial development. The *SGMA Alternative Groundwater Sustainability Plan Bridge Document for the Indio Subbasin* utilized the land use designations from the City of Palm Springs 2007 General Plan to identify future developments and plan for potential impacts to water quality and sustainable groundwater management. As the Project (and future potential Regional Business Center) would comply with the applicable water quality control plans and sustainable groundwater management plans, impacts are less than significant.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. If proposed for development in the future, the Regional Business Center would be required to comply with all applicable water quality control plans and sustainable groundwater management plans as a condition of approval by the City Planning Department. The 2007 General Plan Update EIR concluded that development pursuant to the General

Plan, including the future Regional Business Center, would increase the amount of impervious surfaces in the planning area and would therefore increase surface-water flows into drainage systems within the watershed. Therefore, development of the future potential Regional Business Center would increase the amount of impervious surfaces in the planning area; however, it would not significantly impact opportunities for groundwater recharge, these impacts would be less than significant and no mitigation is required (see Chapter 5-08 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to water quality control plans and sustainable groundwater management plans are not significant.

Environmental Consequences

Avoidance, Minimization, and/or Mitigation Measures

The SWPPP and NPDES-compliant measures would ensure no adverse impacts would occur to water quality associated with the Project.

WQ 1 – Prior to and during construction, the City shall comply with the provisions of the General Construction Activity NPDES Permit, Order No. 99-08-DWQ, the Whitewater River Watershed Stormwater Management Plan, and the Municipal Code as they relate to construction activities for the Project. This shall include preparation and implementation of an SWPPP. After completion of construction, all exposed disturbed soil areas will be stabilized prior to acceptance of the Project.

Findings

The Project would have a less than significant impact relating to hydrology and water quality with implementation of the avoidance and minimization measure above.

2.1.11 Land Use and Planning

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

REGULATORY SETTING

The City of Palm Springs General Plan (2007) has several land use designations that overlay the site. Land north of the Project area is designated as Business/Industrial. Within the Project area, land west of Indian Canyon Drive through the northern and central portions of the Project is designated as Watercourse. This designation encompasses the Whitewater River and is defined as the floodway area that transports floodwaters. Just north of the river, land east of the roadway is designated as Desert. This category identifies those areas intended to retain their natural resources. Within the Whitewater River, land east of the roadway is designated as Conservation. This designation identifies areas for preservation and public health and safety. At the southern end of the Project area, land east and west of Indian Canyon Drive is designated as Controlled Density Residential. Land south of the Project area is designated as General Commercial and Controlled Density Residential.

AFFECTED ENVIRONMENT

The Project is in conformance with the California Desert Conservation Area Plan and Plan Amendment for the Coachella Valley land use plans.

I-10 in north-central Riverside County is an east-west-trending freeway that has minimal adjacent development in the northern portion of the Coachella Valley it traverses, except near intersecting streets. Several businesses, many of them freeway-oriented commercial enterprises, are located within the Project area. Fast-food restaurants are located at the Indian Canyon Drive/Garnet Avenue intersection: Jack-in-the-Box on the southwest and Wendy's on the northwest. A Pilot gas station that services both automobiles and large trucks is attached to the Wendy's on the northwest side of this intersection. Across the street to the east is a Chevron gas station and a Del Taco. The southeast corner of the intersection is occupied by Palm Springs Motorsports. A welding company, the "Hole-in-the-Wall," with a distinctive spider sculpture, is located on the west side of the road, south of the Jack-in-the-Box. The City of Palm Springs General Plan shows this area near the intersections of Garnet Avenue/Indian Canyon Drive and I-10/Indian Canyon Drive designated as Regional Business Center. Office, commercial, and industrial uses are all consistent with this land use designation.

A set of railroad tracks owned by the Union Pacific Railroad bisects the Project area. Located west of the Project area and south of the Union Pacific Railroad right-of-way is the Palm Springs Rail Station that has Amtrak service from the Sunset Limited and Texas Eagle trains. This unmanned station is accessed by Palm Springs Station Road. Immediately west of the Project area and north of the railroad tracks, the land use is designated Regional Business Center. South of the railroad tracks, the land use is designated Open Space. East of the Project area and north of the railroad tracks, the land use is designated Regional Business Center, Desert, and Open Space. South of the railroad tracks, the land use is designated Desert.

To the south of the Project area, the Whitewater River area precludes the construction of structures. About 2.7 kilometers (1.7 miles) to the south of Palm Springs Station Road is residential land use.

a) Would the Project physically divide an established community?

The Project would install a sewer line along Indian Canyon Drive. The Project area is largely undeveloped except for commercial and industrial business at the north end and residential development at the south end and would construct the sewer line from Garnet Avenue to the existing sewer line at Tramview Road at the northernmost area of the City of Palm Springs downtown area. The Project would not physically divide this community. No impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that implementation of the General Plan Update, which would include the Regional Business Center if proposed and developed in the future, would not divide an established community and that the impacts would be less than significant (see Chapter 5-09 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to dividing an established community are not significant.

b) Would the Project 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?

The Project does not involve a change in land use and the Project is planned in accordance with the City of Palm Springs General Plan. The Project would not conflict with applicable land use plans, policies, or regulations. No impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that implementation of the General Plan Update would not conflict with applicable plans adopted for the purpose of avoiding or mitigating and

environmental effect and impacts would be less than significant (see Chapter 5-09 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to land use plans, policies or regulations not significant.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No avoidance, minimization, or mitigation measures required.

FINDINGS

The Project would have no impact relating to land use and planning.

2.1.12 Mineral Resources

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

REGULATORY SETTING

State law requires that the General Plan address the conservation, development, and utilization of natural resources, including minerals, oil and gas, geothermal, agricultural land, and timber, among others. Palm Springs lacks oil, gas, geothermal energy, and agriculture resources, and the forests of the Santa Rosa and San Jacinto Mountains are protected from logging. The two primary resources are minerals and energy potential. The State of California Geological Survey Mineral Resources Project provides the most recent and accurate information about mineral resources in Palm Springs and the surrounding area (Palm Springs 2007 General Plan).

AFFECTED ENVIRONMENT

The Project area land and vicinity is classified as Aggregate Materials in the Palm Springs Production-Consumption Region.

b) Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

Palm Springs' primary mineral resource is sand and gravel. Other mineral commodities, such as precious minerals or rare earths, are not present in the Project area nor likely in the City's boundaries as identified within the 2007 General Plan EIR. An active mining facility for sand and gravel aggregate exists just east of the Project area adjacent to the railroad tracks; however, this site would be unaffected by the Project as it exists outside of the Project area and would continue to operate as an active mining facility with or without implementation of the Project. The Project will not result in the loss of mineral resources due to construction or operation of the Project. Therefore, no impact to mineral resources is anticipated.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that implementation of the General Plan Update , which would include the Regional Business Center if proposed and developed in the future, would result in the loss of availability of a known mineral resource in some areas of the City,

which would be significant and unavoidable. However, the General Plan Update EIR did not identify any known mineral resources in the area of the future potential Regional Business Center. The area of the Regional Business Center is identified as Mineral Resource Zone 3, which is defined as an area where the significance of mineral deposits cannot be determined from the available data. As such, construction of the potential Regional Business Center, if proposed in the future is not anticipated to have any impact to mineral resources (see Chapter 5-10 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to mineral resources are not significant.

b) Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

The Project would pass through area zoned as Mineral Resource Zone 2 (MRZ-2) and Zone 3 (MRZ-3). These zones are defined as areas where adequate information indicates that significant mineral deposits are present or a likelihood of their presence and development should be controlled (MRZ-2),or in an area where the significance of mineral deposits cannot be determined from the available data (MRZ-3). The Project area within the Whitewater river floodplain is classified as MRZ-2 for Portland Cement Concrete grade aggregate. Areas classified for PCC-grade aggregate in Palm Springs are underlain by Holocene river-channel and floodplain deposits and alluvial fan deposits. This mineral resource recovery site within the Project area is currently entirely within the existing roadway of Indian Canyon Drive and would not affect the recovery potential within areas mapped as MRZ-2; therefore, the Project would not result in the loss of availability of locally-important mineral resources recovery.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that implementation of the General Plan Update would result in the loss of availability of a known mineral resource which would be significant and unavoidable (see Chapter 5-10 of the 2007 General Plan Update EIR). However, the General Plan Update EIR did not identify any known mineral resources in the area of the Regional Business Center as the area of the Regional Business Center is identified as Mineral Resource Zone 3, an area where the significance of mineral deposits cannot be determined from the available data. As such, construction of the potential Regional Business Center, if proposed in the future, is not anticipated to have any impact to known mineral resources. No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to locally-important resource recovery sites are not significant.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No avoidance, minimization, or mitigation measures required.

FINDINGS

The Project would have no impact relating to mineral resources.

2.1.13 Noise

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne 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?	☐	☐	☐	☒

REGULATORY SETTING

CEQA provides the broad basis for analyzing and abating noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. If a proposed Project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the Project unless such measures are not feasible.

AFFECTED ENVIRONMENT

There are no sensitive noise receivers (including commercial) adjacent to or within the Project area. Existing land uses in the vicinity of the Project area include fast-food restaurants, a gas station, a welding company, and a furniture storage facility at the intersection of Indian Canyon Drive and Garnet Avenue, and a train station in the southwest portion of the study area. There are no parks or recreational areas in the Project area. There are also no schools, churches, libraries, or hospitals within the Project area. The nearest sensitive receptor location is a hotel located approximately 1,500 feet north of Garnet Avenue on the frontage road, 20th Avenue, north of I-10.

a) Would the Project result in 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?

Because there are no sensitive noise receptors within the Project area, there would be no noise impacts associated with implementation of Project. The City has set the threshold of significance using Palm Springs Municipal Code Section 11.74 for Noise Control Ordinance standards on nontransportation stationary noise sources. The City's Noise Ordinance is designed to protect people from objectionable nontransportation noise sources such as music, machinery, pumps, and air conditioners, and the Project would be required to comply with the Noise Control Ordinance. Further, no noise is anticipated with operation of Project and only temporary construction noise occurring over approximately 2 months would be

audible during placement of the sewer line. The City of Palm Springs Municipal Code, Section 8.04.220, construction, erection, alteration, repair, addition to, or improvement of any realty, building, or structure, is permitted weekdays from 7 a.m. to 7 p.m. and Saturday from 8 a.m. to 5 p.m. In order to minimize temporary noise disturbance, the Project will implement **NOI-1**; therefore, the impacts are less than significant.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that buildout of the General Plan would result in an increase in traffic on local roadways within the City of Palm Springs which would substantially increase the existing noise environment and provided mitigation measures including site design features to minimize noise and constructing noise mitigation in the form of soundwalls or other abatement. The buildout of the Regional Business Center would result in an increase in traffic along local roadways which could potentially result in increased noise; however, with imposition of the mitigation measures identified within the 2007 General Plan Update EIR, the 2007 General Plan Update EIR concluded that impacts would be less than significant (see Chapter 5-11 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to noise are not significant.

b) Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

No permanent noise sources exposing persons to excessive ground borne vibration or noise levels would be located within the Project area. City of Palm Springs does not have specific limits or thresholds for vibration. Construction of the Project may cause some level of groundborne vibration or groundborne noise levels; however, this would be temporary in nature and would not result in the generation of excessive groundborne vibration or groundborne noise levels as no pile driving is anticipated and no vibration-sensitive land uses exist within or adjacent to the Project area. No groundborne vibration or groundborne noise is anticipated with operation of the Project because it is an underground sewer line. Therefore, implementation of the Project would not permanently expose persons within or around the Project area to excessive ground borne vibration or noise and Project-related groundborne vibration impacts would be less than significant.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that buildout of the General Plan Update would generate groundborne vibration that may exceed the threshold for annoyance during construction activities which would result in significant vibration impacts from construction equipment associated with development in accordance with the General Plan (see Chapter 5-11 of the 2007 General Plan Update EIR). The 2007 General Plan EIR Update thus found that buildout of the General Plan Update would have a

significant and unavoidable impact regarding excessive ground borne vibration or noise, and that no mitigation measures are available to reduce impacts to less than significant levels. It should be noted that if the Regional Business Center is proposed for development in the future, it would be subject to project-level CEQA review and imposition of mitigation measures as appropriate. The Project's growth-inducing impacts related to ground borne vibration and noise have already been analyzed and disclosed in the 2007 General Plan Update EIR and no additional impacts have been identified.

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 not located within two miles of a public airport or within the vicinity of a private airstrip. The Palm Springs International Airport is located more than 2 miles to the southeast of the Project area. No airport land use plan has been adopted for the Project area. As such, the Project would not expose people residing or working the Project area to excessive noise levels from airports as no noise impacts in the form of excessive noise levels are anticipated to occur as a result of the Project; therefore, no impact would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that the Palm Springs International Airport is located within the City of Palm Springs, resulting in exposure of future residents, workers, and occupants to significant levels of airport-related noise; however, the airport is located over two miles away from where the Regional Business Center would be constructed if proposed in the future (see Chapter 5-11 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to airport noise are not significant.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

NOI 1 – Construction noise will be consistent with the City of Palm Springs Noise Element which states the following:

- Construction is limited to between 7 a.m. and 7 p.m. weekdays and from 8 a.m. to 5 p.m. on Saturdays (on Sundays and holidays construction is prohibited).
- Construction activities will incorporate feasible and practical techniques which minimize the noise impacts on adjacent uses, such as the use of mufflers and intake silencers no less effective than originally equipped.
- The use of portable noise barriers for heavy equipment operations performed within 100 feet of existing residences will be constructed, or provides evidence as to why the use of such barriers is infeasible.

FINDINGS

The Project would have a less than significant impact relating to noise with implementation of the avoidance and minimization measure above.

2.1.14 Population and Housing

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

REGULATORY SETTING

CEQA requires the analysis of a Project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "…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…." In addition to the discussion in this section, this Tiered IS/MND discusses the Project's growth-inducing impacts throughout this document in the context of the future potential Regional Business Center.

AFFECTED ENVIRONMENT

Since much of the Project is located within a floodplain, the central portion of the Project area is restricted for growth and development. The southern end of the Project area is adjacent to residential neighborhoods and an area south of Sunrise Parkway graded for future housing development also exists.

b) Would the Project Induce substantial 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)?

Following implementation of the Project, the pattern and rate of population and housing growth would be expected to remain consistent with that which is anticipated by existing plans for the area within the City of Palm Springs and County of Riverside General Plans. The Project is consistent with the land use and zoning within the General Plan and any changes to zoning or land uses would require amendment to the General Plan and program level analysis of the environmental effects. Furthermore, no new or expanded infrastructure, housing, or other similar permanent physical changes to the environment would be necessary as an indirect consequence of the Project outside of the previously accounted for development within the City of Palm Springs General Plan. The Project would have no impact to population and housing.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that implementation of the General Plan Update would result in significant and unavoidable population growth in the City and no mitigation

measures were identified (see Chapter 5-12 of the 2007 General Plan Update EIR). Thus, the Project's growth-inducing impacts related to population growth have already been analyzed and disclosed and no additional impacts have been identified.

b) Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

There are no housing units located within the Project area and no housing units are required to be removed to construct the sewer main. Similarly, no housing units will be converted to other types of housing or uses that could displace any people as a result of the Project. No impact will occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that implementation of the General Plan Update would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere and impacts would be less than significant (see Chapter 5-12 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to displacing existing housing are not significant

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No avoidance, minimization, or mitigation measures required.

FINDINGS

The Project would have no impact relating to population and housing.

2.1.15 Public Services

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

The Palm Springs Fire Department and the Palm Springs Police Department serve the City and the Project area. Neither service has a station within the Project area with the nearest facility being the Palm Springs Fire Department Station 3 located at 590 E Racquet Club Road, approximately 1 mile south of the Project area. The Desert Highlands Head Start school and several parks are in the vicinity of the Project on the south end near Tramview Road, approximately 1,500 feet west of the Project area, however, these facilities are not within the Project area.

A) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection, police protection, schools, parks, other public facilities?

The Project would not increase demand for public services, nor degrade the quality of existing public services as the Project would install a sewer main and would not require any additional temporary or permanent protection from fire police; nor is the Project impacting schools, parks, or other public facilities. There are no recreational areas or public facilities located within the Project area or immediately adjacent to the Project area that would be impacted by the Project. Construction of the Project could potentially result in brief temporary impacts including minor traffic delays to allow for construction equipment access to the sewer main installation location as well as temporary lane closures to accommodate

construction equipment. These temporary impacts would be brief in nature and construction would only last for approximately 2 months; however, these temporary impacts would be avoided and minimized through implementation of measure **TRA-2**. No permanent impacts to public services are anticipated. No impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that the General Plan Update would introduce new structures and residents/workers into the Palm Springs Fire Department and Palm Springs Police Department service boundaries, thereby increasing the requirement for fire protection facilities and personnel and police protection facilities and personnel; however, these impacts would be less than significant, and no mitigation would be necessary. Similarly, the 2007 General Plan Update EIR concluded that the General Plan Update implementation would generate new students who would impact the school enrollment capacities of area schools; however, these impacts would be less than significant, and no mitigation would be necessary (see Chapter 5-13 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to public facilities are not significant.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The measure **TRA-2** can also be found under Section 2.1.17 for Transportation; however, it is repeated here to ensure they are implemented during construction to avoid and minimize impacts to public services:

TRA-2- The City will incorporate traffic control plans as part of the Project that will provide for traffic safety within any work zone.

FINDINGS

The Project would have no impact relating to public services.

2.1.16 Recreation

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

The closest park is James O. Jesse Desert Highland Unity Center at Desert Highland Park located at 480 Tramview Road, which is 1,500 feet from the Project area. There is a community park also located within the Desert Highland Gateway Estates community approximately 3,000 southwest of the Project area.

No other recreational facilities are located immediately within or adjacent to the Project area.

c) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The Project would not impact any recreational facilities nor increase the use of existing parks as this Project will install a sewer main. It is not anticipated that the construction and operation of a sewer main would increase use of recreational facilities within the City. Therefore, the Project would have no impact on recreation.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that implementation of the General Plan Update would generate additional residents that would increase the use of existing park and recreational facilities; however, these impacts would be less than significant, and no mitigation would be necessary (see Chapter 5-14 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to existing parks and recreation facilities are not significant.

b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The Project does not include recreational facilities or require the construction of recreational facilities; therefore, no impacts to recreational facilities or construction or expansion of recreational facilities will occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that implementation of the General Plan Update would generate additional population increasing the need to provide new and/or expanded recreational facilities; however, these impacts would be less than significant, and no mitigation would be necessary (see Chapter 5-14 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to expansion or construction of recreational facilities are not significant

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No avoidance, minimization, or mitigation measures required.

FINDINGS

The Project would have no impact relating to recreation.

2.1.17 Transportation

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the Project 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?	☐	☐	☒	☐

AFFECTED ENVIRONMENT

Indian Canyon Drive is a major access route between the Cities of Palm Springs and Desert Hot Springs. Project construction will take place in the vicinity of the roadway; temporary impacts to traffic will occur during construction of the Project.

d) Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Project construction will temporarily conflict with traffic, but will not disrupt public transit, or impede emergency access. The sewer main would not conflict with any planned transit, roadway, bicycle, or pedestrian facilities. Construction of the sewer main could potentially result in some traffic impendent due to the need to work within the median of Indian Canyon Drive; however, it is not anticipated any construction activities would result in the delay or impairment in the event of an emergency evacuation or emergency response. Implementation of the Project would not impair or physically interfere with the designated primary community evacuation route during operation of the sewer main. With implementation of **TRA-1** and **TRA-2**, the Project would minimize any potential traffic conflicts; therefore, the Project would have a less than significant impact to transportation.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that implementation of the General Plan Update complies with adopted policies, plans, and programs for the circulation system including alternative transportation (see Chapter 5-15 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to the circulation system are not significant

b) Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The Project would not modify the existing circulation pattern and would not increase the Average Daily Traffic (ADT) from construction and operation of the sewer main. As there is no potential for vehicles to utilize alternative routes as a result of the Project, the Project does not have the potential to increase Vehicle Miles Traveled (VMT). Similarly, the Project would not result in an increase of the number of cars traveling along Indian Canyon Drive; therefore, the Project would not result in an increase in VMT. The sewer main would not change circulation patterns or increase ADT; therefore, the Project does not have the potential to contribute to traffic changes which could exceed the standards established by the City of Palm Springs. The Project would have no impact related to service standards and travel demand.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that trip generation would impact levels of service for the existing area roadway system; however, these impacts while still significant and unavoidable, would be mitigated through use of regional transportation improvements as identified within the General Plan and conditioning developers to accommodate future transportation network improvements. However, the 2007 General Plan Update EIR did not analyze transportation impacts under the VMT methodology as that was not required at the time.

Given this, VMT related to the Regional Business Center was estimated. The land use information found in the 2007 General Plan Update and 2007 General Plan Update EIR was utilized by CalEEMod to estimate potential VMT attributable to the future potential Regional Business Center. CalEEMod estimated that the Regional Business Center, if proposed and constructed in the future, would generate approximately 67,013,243 annual VMT. As the 2007 General Plan Updated contained a traffic model to forecast future traffic conditions throughout the City of Palm Springs based on the General Plan Land Use scenario, this increase is consistent with the assumptions contained within the City's 2007 General Plan Update EIR. The traffic increase associated with the Regional Business Center was accounted for in 2007 General Plan EIR is therefore not anticipated to conflict with CEQA Guidelines section 15064.3, subdivision (b). Further, the CEQA Guidelines section 15064.3, subdivision (b) states that projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. The Regional Business Center, if proposed and constructed in the future, would be located a half mile away from an Amtrak stop and is located adjacent to the I-10 Interchange at Indian Canyon Road; therefore, it is assumed any impacts would be less than significant. Therefore, the Project's growth-inducing impacts related to VMT are not significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The Project would not include sharp curves, dangerous intersections, or incompatible uses. No impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that circulation improvements have been designed to adequately address potentially hazardous conditions (sharp curves, etc.) and potential conflicting uses (see Chapter 5-15 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to transportation hazards are not significant.

d) Would the Project result in inadequate emergency access?

Implementation of the Project would not impair or physically interfere with any evacuation route or result in inadequate emergency access. Construction of the sewer main could potentially result in some traffic impendent due to the need to work within the median of Indian Canyon Drive; however, it is not anticipated any construction activities would result in the delay or impairment in the event of an emergency evacuation or emergency response. Implementation of the Project would not impair or physically interfere with the designated primary community evacuation route during operation of the sewer main. Although no permanent impacts to emergency access would occur, construction of the Project would potentially result in brief temporary impacts to emergency access; however, these impacts would be avoided and minimized through implementation of measure **TRA-2**; therefore, a less than significant would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that circulation improvements have been designed to adequately address emergency access (see Chapter 5-15 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to emergency access are not significant.

ENVIRONMENTAL CONSEQUENCES

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

TRA-1- The City right-of-way and Project area shall be kept clean of debris, with dust and other nuisances being controlled, at all times. The method of street cleaning shall be dry sweeping of all paved areas. There will be no stockpiling of construction materials within the City right-of-way without the permission of the inspector.

TRA-2- The City will incorporate traffic control plans as part of the Project that will provide for traffic safety within any work zone.

FINDINGS

The Project would have a less than significant impact relating to transportation with implementation of the avoidance and minimization measures above.

2.1.18 Tribal Cultural Resources

Would the Project:

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision © of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivisi©(c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

REGULATORY SETTING

Under CEQA, a project may have a significant effect on the environment if the project could result in a substantial adverse change in the significance of a historical resource, meaning the physical demolition, destruction, relocation, or alteration of the resource would be materially impaired. This would include any action that would demolish or adversely alter the physical characteristics of an historical resource that convey its historic significance and qualify it for inclusion in the California Register or in a local register or survey that meets the requirements of PRC Section 5020.1(l) and 5024.1(g). PRC Section 5024 also requires state agencies to identify and protect sate-owned resources that meet National Register of Historic Place (National Register) listing criteria. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocation, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register or are registered or eligible for registration as California Historical Landmarks.

CEQA and the CEQA Guidelines also recommend provisions be made for the accidental discovery of archaeological sites, historical resources, or Native American human remains during construction (PRC section 21083.2(i) CCR Section 15064.5[d and f]).

AFFECTED ENVIRONMENT

The Project area is highly disturbed by grading, construction, utility installations, and vehicular use. Evidence of pedestrian and off-highway vehicle activity exists throughout the Project area. Based on a records search, no prehistoric or historic archaeological sites were identified within the Project area.

ENVIRONMENTAL CONSEQUENCES

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

e) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k):

There are no known impacts to tribal cultural resources (TCR) within the Project area of the sewer main. Record search and previous monitoring for cultural resources during excavation associated with the widening of Indian Canyon Drive did not uncover any cultural resources; therefore, no TCRs are anticipated to be within the Project area. Regardless, the measures **CR-1** and **CR-2** from Section 2.1.5 for Cultural Resources will be implemented should cultural materials be discovered during construction; therefore, the Project will have no impact to tribal cultural resources.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that development pursuant to General Plan implementation could potentially result in significant impacts to archaeological resources; however, with mitigation measures identified in the EIR, the impacts would be reduced to a less than significant level. Further, no cultural resource sensitivity was identified within the area proposed for the Regional Business Center (see Chapter 5-05 of the 2007 General Plan Update EIR). Regardless, the City established standard conditions of approval and criteria for determining which discretionary projects are likely to contain significant archaeological materials to warrant further site-specific investigation, or archaeological assessment, intensive surface surveys, monitoring during grading and/or subsurface testing as part of the project development process. No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to TCRs are not significant.

f) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe:

The record search and previous monitoring for cultural resources during excavation associated with the widening of Indian Canyon Drive did not result in the discovery of any TCRs. ; however, it is possible that unanticipated discoveries

may occur during Project construction. By incorporating Mitigation Measures **CR-1** and **CR-2**, there would be no impacts to TCRs.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that development pursuant to General Plan implementation could impact archaeological resources; however, no cultural resource sensitivity was identified within the area proposed for the Regional Business Center (see Chapter 5-05 of the 2007 General Plan Update EIR). Regardless, the City established standard conditions of approval and criteria for determining which discretionary projects are likely to contain significant archaeological materials to warrant further site-specific investigation, or archaeological assessment, intensive surface surveys, monitoring during grading and/or subsurface testing as part of the project development process. No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to TCR are not significant

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The following measures can also be found under Section 2.1.5 for Cultural Resources; however, they are repeated here to ensure they are implemented during construction to avoid and minimize impacts to tribal cultural resources:

CR-1 - If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the –ind.

CR-2 - If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the City will work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

FINDINGS

The Project would have no impact relating to tribal cultural resources with implementation of the avoidance and minimization measures above.

2.1.19 Utilities and Service Systems

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient 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 adequate 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) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

The City of Palm Springs provides wastewater treatment to properties located within its boundaries including Annexation 26—the area proposed to be served by the Project. The City contracts with Veolia, which operates the City's Wastewater Treatment Plant located at 4375 Mesquite Way. The plant has a capacity of 10.5 million gallons per day (mgd), and currently treats approximately 50 percent of capacity. DWA provides water services to the City. DWA obtains most of its water supply through groundwater. The City is underlain by two Subbasins of the Coachella Valley Ground Water Basin: Mission Creek Subbasin and the Garnet Hills or Palm Springs Subareas of the Whitewater or Indio Subbasin. The Palm Springs Disposal Services provides solid waste services to the City. Solid waste generated by the City is sent to Edom Hill Transfer Station located in the City of Cathedral City. The transfer station is an 8-acre facility operated by Waste Management Inc. and is permitted to receive 2,600 tons per day. Solid waste from the transfer station is disposed of at three landfills: Lamb Canyon Landfill, Badlands Landfill, El Sobrante Landfill. For further information, please see discussion in section 1.3.

g) a) Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The Project proposes to construct a new sewer main which will connect to an existing public sewer main located in Indian Canyon Drive at Tramview Road and extend to Garnet Avenue. The Project would be constructed within the existing

Indian Canyon Drive median and would not have the potential to cause significant environmental effects during construction or operation of the sewer line. The sewer line will connect with existing infrastructure that transports wastewater to the City's Wastewater Treatment Plant, which currently has a capacity of 10.9 million gallons per day (mgd), and currently treats 5 mgd, operating at approximately 50 percent of capacity.

The construction and operation of the proposed sewer main would not impact storm water drainage, electric power, natural gas, or telecommunications facilities; therefore, the proposed Project would have no impact to these facilities.

In additional, no permanent impacts to public utilities are anticipated. Prior to construction, the Project will implement UT-1 below to ensure any potential impacts to existing utility lines are avoided; therefore, the Project will have a less than significant impact to water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that buildout of the General Plan Update as a whole would result in an increase in wastewater or sewage that would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. The construction of new water or wastewater treatment facilities or expansion of existing facilities was found to be less than significant upon implementation of regulatory requirements and standard conditions of approval (see Chapter 5-16 of the 2007 General Plan Update EIR). The Regional Business Center would incrementally increase the amount of water to be treated at the City's Wastewater Treatment Plant by a maximum volume of 0.22 mgd at its peak to approximately 8 mgd, or 74% capacity. The Regional Business Center is accounted for based on land use assumptions in the City's General Plan Update EIR for all utility needs, including water, wastewater, storm water, electric power, natural gas, and telecommunication facilities, and is not anticipated to cause significant environmental effects. The 2007 General Plan Update EIR concluded that impacts were less than significant, and no mitigation required. No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to relocation or construction of utilities are not significant.

h) *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?*

The Project would not require any additional water supplies to operate. No impacts would occur.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that buildout of the General Plan would result in sufficient water supplies available to accommodate buildout of the General Plan Update from existing entitlements and resources (see Chapter 5-16 of the 2007 General Plan Update EIR). The Regional Business Center, if proposed and developer in the future, would require use of water supplies to operate however, the Regional Business Center is consistent with the land use designation, and on which DWA based its water management plan (WMP) documentation. If constructed, the Regional Business Center would not significantly increase demand for water beyond that analyzed in the WMP. If constructed in the future, the Regional Business Center would be required to connect to existing DWA water infrastructure available adjacent to the site. The Regional Business Center would be required to implement all water conservation measures imposed by the City and DWA under normal as well as drought conditions. The measures include requirements of Executive Order B-29-15, mandating reductions in water use by 36% in the Coachella Valley. DWA has imposed restrictions on water use to comply with B-29-15 that include a prohibition on irrigation by any means other than drip or micro-spray systems; limiting days on which landscaping can be irrigated; and a prohibition on the use of fountains or water features. In the future, should the City or DWA impose additional restrictions or regulations, the Regional Business Center would be required to comply with them as well. In addition, if proposed in the future, the Regional Business Center would be subject to project-level CEQA review as appropriate. No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to water supplies are not significant.

i) *Would the Project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?*

The City is the wastewater treatment provider. The Project is anticipated to collect a maximum volume of 0.22 mgd (0.3 cfs) at its peak based on land use flow factors associated with the potential future full build-out conditions of the Regional Business Center. The Project will tie into existing public sewer lines and wastewater will be transported to the City's Wastewater Treatment Plant. The plant currently has a capacity of 10.8 million gallons per day (mgd), and currently treats 5 mgd, operating at approximately 50 percent of capacity. The Project would incrementally increase the amount of water to be treated at the City's Wastewater Treatment Plant to approximately 8 mgd, to operate at 74% capacity. The City's Wastewater Treatment Plant has sufficient capacity to accommodate the Project and treat the wastewater associated with the future potential Regional Business Center. The City implements all applicable requirement of the Colorado River Basin Regional Water Quality Control Board, and no violations of wastewater treatment requirements are anticipated. The Project's impacts, including growth-

inducing impacts related to the future potential Regional Business Center are therefore expected to be less than significant.

j) 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 would not generate solid waste. Thus, no impact is anticipated.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that buildout of the General Plan Update would comply with federal, state, and local statutes and regulations related to solid waste and impacts would be less than significant and no mitigation would be required (see Chapter 5-16 of the 2007 General Plan Update EIR). If constructed in the future, the Regional Business Center would receive service from the Palm Springs Disposal Service, which provides solid waste disposal services, with waste hauled to facilities including the Badlands Landfill and the Lambs Canyon Landfill, both of which have adequate capacity to accommodate the Regional Business Center Project. In addition, on-site recycling and solid waste source reduction programs would be implemented in accordance with local and state requirements. The Regional Business Center was accounted for within the City of Palm Springs 2007 General Plan Update EIR and was not found to generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, and it is anticipated that the potential Regional Business Center would not impair any solid waste reduction goals, as this development has already been planned and accounted for. No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to solid waste are not significant.

e) Comply with federal, State, and local statutes and regulations related to solid waste?

The proposed sewer main would not generate solid waste. As discussed above, the Project's growth-inducing impacts include the future potential Regional Business Center. If constructed in the future, the Regional Business Center would receive service from the Palm Springs Disposal Service, which provides solid waste disposal services, with waste hauled to facilities including the Badlands Landfill and the Lambs Canyon Landfill, both of which have adequate capacity to accommodate the Regional Business Center Project. In addition, on-site recycling and solid waste source reduction programs would be implemented at in accordance with local and state requirements resulting in no significant impact. The Project's growth-inducing impacts related to solid waste are not significant. .

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

UT-1- The exact locations of underground utilities will be determined and verified prior to commencing work. All concerned utility companies will be notified at least 48 hours in advance of excavation.

FINDINGS

The Project would have a less than significant impact relating to utilities with implementation of the avoidance and minimization measures above.

2.1.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
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?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

The Project area consists of sand and gravel with a very slight slope and little vegetation. The Project area is not in a state responsibility areas or lands classified as very high fire hazard severity zone.

a) Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

The Project and associated construction would not have the potential to impair an adopted emergency response plan or emergency evaluation plan. Construction of the sewer main could potentially result in some traffic impendent due to the need to work within the median of Indian Canyon Drive; however, it is not anticipated any construction activities would result in the delay or impairment in the event of an emergency evacuation or emergency response. Implementation of the Project would not impair or physically interfere with the designated primary community evacuation route during operation of the sewer main. Therefore, the Project would have no impact to wildfire.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that implementation of the General Plan Update would not adversely affect the implementation of an emergency response or evacuation plan (see Chapter 5-07 and 5-13 of the 2007 General Plan Update EIR). No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to emergency response or emergency evacuation plan are not significant.

b) Would the Project 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?

The Project and associated construction would not exacerbate fire risk due to slope, prevailing winds, and other factors which would subject nearby occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The sewer main does not have the potential to increase fire risk as the sewer main would be constructed within the median of an existing road and would be underground after installation. Therefore, the Project would have no impact.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. The 2007 General Plan Update EIR concluded that portions of the City of Palm Springs and Sphere of Influence are located within high and very high fire risk areas and could expose structures and/or residences to fire danger; however, these impacts were less than significant, and mitigation was identified (see Chapter 5-07 of the 2007 General Plan Update EIR). The area designated for the Regional Business Center is not within an area identified as having a high fire risk and therefore would not exacerbate wildfire risks. No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to wildfire risks are not significant.

c) Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The Project and associated construction would not require the installation or maintenance of associated infrastructure which would exacerbate fire risk. The sewer main does not have the potential to increase fire risk as the sewer main would be constructed within the median of an existing road and would be underground after installation. Therefore, the Project would have no impact.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. While wildfire was not specifically addressed within the 2007 General Plan Update EIR, the document concluded that portions of the City of Palm Springs and Sphere of Influence are located within high and very high fire risk areas and could expose structures and/or residences to fire danger; however, these impacts were less than significant, and mitigation was identified (see Chapter 5-07 of the 2007 General Plan Update EIR). The future potential Regional Business Center is not within an area identified as having a high fire risk and therefore would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in

temporary or ongoing impacts to the environment. No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to wildfire are not significant.

d) Would the Project 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 Project and associated construction would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The sewer main does not have the potential to increase fire risk as the sewer main would be constructed within the median of an existing road and would be underground after installation. Therefore, the Project would have no impact.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. While wildfire was not specifically addressed within the 2007 General Plan Update EIR, the document concluded that portions of the City of Palm Springs and Sphere of Influence are located within high and very high fire risk areas and could expose structures and/or residences to fire danger; however, these impacts were less than significant, and mitigation was identified (see Chapter 5-07 of the 2007 General Plan Update EIR). The future potential Regional Business Center is not within an area identified as having significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No additional impacts have been identified. Thus, the Project's growth-inducing impacts related to flooding, landslides related to wildfire are not significant.

AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

No avoidance, minimization, or mitigation measures required.

FINDINGS

The Project would have no impact relating to wildfire.

2.1.21 Mandatory Findings of Significance

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☒
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Construction and operation of the Project would comply with all local, state, and federal laws governing general welfare and environmental protection. The Project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal as discussed in Section 2.1.4 or eliminate important examples of the major periods of California history or prehistory as discussed in Section 2.1.5. During construction, the Project has the potential for significant impacts to biological and cultural resources and all potential significant impacts to biological and cultural resources would be mitigated to levels that are less than significant with mitigation incorporated by implementing Mitigation Measures **BIO-1** through **BIO-9**, **CR-1** and **CR-2**, and **WQ-1**.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. As discussed in Section 2 of this Tiered IS/MND, the Project's growth-inducing impacts do not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history

or prehistory. Further, if the Regional Business Center is proposed for development in the future, it would be subject to project-level CEQA review at that time.

b) Does the Project have impacts that are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of a Project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Review was conducted to determine if past or future projects have been or would be implemented in the proposed Project area thus potentially resulting in cumulative impacts to resources. That review determined that the Indian Canyon Bridge Replacement over the Union Pacific Railroad Tracks Project (Bridge Replacement Project) should be considered in analyzing the Project's cumulative impacts. The Bridge Replacement Project will replace the existing bridge with a new structure. The potential environmental effects of the Bridge Replacement Project have been previously analyzed and approved under CEQA (SCH# 2009071044) and found to be less than significant with mitigation incorporated. Cumulative impacts include visual impacts, air quality impacts, noise and vibration impacts, and traffic impacts are anticipated during construction of the bridge, which may be constructed at the same time as the Project. Such impacts would be temporary and not significant.

The Project will be constructed and will implement the mitigation and minimization measures and BMPs identified in this document. Implementation of those measures will ensure the Project has a cumulatively considerably less than significant impact on the environment as no potentially significant unavoidable impacts were identified as a result of this Project and all identified impacts will be mitigated to a less than significant level.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The potential future Regional Business Center is identified within the City of Palm Spring's 2007 General Plan Update as a 622 acre development in total and is anticipated to consist of 25% commercial, approximately 155 acres, 15% office, approximately 93 acres, and 60% light industrial, approximately 373 acres in size. The Regional Business Center is within an area of Palm Springs which requires no more than 15 percent of the property to be developed with uses other than wind energy facilities. Because limited information is available regarding the Regional Business Center outside of the proposed acreage and development type, this Initial Study has analyzed the Project's growth-inducing impacts by tiering from the program-level analysis of the Regional Business Center contained in the 2007 General Plan Update EIR. This Initial Study has (1) summarized and incorporated by reference the analysis and conclusions reached in the 2007 General Plan Update EIR; and (2) determined whether there are additional significant impacts that were not already identified in the 2007 General Plan . As explained in detail in this Initial Study, the Project's

growth-inducing impacts are not significant and are not cumulatively considerable. In addition, if the Regional Business Center is proposed and developed in the future, it would be subject to CEQA review as applicable at the project-level.

c) *Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

The Project would comply with all local, state, and federal laws governing general welfare and environmental protection. Project implementation would not substantially degrade the quality of the existing environment because the Project is a sewer line and would not result in any significant adverse and un-mitigatable impacts that could cause adverse effects to humans.

As discussed in section 1.4.1, the Project's growth-inducing impacts include the potential future Regional Business Center. The Regional Business Center was included in the 2007 General Plan Update. Impacts from buildout of the General Plan Update, which includes the Regional Business Center, were analyzed and disclosed in the 2007 General Plan Update EIR. No new significant impacts related to adverse impacts on human beings, beyond those identified and disclosed in the 2007 General Plan Update EIR, have been identified with respect to the future potential Regional Business Center. .

FINDINGS

The Project would have a less than significant impact with mitigation relating to the mandatory findings of significance with implementation of the avoidance and minimization measures above.

Chapter 3 Comments and Consultation

The CEQA document has been circulated to the following agencies for public review and comment.

- California Department of Fish & Wildlife
- California Historical Resources Information System
- California Native Plant Society
- California Office of Emergency Services
- Federal Emergency Management Agency
- U.S. Fish & Wildlife Service

Any comments received during public circulation will be included in Final IS/MND along with responses.

Chapter 4 References

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Appendix A Construction Emissions Model Results

Road Construction Emissions Model, Version 8.1.0

Daily Emission Estimates for -> Indian Canyon Drive Sewer Main Project

Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	1.63	15.61	14.10	10.74	0.74	10.00	2.73	0.65	2.08	0.03	3,195.67	0.91	0.03	3,227.60
Grading/Excavation	2.61	19.80	22.33	11.10	1.10	10.00	3.04	0.96	2.08	0.05	5,111.92	1.41	0.05	5,161.99
Drainage/Utilities/Sub-Grade	2.19	17.96	17.67	11.07	1.07	10.00	3.02	0.94	2.08	0.04	3,684.00	0.93	0.04	3,718.10
Paving	1.35	12.17	11.76	0.58	0.58	0.00	0.51	0.51	0.00	0.03	2,767.85	0.77	0.03	2,795.17
Maximum (pounds/day)	2.61	19.80	22.33	11.10	1.10	10.00	3.04	0.96	2.08	0.05	5,111.92	1.41	0.05	5,161.99
Total (tons/construction project)	0.05	0.39	0.40	0.21	0.02	0.19	0.06	0.02	0.04	0.00	89.52	0.02	0.00	90.38

Notes:

Project Start Year ->	2021
Project Length (months) ->	2
Total Project Area (acres) ->	2
Maximum Area Disturbed/Day (acres) ->	1
Water Truck Used? ->	Yes

	Total Material Imported/Exported Volume (yd^3/day)		Daily VMT (miles/day)			
Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	0	0	0	0	500	0
Grading/Excavation	0	0	0	0	1,000	0
Drainage/Utilities/Sub-Grade	0	0	0	0	1,000	0
Paving	0	0	0	0	500	0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> Indian Canyon Drive Sewer Main Project

Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.00	0.03	0.03	0.02	0.00	0.02	0.01	0.00	0.00	0.00	7.03	0.00	0.00	6.44
Grading/Excavation	0.02	0.17	0.20	0.10	0.01	0.09	0.03	0.01	0.02	0.00	44.98	0.01	0.00	41.21
Drainage/Utilities/Sub-Grade	0.02	0.14	0.14	0.09	0.01	0.08	0.02	0.01	0.02	0.00	28.37	0.01	0.00	25.97
Paving	0.00	0.04	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.13	0.00	0.00	8.37
Maximum (tons/phase)	0.02	0.17	0.20	0.10	0.01	0.09	0.03	0.01	0.02	0.00	44.98	0.01	0.00	41.21
Total (tons/construction project)	0.05	0.39	0.40	0.21	0.02	0.19	0.06	0.02	0.04	0.00	89.52	0.02	0.00	81.99

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

The CO2e emissions are reported as metric tons per phase.

Appendix B CalEEMod Model Results

Regional Business Center - Salton Sea Air Basin, Annual

Regional Business Center

Salton Sea Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1,500.00	1000sqft	155.00	1,500,000.00	0
Office Park	900.00	1000sqft	93.00	900,000.00	0
General Light Industry	3,700.00	1000sqft	373.00	3,700,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.4	**Precipitation Freq (Days)**	20
Climate Zone	15			**Operational Year**	2023
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Trips and VMT - Corrected Worker Counts

On-road Fugitive Dust - Percent Pave Correction

Road Dust - All Paved

Construction Off-road Equipment Mitigation - Measure C-1 Implemented

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Area Mitigation - No Hearth Needed

Energy Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Parking	150	0
tblAreaCoating	Area_Nonresidential_Exterior	3050000	0
tblAreaCoating	Area_Nonresidential_Interior	9150000	0
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	0
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	150	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	100	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	25
tblConstEquipMitigation	Tier	No Change	Tier 1
tblConstEquipMitigation	Tier	No Change	Tier 1
tblConstEquipMitigation	Tier	No Change	Tier 1
tblConstEquipMitigation	Tier	No Change	Tier 1
tblConstEquipMitigation	Tier	No Change	Tier 1
tblConstEquipMitigation	Tier	No Change	Tier 1
tblConstEquipMitigation	Tier	No Change	Tier 1
tblConstEquipMitigation	Tier	No Change	Tier 1
tblConstEquipMitigation	Tier	No Change	Tier 1
tblConstEquipMitigation	Tier	No Change	Tier 1
tblConstructionPhase	NumDays	770.00	50.00
tblConstructionPhase	NumDays	10,850.00	700.00
tblConstructionPhase	NumDays	700.00	0.00
tblConstructionPhase	NumDays	1,085.00	100.00
tblConstructionPhase	NumDays	770.00	100.00
tblConstructionPhase	NumDays	420.00	50.00
tblGrading	AcresOfGrading	250.00	0.00
tblGrading	AcresOfGrading	25.00	0.00

tblLandUse	LotAcreage	34.44	155.00
tblLandUse	LotAcreage	20.66	93.00
tblLandUse	LotAcreage	84.94	373.00
tblOffRoadEquipment	HorsePower	231.00	226.00
tblOffRoadEquipment	HorsePower	187.00	174.00
tblOffRoadEquipment	HorsePower	130.00	125.00
tblOffRoadEquipment	HorsePower	247.00	255.00
tblOffRoadEquipment	HorsePower	247.00	255.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	UsageHours	7.00	4.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOnRoadDust	HaulingPercentPave	50.00	75.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	75.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00

tblOnRoadDust	WorkerPercentPave	50.00	75.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblRoadDust	RoadPercentPave	50	100
tblTripsAndVMT	VendorTripNumber	1,000.00	10.00
tblTripsAndVMT	WorkerTripNumber	464.00	10.00
tblTripsAndVMT	WorkerTripNumber	2,322.00	50.00
tblTripsAndVMT	WorkerTripNumber	18.00	10.00
tblTripsAndVMT	WorkerTripNumber	23.00	10.00
tblTripsAndVMT	WorkerTripNumber	23.00	18.00
tblTripsAndVMT	WorkerTripNumber	13.00	5.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.3265	3.1684	2.6845	5.3400e-003	3.3876	0.1416	3.5292	0.5631	0.1318	0.6949	0.0000	467.1002	467.1002	0.1239	0.0000	470.1982
2023	0.1841	1.4710	1.8284	3.4100e-003	0.0602	0.0656	0.1258	0.0161	0.0623	0.0784	0.0000	295.9598	295.9598	0.0508	0.0000	297.2308
2024	0.1739	1.3952	1.8245	3.4200e-003	0.0607	0.0579	0.1186	0.0163	0.0549	0.0712	0.0000	297.0492	297.0492	0.0507	0.0000	298.3160
2025	42.5034	0.7399	1.1446	1.9900e-003	0.0253	0.0313	0.0565	6.7400e-003	0.0294	0.0362	0.0000	171.8979	171.8979	0.0386	0.0000	172.8636
Maximum	**42.5034**	**3.1684**	**2.6845**	**5.3400e-003**	**3.3876**	**0.1416**	**3.5292**	**0.5631**	**0.1318**	**0.6949**	**0.0000**	**467.1002**	**467.1002**	**0.1239**	**0.0000**	**470.1982**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.3265	3.1684	2.6845	5.3400e-003	0.8041	0.1416	0.9456	0.1824	0.1318	0.3142	0.0000	467.0997	467.0997	0.1239	0.0000	470.1977
2023	0.1841	1.4710	1.8284	3.4100e-003	0.0346	0.0656	0.1002	9.8500e-003	0.0623	0.0721	0.0000	295.9595	295.9595	0.0508	0.0000	297.2305
2024	0.1739	1.3952	1.8245	3.4200e-003	0.0349	0.0579	0.0928	9.9200e-003	0.0549	0.0649	0.0000	297.0489	297.0489	0.0507	0.0000	298.3158
2025	42.5034	0.7399	1.1446	1.9900e-003	0.0144	0.0313	0.0457	4.0900e-003	0.0294	0.0335	0.0000	171.8977	171.8977	0.0386	0.0000	172.8634
Maximum	**42.5034**	**3.1684**	**2.6845**	**5.3400e-003**	**0.8041**	**0.1416**	**0.9456**	**0.1824**	**0.1318**	**0.3142**	**0.0000**	**467.0997**	**467.0997**	**0.1239**	**0.0000**	**470.1977**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**74.87**	**0.00**	**69.08**	**65.75**	**0.00**	**44.96**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-3-2022**	**4-2-2022**	1.1723	1.1723
2	**4-3-2022**	**7-2-2022**	1.1813	1.1813
3	**7-3-2022**	**10-2-2022**	0.6742	0.6742
4	**10-3-2022**	**1-2-2023**	0.4559	0.4559
5	**1-3-2023**	**4-2-2023**	0.4090	0.4090
6	**4-3-2023**	**7-2-2023**	0.4150	0.4150
7	**7-3-2023**	**10-2-2023**	0.4195	0.4195
8	**10-3-2023**	**1-2-2024**	0.4176	0.4176
9	**1-3-2024**	**4-2-2024**	0.3891	0.3891
10	**4-3-2024**	**7-2-2024**	0.3904	0.3904
11	**7-3-2024**	**10-2-2024**	0.3947	0.3947
12	**10-3-2024**	**1-2-2025**	0.3928	0.3928

13	**1-3-2025**	**4-2-2025**	0.3597	0.3597
14	**4-3-2025**	**7-2-2025**	0.2741	0.2741
15	**7-3-2025**	**9-30-2025**	23.8003	23.8003
		Highest	23.8003	23.8003

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	23.8287	5.1000e-004	0.0560	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1090	0.1090	2.9000e-004	0.0000	0.1162
Energy	0.6904	6.2768	5.2725	0.0377		0.4770	0.4770		0.4770	0.4770	0.0000	26,190.5482	26,190.5482	0.9301	0.2906	26,300.4056
Mobile	14.1139	109.4527	155.9880	0.6440	40.6979	0.3107	41.0086	10.9322	0.2904	11.2226	0.0000	59,940.4367	59,940.4367	3.3194	0.0000	60,023.4209
Waste						0.0000	0.0000		0.0000	0.0000	1,384.3984	0.0000	1,384.3984	81.8156	0.0000	3,429.7884
Water						0.0000	0.0000		0.0000	0.0000	406.7785	6,244.9637	6,651.7421	42.0379	1.0399	8,012.5671
Total	**38.6331**	**115.7299**	**161.3165**	**0.6817**	**40.6979**	**0.7879**	**41.4858**	**10.9322**	**0.7676**	**11.6998**	**1,791.1768**	**92,376.0576**	**94,167.2344**	**128.1033**	**1.3305**	**97,766.2981**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	23.8287	5.1000e-004	0.0560	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1090	0.1090	2.9000e-004	0.0000	0.1162
Energy	0.6904	6.2768	5.2725	0.0377		0.4770	0.4770		0.4770	0.4770	0.0000	6,833.0222	6,833.0222	0.1310	0.1253	6,873.6274

Mobile	12.4449	98.9907	113.7618	0.4608	25.9387	0.2130	26.1516	6.9676	0.1990	7.1666	0.0000	42,959.8416	42,959.8416	2.7838	0.0000	43,029.4373
Waste						0.0000	0.0000		0.0000	0.0000	1,384.3984	0.0000	1,384.3984	81.8156	0.0000	3,429.7884
Water						0.0000	0.0000		0.0000	0.0000	325.4228	4,596.0447	4,921.4674	33.6138	0.8285	6,008.6967
Total	**36.9641**	**105.2679**	**119.0903**	**0.4984**	**25.9387**	**0.6902**	**26.6289**	**6.9676**	**0.6762**	**7.6438**	**1,709.8211**	**54,389.0174**	**56,098.8386**	**118.3445**	**0.9537**	**59,341.6659**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**4.32**	**9.04**	**26.18**	**26.88**	**36.27**	**12.40**	**35.81**	**36.27**	**11.91**	**34.67**	**4.54**	**41.12**	**40.43**	**7.62**	**28.32**	**39.30**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	1/2/2022	5	0	No Demo Required
2	Site Preparation	Site Preparation	1/3/2022	3/11/2022	5	50	
3	Grading	Grading	3/12/2022	7/29/2022	5	100	
4	Building Construction	Building Construction	7/30/2022	4/4/2025	5	700	
5	Paving	Paving	4/5/2025	8/22/2025	5	100	
6	Architectural Coating	Architectural Coating	8/23/2025	10/31/2025	5	50	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 9,150,000; Non-Residential Outdoor: 3,050,000; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56

Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	10.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	50.00	10.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	7	10.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	9	10.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

Paving	9	18.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	5	5.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4517	0.0000	0.4517	0.2483	0.0000	0.2483	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0808	0.8312	0.4345	8.7000e-004		0.0408	0.0408		0.0375	0.0375	0.0000	76.7589	76.7589	0.0248	0.0000	77.3795
Total	**0.0808**	**0.8312**	**0.4345**	**8.7000e-004**	**0.4517**	**0.0408**	**0.4924**	**0.2483**	**0.0375**	**0.2858**	**0.0000**	**76.7589**	**76.7589**	**0.0248**	**0.0000**	**77.3795**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	3.9000e-004	3.9800e-003	1.0000e-005	0.9569	1.0000e-005	0.9569	0.0956	1.0000e-005	0.0956	0.0000	0.8217	0.8217	3.0000e-005	0.0000	0.8225
Total	**5.5000e-004**	**3.9000e-004**	**3.9800e-003**	**1.0000e-005**	**0.9569**	**1.0000e-005**	**0.9569**	**0.0956**	**1.0000e-005**	**0.0956**	**0.0000**	**0.8217**	**0.8217**	**3.0000e-005**	**0.0000**	**0.8225**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2033	0.0000	0.2033	0.1117	0.0000	0.1117	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0808	0.8312	0.4345	8.7000e-004		0.0408	0.0408		0.0375	0.0375	0.0000	76.7588	76.7588	0.0248	0.0000	77.3794
Total	**0.0808**	**0.8312**	**0.4345**	**8.7000e-004**	**0.2033**	**0.0408**	**0.2440**	**0.1117**	**0.0375**	**0.1492**	**0.0000**	**76.7588**	**76.7588**	**0.0248**	**0.0000**	**77.3794**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	3.9000e-004	3.9800e-003	1.0000e-005	0.1894	1.0000e-005	0.1894	0.0190	1.0000e-005	0.0190	0.0000	0.8217	0.8217	3.0000e-005	0.0000	0.8225
Total	**5.5000e-004**	**3.9000e-004**	**3.9800e-003**	**1.0000e-005**	**0.1894**	**1.0000e-005**	**0.1894**	**0.0190**	**1.0000e-005**	**0.0190**	**0.0000**	**0.8217**	**0.8217**	**3.0000e-005**	**0.0000**	**0.8225**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Fugitive Dust					0.0376	0.0000	0.0376	0.0207	0.0000	0.0207	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1585	1.6547	1.4441	2.9700e-003		0.0686	0.0686		0.0637	0.0637	0.0000	260.0991	260.0991	0.0769	0.0000	262.0214
Total	**0.1585**	**1.6547**	**1.4441**	**2.9700e-003**	**0.0376**	**0.0686**	**0.1062**	**0.0207**	**0.0637**	**0.0844**	**0.0000**	**260.0991**	**260.0991**	**0.0769**	**0.0000**	**262.0214**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2100e-003	1.5600e-003	0.0159	4.0000e-005	1.9159	2.0000e-005	1.9159	0.1917	2.0000e-005	0.1918	0.0000	3.2868	3.2868	1.3000e-004	0.0000	3.2900
Total	**2.2100e-003**	**1.5600e-003**	**0.0159**	**4.0000e-005**	**1.9159**	**2.0000e-005**	**1.9159**	**0.1917**	**2.0000e-005**	**0.1918**	**0.0000**	**3.2868**	**3.2868**	**1.3000e-004**	**0.0000**	**3.2900**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0169	0.0000	0.0169	9.3100e-003	0.0000	9.3100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1585	1.6547	1.4441	2.9700e-003		0.0686	0.0686		0.0637	0.0637	0.0000	260.0988	260.0988	0.0769	0.0000	262.0211
Total	**0.1585**	**1.6547**	**1.4441**	**2.9700e-003**	**0.0169**	**0.0686**	**0.0855**	**9.3100e-003**	**0.0637**	**0.0730**	**0.0000**	**260.0988**	**260.0988**	**0.0769**	**0.0000**	**262.0211**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2100e-003	1.5600e-003	0.0159	4.0000e-005	0.3799	2.0000e-005	0.3799	0.0382	2.0000e-005	0.0383	0.0000	3.2868	3.2868	1.3000e-004	0.0000	3.2900
Total	**2.2100e-003**	**1.5600e-003**	**0.0159**	**4.0000e-005**	**0.3799**	**2.0000e-005**	**0.3799**	**0.0382**	**2.0000e-005**	**0.0383**	**0.0000**	**3.2868**	**3.2868**	**1.3000e-004**	**0.0000**	**3.2900**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0709	0.6254	0.6877	1.1300e-003		0.0320	0.0320		0.0303	0.0303	0.0000	96.2180	96.2180	0.0204	0.0000	96.7288
Total	**0.0709**	**0.6254**	**0.6877**	**1.1300e-003**		**0.0320**	**0.0320**		**0.0303**	**0.0303**	**0.0000**	**96.2180**	**96.2180**	**0.0204**	**0.0000**	**96.7288**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4200e-003	0.0466	0.0109	1.2000e-004	2.7400e-003	7.0000e-005	2.8100e-003	7.9000e-004	7.0000e-005	8.6000e-004	0.0000	11.8384	11.8384	9.1000e-004	0.0000	11.8612
Worker	0.0121	8.5600e-003	0.0875	2.0000e-004	0.0227	1.4000e-004	0.0229	6.0400e-003	1.3000e-004	6.1600e-003	0.0000	18.0773	18.0773	7.0000e-004	0.0000	18.0947
Total	**0.0136**	**0.0551**	**0.0984**	**3.2000e-004**	**0.0255**	**2.1000e-004**	**0.0257**	**6.8300e-003**	**2.0000e-004**	**7.0200e-003**	**0.0000**	**29.9157**	**29.9157**	**1.6100e-003**	**0.0000**	**29.9559**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0709	0.6254	0.6877	1.1300e-003		0.0320	0.0320		0.0303	0.0303	0.0000	96.2179	96.2179	0.0204	0.0000	96.7287
Total	**0.0709**	**0.6254**	**0.6877**	**1.1300e-003**		**0.0320**	**0.0320**		**0.0303**	**0.0303**	**0.0000**	**96.2179**	**96.2179**	**0.0204**	**0.0000**	**96.7287**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Vendor	1.4200e-003	0.0466	0.0109	1.2000e-004	1.7700e-003	7.0000e-005	1.8400e-003	5.5000e-004	7.0000e-005	6.2000e-004	0.0000	11.8384	11.8384	9.1000e-004	0.0000	11.8612
Worker	0.0121	8.5600e-003	0.0875	2.0000e-004	0.0129	1.4000e-004	0.0130	3.6200e-003	1.3000e-004	3.7400e-003	0.0000	18.0773	18.0773	7.0000e-004	0.0000	18.0947
Total	**0.0136**	**0.0551**	**0.0984**	**3.2000e-004**	**0.0146**	**2.1000e-004**	**0.0149**	**4.1700e-003**	**2.0000e-004**	**4.3600e-003**	**0.0000**	**29.9157**	**29.9157**	**1.6100e-003**	**0.0000**	**29.9559**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1545	1.3668	1.6152	2.6600e-003		0.0653	0.0653		0.0619	0.0619	0.0000	227.5034	227.5034	0.0478	0.0000	228.6985
Total	**0.1545**	**1.3668**	**1.6152**	**2.6600e-003**		**0.0653**	**0.0653**		**0.0619**	**0.0619**	**0.0000**	**227.5034**	**227.5034**	**0.0478**	**0.0000**	**228.6985**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6400e-003	0.0858	0.0223	2.9000e-004	6.4600e-003	7.0000e-005	6.5300e-003	1.8700e-003	7.0000e-005	1.9300e-003	0.0000	27.3511	27.3511	1.5300e-003	0.0000	27.3894
Worker	0.0269	0.0185	0.1909	4.6000e-004	0.0537	3.1000e-004	0.0541	0.0143	2.9000e-004	0.0146	0.0000	41.1053	41.1053	1.5100e-003	0.0000	41.1430
Total	**0.0296**	**0.1043**	**0.2133**	**7.5000e-004**	**0.0602**	**3.8000e-004**	**0.0606**	**0.0161**	**3.6000e-004**	**0.0165**	**0.0000**	**68.4564**	**68.4564**	**3.0400e-003**	**0.0000**	**68.5323**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1545	1.3668	1.6152	2.6600e-003		0.0653	0.0653		0.0619	0.0619	0.0000	227.5031	227.5031	0.0478	0.0000	228.6982
Total	**0.1545**	**1.3668**	**1.6152**	**2.6600e-003**		**0.0653**	**0.0653**		**0.0619**	**0.0619**	**0.0000**	**227.5031**	**227.5031**	**0.0478**	**0.0000**	**228.6982**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6400e-003	0.0858	0.0223	2.9000e-004	4.1800e-003	7.0000e-005	4.2500e-003	1.3000e-003	7.0000e-005	1.3700e-003	0.0000	27.3511	27.3511	1.5300e-003	0.0000	27.3894
Worker	0.0269	0.0185	0.1909	4.6000e-004	0.0304	3.1000e-004	0.0307	8.5400e-003	2.9000e-004	8.8300e-003	0.0000	41.1053	41.1053	1.5100e-003	0.0000	41.1430
Total	**0.0296**	**0.1043**	**0.2133**	**7.5000e-004**	**0.0346**	**3.8000e-004**	**0.0350**	**9.8400e-003**	**3.6000e-004**	**0.0102**	**0.0000**	**68.4564**	**68.4564**	**3.0400e-003**	**0.0000**	**68.5323**

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1457	1.2918	1.6212	2.6800e-003		0.0575	0.0575		0.0546	0.0546	0.0000	229.2979	229.2979	0.0478	0.0000	230.4917
Total	**0.1457**	**1.2918**	**1.6212**	**2.6800e-003**		**0.0575**	**0.0575**		**0.0546**	**0.0546**	**0.0000**	**229.2979**	**229.2979**	**0.0478**	**0.0000**	**230.4917**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5900e-003	0.0861	0.0215	2.9000e-004	6.5100e-003	7.0000e-005	6.5800e-003	1.8800e-003	7.0000e-005	1.9500e-003	0.0000	27.4671	27.4671	1.4900e-003	0.0000	27.5044
Worker	0.0256	0.0173	0.1818	4.5000e-004	0.0542	3.2000e-004	0.0545	0.0144	2.9000e-004	0.0147	0.0000	40.2842	40.2842	1.4300e-003	0.0000	40.3199
Total	**0.0282**	**0.1034**	**0.2033**	**7.4000e-004**	**0.0607**	**3.9000e-004**	**0.0611**	**0.0163**	**3.6000e-004**	**0.0166**	**0.0000**	**67.7513**	**67.7513**	**2.9200e-003**	**0.0000**	**67.8243**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1457	1.2918	1.6212	2.6800e-003		0.0575	0.0575		0.0546	0.0546	0.0000	229.2976	229.2976	0.0478	0.0000	230.4914

Total	**0.1457**	**1.2918**	**1.6212**	**2.6800e-003**		**0.0575**	**0.0575**		**0.0546**	**0.0546**	**0.0000**	**229.2976**	**229.2976**	**0.0478**	**0.0000**	**230.4914**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5900e-003	0.0861	0.0215	2.9000e-004	4.2100e-003	7.0000e-005	4.2800e-003	1.3100e-003	7.0000e-005	1.3800e-003	0.0000	27.4671	27.4671	1.4900e-003	0.0000	27.5044
Worker	0.0256	0.0173	0.1818	4.5000e-004	0.0307	3.2000e-004	0.0310	8.6100e-003	2.9000e-004	8.9000e-003	0.0000	40.2842	40.2842	1.4300e-003	0.0000	40.3199
Total	**0.0282**	**0.1034**	**0.2033**	**7.4000e-004**	**0.0349**	**3.9000e-004**	**0.0353**	**9.9200e-003**	**3.6000e-004**	**0.0103**	**0.0000**	**67.7513**	**67.7513**	**2.9200e-003**	**0.0000**	**67.8243**

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0352	0.3123	0.4189	7.0000e-004		0.0128	0.0128		0.0121	0.0121	0.0000	59.5306	59.5306	0.0123	0.0000	59.8377
Total	**0.0352**	**0.3123**	**0.4189**	**7.0000e-004**		**0.0128**	**0.0128**		**0.0121**	**0.0121**	**0.0000**	**59.5306**	**59.5306**	**0.0123**	**0.0000**	**59.8377**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.5000e-004	0.0221	5.3100e-003	7.0000e-005	1.6900e-003	2.0000e-005	1.7100e-003	4.9000e-004	2.0000e-005	5.0000e-004	0.0000	7.0757	7.0757	3.7000e-004	0.0000	7.0850
Worker	6.2800e-003	4.1700e-003	0.0442	1.1000e-004	0.0141	8.0000e-005	0.0141	3.7300e-003	7.0000e-005	3.8100e-003	0.0000	10.0370	10.0370	3.5000e-004	0.0000	10.0457
Total	**6.9300e-003**	**0.0263**	**0.0495**	**1.8000e-004**	**0.0157**	**1.0000e-004**	**0.0158**	**4.2200e-003**	**9.0000e-005**	**4.3100e-003**	**0.0000**	**17.1127**	**17.1127**	**7.2000e-004**	**0.0000**	**17.1307**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0352	0.3123	0.4189	7.0000e-004		0.0128	0.0128		0.0121	0.0121	0.0000	59.5305	59.5305	0.0123	0.0000	59.8377
Total	**0.0352**	**0.3123**	**0.4189**	**7.0000e-004**		**0.0128**	**0.0128**		**0.0121**	**0.0121**	**0.0000**	**59.5305**	**59.5305**	**0.0123**	**0.0000**	**59.8377**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.5000e-004	0.0221	5.3100e-003	7.0000e-005	1.0900e-003	2.0000e-005	1.1100e-003	3.4000e-004	2.0000e-005	3.6000e-004	0.0000	7.0757	7.0757	3.7000e-004	0.0000	7.0850
Worker	6.2800e-003	4.1700e-003	0.0442	1.1000e-004	7.9600e-003	8.0000e-005	8.0400e-003	2.2300e-003	7.0000e-005	2.3100e-003	0.0000	10.0370	10.0370	3.5000e-004	0.0000	10.0457
Total	**6.9300e-003**	**0.0263**	**0.0495**	**1.8000e-004**	**9.0500e-003**	**1.0000e-004**	**9.1500e-003**	**2.5700e-003**	**9.0000e-005**	**2.6700e-003**	**0.0000**	**17.1127**	**17.1127**	**7.2000e-004**	**0.0000**	**17.1307**

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0426	0.3698	0.6011	9.6000e-004		0.0171	0.0171		0.0159	0.0159	0.0000	82.0818	82.0818	0.0250	0.0000	82.7077
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0426**	**0.3698**	**0.6011**	**9.6000e-004**		**0.0171**	**0.0171**		**0.0159**	**0.0159**	**0.0000**	**82.0818**	**82.0818**	**0.0250**	**0.0000**	**82.7077**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Worker	3.3200e-003	2.2100e-003	0.0234	6.0000e-005	7.4400e-003	4.0000e-005	7.4800e-003	1.9800e-003	4.0000e-005	2.0100e-003	0.0000	5.3137	5.3137	1.8000e-004	0.0000	5.3183
Total	**3.3200e-003**	**2.2100e-003**	**0.0234**	**6.0000e-005**	**7.4400e-003**	**4.0000e-005**	**7.4800e-003**	**1.9800e-003**	**4.0000e-005**	**2.0100e-003**	**0.0000**	**5.3137**	**5.3137**	**1.8000e-004**	**0.0000**	**5.3183**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0426	0.3698	0.6011	9.6000e-004		0.0171	0.0171		0.0159	0.0159	0.0000	82.0817	82.0817	0.0250	0.0000	82.7076
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0426**	**0.3698**	**0.6011**	**9.6000e-004**		**0.0171**	**0.0171**		**0.0159**	**0.0159**	**0.0000**	**82.0817**	**82.0817**	**0.0250**	**0.0000**	**82.7076**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3200e-003	2.2100e-003	0.0234	6.0000e-005	4.2100e-003	4.0000e-005	4.2600e-003	1.1800e-003	4.0000e-005	1.2200e-003	0.0000	5.3137	5.3137	1.8000e-004	0.0000	5.3183
Total	**3.3200e-003**	**2.2100e-003**	**0.0234**	**6.0000e-005**	**4.2100e-003**	**4.0000e-005**	**4.2600e-003**	**1.1800e-003**	**4.0000e-005**	**1.2200e-003**	**0.0000**	**5.3137**	**5.3137**	**1.8000e-004**	**0.0000**	**5.3183**

3.7 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	42.4103					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.2700e-003	0.0286	0.0452	7.0000e-005		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	6.3831	6.3831	3.5000e-004	0.0000	6.3918
Total	**42.4145**	**0.0286**	**0.0452**	**7.0000e-005**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**6.3831**	**6.3831**	**3.5000e-004**	**0.0000**	**6.3918**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.2000e-004	6.1000e-004	6.5000e-003	2.0000e-005	2.0700e-003	1.0000e-005	2.0800e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.4760	1.4760	5.0000e-005	0.0000	1.4773
Total	**9.2000e-004**	**6.1000e-004**	**6.5000e-003**	**2.0000e-005**	**2.0700e-003**	**1.0000e-005**	**2.0800e-003**	**5.5000e-004**	**1.0000e-005**	**5.6000e-004**	**0.0000**	**1.4760**	**1.4760**	**5.0000e-005**	**0.0000**	**1.4773**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Archit. Coating	42.4103					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.2700e-003	0.0286	0.0452	7.0000e-005		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	6.3831	6.3831	3.5000e-004	0.0000	6.3918
Total	**42.4145**	**0.0286**	**0.0452**	**7.0000e-005**		**1.2900e-003**	**1.2900e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**6.3831**	**6.3831**	**3.5000e-004**	**0.0000**	**6.3918**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.2000e-004	6.1000e-004	6.5000e-003	2.0000e-005	1.1700e-003	1.0000e-005	1.1800e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.4760	1.4760	5.0000e-005	0.0000	1.4773
Total	**9.2000e-004**	**6.1000e-004**	**6.5000e-003**	**2.0000e-005**	**1.1700e-003**	**1.0000e-005**	**1.1800e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.4760**	**1.4760**	**5.0000e-005**	**0.0000**	**1.4773**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Increase Transit Accessibility

Implement Trip Reduction Program

Employee Vanpool/Shuttle

Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	12.4449	98.9907	113.7618	0.4608	25.9387	0.2130	26.1516	6.9676	0.1990	7.1666	0.0000	42,959.8416	42,959.8416	2.7838	0.0000	43,029.4373
Unmitigated	14.1139	109.4527	155.9880	0.6440	40.6979	0.3107	41.0086	10.9322	0.2904	11.2226	0.0000	59,940.4367	59,940.4367	3.3194	0.0000	60,023.4209

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	25,789.00	4,884.00	2516.00	61,196,268	38,722,700
General Office Building	16,545.00	3,690.00	1575.00	26,826,142	17,268,816
Office Park	10,278.00	1,476.00	684.00	17,121,677	11,021,727
Total	52,612.00	10,050.00	4,775.00	105,144,087	67,013,243

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	12.50	4.20	5.40	59.00	28.00	13.00	92	5	3
General Office Building	12.50	4.20	5.40	33.00	48.00	19.00	77	19	4
Office Park	12.50	4.20	5.40	33.00	48.00	19.00	82	15	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.492822	0.035624	0.185121	0.119005	0.014436	0.005121	0.022629	0.112565	0.003037	0.001863	0.006214	0.000779	0.000783
General Office Building	0.492822	0.035624	0.185121	0.119005	0.014436	0.005121	0.022629	0.112565	0.003037	0.001863	0.006214	0.000779	0.000783
Office Park	0.492822	0.035624	0.185121	0.119005	0.014436	0.005121	0.022629	0.112565	0.003037	0.001863	0.006214	0.000779	0.000783

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	19,357.5260	19,357.5260	0.7992	0.1654	19,426.7781
NaturalGas Mitigated	0.6904	6.2768	5.2725	0.0377		0.4770	0.4770		0.4770	0.4770	0.0000	6,833.0222	6,833.0222	0.1310	0.1253	6,873.6274
NaturalGas Unmitigated	0.6904	6.2768	5.2725	0.0377		0.4770	0.4770		0.4770	0.4770	0.0000	6,833.0222	6,833.0222	0.1310	0.1253	6,873.6274

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	1.20213e+008	0.6482	5.8928	4.9500	0.0354		0.4479	0.4479		0.4479	0.4479	0.0000	6,415.0235	6,415.0235	0.1230	0.1176	6,453.1448
General Office Building	5.205e+006	0.0281	0.2552	0.2143	1.5300e-003		0.0194	0.0194		0.0194	0.0194	0.0000	277.7586	277.7586	5.3200e-003	5.0900e-003	279.4092

Office Park	2.628e+006	0.0142	0.1288	0.1082	7.7000e-004		9.7900e-003	9.7900e-003		9.7900e-003	9.7900e-003	0.0000	140.2401	140.2401	2.6900e-003	2.5700e-003	141.0735
Total		**0.6905**	**6.2768**	**5.2725**	**0.0377**		**0.4770**	**0.4770**		**0.4770**	**0.4770**	**0.0000**	**6,833.0222**	**6,833.0222**	**0.1310**	**0.1253**	**6,873.6274**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	1.20213e+008	0.6482	5.8928	4.9500	0.0354		0.4479	0.4479		0.4479	0.4479	0.0000	6,415.0235	6,415.0235	0.1230	0.1176	6,453.1448
General Office Building	5.205e+006	0.0281	0.2552	0.2143	1.5300e-003		0.0194	0.0194		0.0194	0.0194	0.0000	277.7586	277.7586	5.3200e-003	5.0900e-003	279.4092
Office Park	2.628e+006	0.0142	0.1288	0.1082	7.7000e-004		9.7900e-003	9.7900e-003		9.7900e-003	9.7900e-003	0.0000	140.2401	140.2401	2.6900e-003	2.5700e-003	141.0735
Total		**0.6905**	**6.2768**	**5.2725**	**0.0377**		**0.4770**	**0.4770**		**0.4770**	**0.4770**	**0.0000**	**6,833.0222**	**6,833.0222**	**0.1310**	**0.1253**	**6,873.6274**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	3.7555e+007	11,965.8276	0.4940	0.1022	12,008.6357
General Office Building	1.428e+007	4,549.9139	0.1878	0.0389	4,566.1914
Office Park	8.919e+006	2,841.7845	0.1173	0.0243	2,851.9511
Total		**19,357.5260**	**0.7992**	**0.1653**	**19,426.7781**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Office Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	23.8287	5.1000e-004	0.0560	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1090	0.1090	2.9000e-004	0.0000	0.1162
Unmitigated	23.8287	5.1000e-004	0.0560	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1090	0.1090	2.9000e-004	0.0000	0.1162

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	23.8236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.1900e-003	5.1000e-004	0.0560	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1090	0.1090	2.9000e-004	0.0000	0.1162
Total	**23.8287**	**5.1000e-004**	**0.0560**	**0.0000**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**	**0.0000**	**0.1090**	**0.1090**	**2.9000e-004**	**0.0000**	**0.1162**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	23.8236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.1900e-003	5.1000e-004	0.0560	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	0.1090	0.1090	2.9000e-004	0.0000	0.1162
Total	**23.8287**	**5.1000e-004**	**0.0560**	**0.0000**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**	**0.0000**	**0.1090**	**0.1090**	**2.9000e-004**	**0.0000**	**0.1162**

7.0 Water Detail

7.1 Mitigation Measures Water

Use Reclaimed Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4,921.4674	33.6138	0.8285	6,008.6967
Unmitigated	6,651.7421	42.0379	1.0399	8,012.5671

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	855.625 / 0	3,821.2413	28.0271	0.6886	4,727.1340
General Office Building	266.601 / 163.4	1,769.0630	8.7567	0.2195	2,053.3957
Office Park	159.96 / 98.0402	1,061.4378	5.2540	0.1317	1,232.0374
Total		**6,651.7421**	**42.0379**	**1.0399**	**8,012.5671**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	684.5 / 0	3,056.9930	22.4217	0.5509	3,781.7072
General Office Building	213.28 / 60.1095	1,165.2965	6.9951	0.1735	1,391.8684
Office Park	127.968 / 36.0657	699.1779	4.1970	0.1041	835.1210
Total		**4,921.4674**	**33.6138**	**0.8285**	**6,008.6967**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1,384.3984	81.8156	0.0000	3,429.7884
Unmitigated	1,384.3984	81.8156	0.0000	3,429.7884

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	4588	931.3225	55.0396	0.0000	2,307.3122
General Office Building	1395	283.1724	16.7350	0.0000	701.5476
Office Park	837	169.9034	10.0410	0.0000	420.9286
Total		**1,384.3984**	**81.8156**	**0.0000**	**3,429.7884**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	4588	931.3225	55.0396	0.0000	2,307.3122
General Office Building	1395	283.1724	16.7350	0.0000	701.5476
Office Park	837	169.9034	10.0410	0.0000	420.9286
Total		**1,384.3984**	**81.8156**	**0.0000**	**3,429.7884**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation